

Ray's desk copy

BOARD:
BILLY HALL-CHAIRMAN N6EDY
RAY DAVIS-BUSINESS MGR KD6FHN
DE WITT MORGAN KM6UK
JOHN EDWARDS KC6ZOZ

PRESIDENT:
JOHN REYNOLDS W5JFR

PUBLIC RELATIONS:
BILLY HALL N6EDY

SECRETARY/TREASURER:
BONNIE DAVIS KD6OFQ

50/50 & DOOR PRIZES:
MIJO REYNOLDS KF6BEB

NEWSLETTER EDITOR:
BONNIE DAVIS KD6OFQ

ASST NEWSLETTER EDITOR:
TERI EDWARDS KF6HJT

TECH COORDINATOR:
JOHN EDWARDS KC6ZOZ

MEMBERS-AT-LARGE:
DANNY VELDERRAIN KD6FLP
TERRY LEWIS KJ7LI
PAT LEWIS KD6SEBZ
KEN EDWARDS N6KBI
SUE EDWARDS KE6WCA

IL/WI COORDINATOR
PAUL PLASTERS K9PEP

HF NET CONTROL
TED MOODY KB6CUS



"Dedicated to providing service to the community
while combining the two hobbies
of motorcycling and ham radio"

AUGUST/SEPTEMBER 2000

DISASTER & E-MAIL COORDINATOR:
DE WITT MORGAN KM6UK

E-MAIL CHECK-INS:
DOLLIE BATCHELDER KD6ERC

MS 150K COORDINATORS:
JOHN EDWARDS (ORANGE) KC6ZOZ
MICHAEL PRYZBYLO (ORANGE) KE6GYC

LOVE RIDE COORDINATORS:
BILL DOUGLAS KE6UUD
JOHN REYNOLDS W5JFR

TOUR de CURE COORDINATORS:
JOHN REYNOLDS(RIVERSIDE) W5JFR
MICHAEL NARON(RIVERSIDE) N6QZT
MICHAEL PRYZBYLO(ORANGE) KE6GYC
BONNIE DAVIS(ORANGE) KD6OFQ

TOUR D' OLYMPIAD
"MAC" GARRETT KD8KSP

MARC WEB PAGE
DREW PUSHIE VE6HGW
RAY DAVIS (ASST) KD6FHN

MARC LIST COORDINATOR:
LEWIS OSBORN KC7MZ

MARC PERSONAL WEB EDITOR:
AL FRIESEN VE6KI

MARC EQUIPMENT CONTROLLER
RAY DAVIS KD6FHN

MARC HISTORIAN
SUE HEBB KF6HZJ

**FROM THE LOCAL SOUTHERN CA
CHAPTER PRESIDENT'S DESK:**

Hello again. Two months of summer have passed since our last chat. It seems that a lot has happened in the club since then.

To start with, I have upgraded to General and in doing so obtained a new call. It is now W5JFR. The MARC list on e-mail has been busy with news of adventures and travels. Two of our board members made a wild ride to the east coast. One of them now has a new (to him) Gold Wing. A third board member has been touring on the west coast with his wife. It appears to have been a busy summer for most. I sincerely hope yours has been nice and cool.

Mijo, KF6BEB, the other half in the presidential abode and I made a couple of trips to Orange County during June. We rode down to Huntington Honda for a new front tire and a set of brakes on the Gold Wing and of course the obligatory coffee and donuts. Once the new tire was on, we departed for Balboa Island and did some shopping. Later in the day, we boarded a small tour boat and took a 90 minute tour of the inland waters at Balboa. It was entertaining to see all the expensive houses around the waterway and to learn who the prior and present owners of some of them are. We also saw the converted mine sweeper that was John Waynes' private yacht. Then it was back to the dock for more shopping and a snack. All in all, a very pleasant way to spend a day and escape the heat inland.

Two weeks later, we met some of our friends at the Lakeview Cafe for a Saturday, AM, and chit chat. It was nice to see Ray, KD6FHN, home from the mid-west where he bought another white '96 Wing. From there, we made a stop at Huntington Honda for a visit with friends there. We departed for home about noon and spent the rest of the weekend shopping and preparing for our vacation.

Most of our spare time in June and now in July has been spent in our garden. Mijo has prepared about 20 quarts of her sour pickles, called cornichons, in French. We have had tons of squash, (four different varieties), bell peppers, purple, yellow and green. Also green and yellow string beans and Swiss chard. The tomatoes aren't quite ready yet. We have only had two or three. I had two vines with the long 18 to 20 inch cucumbers for salads with more cucumbers than you can imagine. A friend gave us some apricots which we used to make jam and put the rest in the dehydrator for later. The birds have eaten most of our plums. However, I did dehydrate some to eat later. Yes, we did eat some of them fresh. I have also taken bags of fruit and vegetables to work, I think everyone there is about veggie'd out.

Now for the trip to Alaska and the cruise. We left Rialto on Saturday and drove to Los Angeles, where we spent the night in a hotel near the airport. The car was left there, in the parking lot for

the week, part of a stay and park deal. Early Sunday morning, we took the hotel shuttle to the airport and boarded an Alaska Air flight to Anchorage, AK. It was a very smooth flight up the west coast of the US and Canada to Alaska and to Anchorage. A friend met us at the airport and visited for about 30 minutes, until we had to board a tour bus for a three hour ride to Seward. This is where the ship, the MS Ryndam, was anchored, waiting for the compliment of tourists to arrive. By the time we got checked in and on-board, there wasn't time to get back off the ship and tour the village of Seward. Then to find out that we would not sail till later because about 33 passengers had been delayed getting to Anchorage and would be late arriving in Seward. At 10:38 P.M., the mooring ropes were cast off and we headed south for College Fjord. Monday, July 17, after a sail though Icy Bay, we entered College Fjord to view several glaciers. Then south, to Prince William Sound and more glaciers. We did see one glacier calving, with several pops that sounded like large bore rifles and then, with a deafening bang, a very large chunk of ice broke off the glacier and fell into the sound. At noon, the temperature outside was 55 with cloudy sky. At about 2:00 P.M., we departed Prince William Sound and headed for Glacier Bay. On Tuesday, July 18th, we entered North Inian Pass and passed Bartlett Cove. At noon, it was 52 with overcast sky. We entered the Tarr Inlet and approached the

Majorie Glacier for more calving. Then it was back out the inlet, to the John Hopkins Inlet, for more glacier viewing. It was near here that we saw several grizzly bears scattered along the shore, as they foraged for food. One was a sow with two cubs in tow. On Wednesday morning, we navigated past Cape Edgecumbe and into Sitka, AK. At 8:00 A.M., the ship was granted clearance, (required before anyone may go ashore) and we boarded life boats tenders to be shuttled to shore. And I was off on a four hour salmon fishing adventure. Well, the Pres. got skunked. I managed to hook two pink salmon and got both to the surface, but lost both as the boat captain attempted to net them and boat the fish. I did catch two small Alaskan rock fish. The boat captain called them mother-in-law fish. He said that was all they were good for! So they both went back in the drink. Three accompanying fishermen had better luck. They each caught and boated two salmon, a mixture of chums and silvers. The other varieties in the area are king, sockeye and pink, which I had missed.

At noon, it was 61 and cloudy with rain. Mijo and family toured a raptor rehabilitation center and went to see a troupe performing Russian folk dances. They also toured the old Russian Orthodox Church in the center of town. Upon returning to port from my fishing expedition, I called KF6BEB, Mijo, on MARC simplex (my only HAM conversation in Alaska) and arranged a rendezvous for lunch and some shopping. Sitka is a beautiful island town on the west coast of Alaska and was the capital when Russia owned Alaska. Early evening, it was back to the ship and a sail back north, past Cape Edgecumbe again, on a northerly course to Juneau.

On Thursday, July 20, we again entered the North Inian Passage and transited the Icy Strait to Pt. Marmion, where we entered the Gastineau Channel. It was about 7:00 A.M. when we tied up to the pier in Juneau, the capital of Alaska. After disembarkation, we climbed into buses for a short trip to a small marina in Auke Bay. There, we boarded a high speed catamaran, the St. Gregory, for a ride up river through the Favorite Channel. Passing both Shelter and Lincoln Islands, we saw many seals, hauled out on the rocks to sun. The naturalist said that they actually just swim up during the high tide and then wait till it goes out and deposits them on the rocks, until the next tide. It was near Sentinel Island that we found a pair of nesting bald eagles. Later, we saw several more eagles in flight, including some immature birds still sporting brown

feathers on their heads and tails.

Leaving Sentinel Island, we went south through North Pass, between Lincoln and Shelter Islands and into the Saginaw Channel. It was near Barlow Cove, on Admiralty Island, where we were privileged to witness the frolicking of a very large humpback whale, which entertained us for at least 30 minutes. Then, it was back to Auke Bay, where we disembarked the catamaran and reboarded the bus for a short ride to the Mendenhall Glacier. The 45 minutes they gave us to tour the Visitors Center and walk down to the Glacier face was far too short. I could have stayed there for a couple of hours at least. It was magnificent! Air temperature in Juneau at noon was 54, with cloudy sky and rain. It was about noon when we arrived downtown for a cool one at the Red Dog Saloon, and a few hours of sightseeing and shopping, shopping, shopping.

At 6:00 P.M. we cast off again and headed south past the Brothers, to enter Frederick Sound and south to Ketchikan. Friday, 21 July, between midnight and 1 A.M. we passed through the Chatham Strait, by Cape Decision, and entered the Sumner Strait. By 5:30 A.M., it was through Snow Passage and the Clarence Strait.

As we passed Guard Island, one could see Ketchikan in the distance. After docking in Ketchikan, we found our tour bus and rode about a mile to a float plane and freight depot where we boarded a very nice twin turbo prop float plane for a short flight to Neets Bay. All fifteen of us and the pilot securely strapped in, with both engines started, warmed up, and ready to go. Power up on the right engine, rev the prop, all was well. Then the left engines turn, full power on the turbine and then the PROP. Nothing! Try again. Nothing! After a third try, the pilot said sorry this plane is not going anywhere. So it was out onto the dock, to wait for other arrangements. After a few minutes, we were divided into two smaller groups and boarded two smaller, single engine aircraft. With my daughter perched in the co-pilot seat, it was about 25 minutes air time to Neets Bay and our bear watching adventure. It was 61 and overcast with a light rain. After a short walk from the wharf/dock to a salmon hatchery, we were escorted to a small grassy area near the fish pens where the salmon fry are kept till they are big enough to release.

After about 30 minutes watching two bears in the distance and seeing several bald eagles in trees near our grassy lookout, one of the guides said in a soft voice, "there". A large black

bear had emerged from the woods, about 20 feet to one side of the glade where we were huddled. The bear entered the stream, just in front of where we were standing, watching several large chum salmon spawning. That mature bear proceeded to entertain the crowd (of 16) for at least 45 minutes. It would wade back and forth, through the rushing water, trying to catch fish. It seems that it was not having any better luck catching salmon than I did! I am sure his luck will improve, as more fish arrive in mass to spawn and climb the fish ladder, back into the hatchery where they were born.

Here, the adult fish will be stripped of their roe and sperm to hatch more fry for next years crop of fingerlings to be released into the sea, again starting the cycle of life for a new generation of salmon. We returned to the dock where the float plane was awaiting us for the flight back to Ketchikan. I was in the co-pilot seat for the return flight, this time a bumpy one, over the mountains, back to the dock near where our ship, the MS Ryndam, was moored. Again, more shopping, shopping, shopping and some sightseeing in Ketchikan (called the first city in Alaska, as it is the first port for all north bound ships).

At 6:00 P.M., lines were cast off and we began our trip through the Inside Passage, south to Canada and our flight back to the US from Vancouver. At noon Saturday, we were in the Inside Passage, between Fitzhugh Sound and Alert Bay. It was 62 and overcast with fog. We were treated to a display by several killer whales near Alert Bay, with some of the whales in the pod passing on each side of the ship, breaching water, slapping tail flukes on the surface, and diving in and out of the sea.

It was early Sunday morning, July 23rd, that we tied up in Vancouver and said good by to our new friends, the crew of the MS Ryndam, and headed for the airport in Vancouver, Canada. It was a two and one half hour flight back to Los Angeles and then a short shuttle ride to the Hotel where the car was parked. Oh! the terror of it all!

Back in the L.A. traffic for the drive home! It was almost 10:00 P.M. when we dragged the suitcases into the house and finally ended our Alaskan adventure. Did you notice how I took care to mention how cool it was, with rain or fog (rain almost all night, every day)? Well, it has been 100 plus every day since we got back, with no sign of fog or rain. Oh, yes, the FOOD on the ship was just too much to mention here.

Just ask Mijo and I at the next MARC meeting on 12 August, at the Lake View Cafe. We will see you there at 8:00

A.M. sharp for our usual breakfast, door prizes and 50-50 offerings. Until later," may your frequencies be clear and your roads smooth and dry. Keep the Frog on top."

John F. Reynolds W5JFR
johnkd6nxc@aol.com
Home Ph.# (909) 820 0509

FROM YOU ORANGE COUNTY MS150 COORDINATOR

As I write this article The MS150 bay to bay tour is only a couple of months away and with being the last news letter before the ride. I want to pass on some final information.

We are excited about the up coming 18th annual MS 150 Bike Tour taking place October 7 & 8. We are expecting over 1000 rider again this year. There will be a sign up sheet going around at the August and Septembers meeting, if you are unable to sign up at the meeting please let me know when you are available at

<johnkc6zoz@juno.com>. Please plan to sign up and come help us on October 7th and 8th. We will need as much help as we can muster for Saturday, as we will have both the regular and the century routes to cover.

On Sunday it will be a little easier on us with the single route from Carlsbad to San Diego, with the exception of Torrey Pine hill. Don't forget SAG support, if you don't have a motorcycle but are able to help either as a SAG driver or a radio operator in a SAG vehicle or as a base station operator your help is also greatly needed.

What's been happening lately with the committee? On Aug 26 the committee is planning to do a check out ride on the Carlsbad portion of the Century route. With time growing short we will be getting together more often for committee meeting. I would also like to thank Michael Pryzbylo KE6GYC for helping me with the committee meeting and for riding down to Carlsbad a couple of weeks ago to check out alliterative rest stops for the century route.

If you are planning on working Sat Oct. 7th please join us we will be meeting for breakfast at 5am Saturday October 7th at the International House of Pancakes (I-HOP) @ 18542 Mac Arthur Blvd. I will be making arrangements with the I-Hop in Newport Beach for those that would like to join us breakfast. The I-HOP is located across

MacArthur Blvd. from John Wayne Airport, at the corner of MacArthur Blvd. & Business Center Drive. If you exit the 405 Freeway at MacArthur Blvd. head (South) towards the beach, make a U-turn at Michelson Dr. (the first light after the freeway) and right turn on Business Center Dr.

Time Schedule is:

5:00am meet for breakfast
6:00am place signs on bikes
6:15am leave for Newport Dunes
6:30am arrive at Newport Dunes
7:00 to 7:30am Century riders leave the Dunes
8:00 to 8:30am Regular riders leave the Dunes.

If you miss us at I-HOP we will be going south on MacArthur Blvd. right on Jamboree Rd. and right on Backbay Drive. Backbay Drive is one street north (away from the beach) from Coast Hwy. We will use MARC Simplex (144.370) as talk in frequency on Saturday.

Again the Orange County Chapter of the Multiple Sclerosis Society now has a Web Page. Check it out!

<http://www.nmssoc.org/> they have ON LINE bike tour registration.

If you are planning on helping and have not gotten a hotel room or you have a room a ways away from the Inns of America and would like to be a little closer to the action please keep checking with the hotels. Here is an expanded list of hotels where you may find a room. Please mention that you are with the MS 150 Bike Ride in order to reserve the room at the special rates.

Miles from Inns of America

0.0 Inns of America
751 Raintree Drive,
Carlsbad, CA 92009
(760) 931-1185)

0.1 Motel 6
750 Raintree Drive,
Carlsbad, CA 92009
(760) 431-0745

0.2 Ramada Inn
751 Macadamia Drive,
Carlsbad, CA 92009
(760) 438-2285

0.2 Travelodge
760 Macadamia Drive,
Carlsbad, CA 92009
(760) 438-2828

- 1.2 Motel 6
6117 Paseo Del Norte,
Carlsbad, CA 92009
(760)-438-1242
- 1.3 Pea Soup Andersen's
850 Palomar Airport Road,
Carlsbad, CA 92008
(760) 438-7880
- 2.3 Ocean Inn
1444 No. Coast Hwy 101,
Encinitas, CA 92024
(760) 436-1988
- 3.0 R & R Hospitality Group
2192 Palomar Airport Rd,
Carlsbad, CA 92008
(760) 438-2501
- 3.1 Holiday Inn
607 Leucadia Boulevard,
Encinitas, CA 92024
(760) 944-3800
- 3.3 LA Costa Resort & Spa
2100 Costa Del Mar Road,
Carlsbad, CA 92009
(760) 438-9111
- 3.4 Econo Lodge
410 North Highway 101,
Encinitas, CA 92024
(760) 436-4999
- 3.7 Olympic Resort Hotel/Spa
6111 El Camino Real,
Carlsbad, CA 92009
(760) 438-8330
- 3.8 Super 8 Motel
3700 PIO Pico Drive,
Carlsbad, CA 92008
(760) 720-0808
- 3.9 Travel Inn Motel
3666 PIO Pico Drive,
Carlsbad, CA 92008
(760) 729-4941
- 4.1 Best Western
85 Encinitas Boulevard,
Encinitas, CA 92024
(780) 942-7455
- 4.1 Days Inn
133 Encinitas Boulevard,
Encinitas, CA 92024
(760) 944-0260
- 4.2 Tamarack Beach Resort
3200 Carlsbad Boulevard,
Carlsbad, CA 92008
(760) 729-3500

- 4.4 Seabreeze Vacation Rentals
3150 Ocean Street # 8,
Carlsbad, CA 92008
(760) 729-2576
- 4.4 Beachwalk Villas Vacation
3100 Ocean Street,
Carlsbad, CA 92008
(760) 720-1400
- 4.5 Carlsbad Inn Bch Resort
3075 Carlsbad Boulevard,
Carlsbad, CA 92008
(760) 434-7020
- 4.7 Motel Villa Mar
960 1st Street,
Encinitas, CA 92024
(760) 753-1267
- 4.7 Seashore On The Sand
2805 Ocean Street,
Carlsbad, CA 92008
(760) 434-6679
- 4.7 Leucadia Inn by The Sea
60 No. Pacific Coast Hwy,
Encinitas, CA 92024
(760) 940-1024

I would like to thank everyone in advance for coming out to help with this very worth while event. The bike riders love having us there watching over them during this ride. And the Multiple Sclerosis Orange County chapter can not express enough how much they appreciate the MARC group being there to help.

John Edwards KC6Z0Z
<johnkc6zoz@juno.com>

MORE SUMMER RIDING!!!!

Those on the MARC List/Digest can skip this article if they like, it has all been said before. But this will be the short version of what has taken place in the last 2 months.

As stated in the June/July MARC Newsletter, myself and the 96 Wing and John KC6Z0Z delivered the 98 Wing to Jim KD6ZVZ in Dover NH over Labor Day Weekend, 3211 miles in 72 hours. We left at about noon on Friday May 26 and arrived in Dover about 3pm Monday. All went quite well except for the 4 or 5 hours in the rain in Virginia Sunday night. And in the rain all the rear running lights were not functioning on my 96. So John rode close behind me so no one

could get between us. When we got to the motel in Winchester VA we worked on my bike a little and replaced the fuse and everything started right up the next morning.

Once we got to Dover NH we did the picture taking necessary and went out to eat. The next day we took John down to the Logan Airport in Boston so he could be back at work by Wed.

I spent the next 3 weeks staying at Jim and Donna's place and tooling around the Northeast while I waited for June 17th to roll around. On Saturday June 17th Jim and Donna were married in a very lavish wedding. They had wanted me to stay around for the wedding, so I was honored and pleased to do so. Since I was going to be at the wedding anyway I told Jim I could shoot the wedding with the Nikon Cool Pix 950 camera that I had hauled along. (A professional photographer wanted \$2500 to start with) That made Jim and Donna both very happy, as I had done wedding photography on the days off from the fire Dept. for several years and the price is right. But you remember that some times, you get what you pay for. But the pictures did turn out very good, thank you very much.

I was to leave the following morning, Sunday June 18th, for Oviedo FL to be with my daughter during some minor surgery. Sunday morning it had just quit raining before the 4am start for FL. Donna and Jim had gotten up to come out to wish me a Bon Voyage. Donna had her nighty on and Jim was wearing his undershorts. After all it was 4am, dark and no one around.

Well I started the bike to let it warm up while I finished dressing and to let the bike warm up a bit. That was all she wrote. Smoke started coming up around the right side of the fairing and then flames. I shut the bike off and dumped 3 bottles of water on the burning area, but it didn't help. Jim was running around looking for a fire extinguisher and Donna was screaming, "Someone Call The Fire Dept.". Jim found his Halon extinguisher and put the fire out. But the damage was done. The fire melted the right side of the fairing and the right locking box and much of the main wiring harness. It was unrideable.

So that same day, Jim drove me done to Logan Airport in Boston and I caught a flight to LA. The next day (Monday) I hooked up the 93 Dodge Caravan to the Kendon trailer, repacked my clothes and watched the Lakers win the NBA Championship. Tuesday morning I left at

4AM to go back to Dover NH to pick up the bike. Seven days and 6400 miles later I was back in Irvine CA with the burnt bike.

On Friday June 30 AAA determined that the bike was going to be totaled. On Sat. July 1st I spent the entire day at Huntington Honda stripping off all the custom equipment that had been installed in the last year. I'm telling you, it's amazing how much stuff is on those bikes. But with Steve and Neal's help we got it all off in one day.

Now I had already put messages on several lists that I was looking for another 96 Gold Wing SE Pearl White in near stock condition. When I got home from working on the burnt 96 that Sat afternoon there was a message from a WOTI List member saying to call a number in Huntington IN. This gentleman, Rich Hansen said, the bike was absolutely stock, it had 5600 miles on it and he wanted \$10,500 for it. I called him and tried to talk him down, he was firm. I bought the bike unseen for \$10,500.

Bonnie was in OH at her dads, so I called her and she and her sister drove over to Rich Hansen's place in Huntington IN and gave him a \$1000 deposit the next day, Sunday July 2. I made reservations that same day to fly out to Fort Wayne on Wed July 5th to pick up the bike. I picked up the bike Wed night and road it about 65 mile and got a motel. The next morning I was on the road early headed for Irvine. 2200 miles and 48 hours later I was home with this new to me 96 SE Pearl White motorcycle.

The following Tuesday, July 11th I had it at Huntington Honda 9am to start adding all the stuff that we had taken off the other bike just a few days before. Starting Wed July 12, I began working 16 hours days to get this new to me 96 Gold Wing completed and ready to go touring the way I like to do it. Two weeks later on Tuesday July 25th I headed out for Oviedo FL. I am there now writing this on my laptop computer.

The trip over here was pretty uneventful, if you don't count the heat and the fact I got mooned by 2 college aged girls while tooling East on I-10 the day I got to Oviedo. 2608 miles in 3 days, and I slept in 2 mornings. Until 6am, that is.

The new built in cell phone and the new Valentine One radar detector work perfectly.

From here I plan on going up to ride Deals Gap near the Blue Ridge Parkway, to Kansas City and then on up to the Sturgis Rally and then on

over to Mitchell SD. to visit my sister and brother-in-law. But that will be another adventure to report on. Until then, God Bless..

"SAFE RIDES AND CLEAR FREQUENCIES"

Ray Davis KD6FHN
<raykd6fhn@earthlink.net>

ILLINOIS JUNE/JULY NEWS

We left May third, agreeing to go no more than 600 miles a day. We were bound first for Chadron, Nebraska, to see our friends Jim and Connie Poitra. We have ridden and camped many miles and times with these two people, and can hardly go through Nebraska without stopping by. When we called to say we would be there for lunch, Jim informed us that a friend of theirs had lost their children to a fire, and the funeral was today at noon, we agreed to catch them on the return trip. The second night, we spent in Wyoming. A pleasant little town called Evanston, where we have spent many nights and enjoyed the place. We noticed it had grown since we were there a couple of years ago, really grown since our first visit many years ago. Then we went to the Bonnevillie salt flats for a nice view and some lunch. Later that night, we got a room in a little town in Nevada, where almost every thing was double what it cost elsewhere. The next morning we were going to stop at a local station and gas up. WOW \$2.15 a gallon. Well we decided to go on into Reno, and see what things looked like. We were a bit early for our reservation, so we went on over to Lake Tahoe. It was down right cool there, with snow clumps still lying around. We toured most of the way around the lake, then decided to split for Reno again. We stopped at the "Ponderosa" ranch for a look, and a sandwich. Not many people there, probably due to the temperature. Well our room was ready when we returned, so we settled in for the evening. Then Marsha's bowling partner arrived and we all decided to go to the hotel buffet. WOW \$19.95 a person, and only simple fare at that! Breakfast the next AM, proved to us that we would need to find other places to eat, if we were going to stay there long. Actually, the plan was to stay there at the Circus Circus, for 3 nights, and after Marsha bowled we were going to go to California and visit my sister. Then we were going to go to

Oregon, and visit my other sister, a couple of my friends, and Marsha's cousin. But plans go awry some times, and this was one of those times.

Marsha got a phone call just before she was to bowl in the tournament, telling her that her mother was being evicted from the nursing home. Well this put a real cramp in our plans. We left for home immediately after the last ball was thrown. Coming into Evanston, WY., we run into a snowstorm! So we got a room, and went to sleep. Next AM, there was 6 inches of snow on the ground. By ten o'clock, the streets were clear, so we went on our way.

Then the next day, in Iowa, we ran into a Tomado. There were 11 injuries, mostly to residents of a nursing home. Well finally home, we go to see the problem, with Marsha's mom. It seems they felt she was getting worse, becoming wheelchair bound, and they wanted her out of there. So we moved her, back to her own home, and hired a personal attendant. Mom is happier, and starting to improve already! So that about wraps up the story of why I didn't send an article in for June.

ILLINOIS AUGUST NEWS

I do not have a lot to report, the only ride I had for pure pleasure was to New Lisbon, Wisconsin, to the IBMC campout. I took little ZAC. He had a ball. It was his first time camping in a tent. a couple of pictures could be seen at <http://albums.photopoint.com/f/AlbumList?u=295758> if any one is interested, just click on recreation and browse if you like, there are other sections also. I am adding daily as time permits. Most of my Motorcycle pictures will be last installed..

I did ride into Chicago a couple of times to assist with Emergency drills etc. I found that I can't ride that far without my back rest, since I had that back surgery. I still haven't ridden very far even with the back rest, we were going to try to get to Sturgis, but Marsha's mother is in the process of passing away. She has only lived this long because of her will and determination. One strong woman, my mother in law. As I write this Marsha is still by mom's bedside, the Hospice people have said today August 1, is most likely the last day.

Marsha is talking about moving to a different climate again. We stayed here because of family, now that reason is leaving.

We may still get a long trip in this year, but only time will tell. Well when you get me started I can't seem to shut up, so

73 Paul K9PEP
<peplasters@rockford.com>

**OUR THOUGHTS AND PRAYERS ARE WITH MARSHA'S MOTHER, MARSHA AND YOU ALONG WITH ALL OUR LOVE.
FROM ALL MARC MEMBERS**

RIDES AND STORMS!!!

This is a ride report on a ride Saturday, July 29 with a couple we ride with. We both have Goldwings.

We departed Moriarty, NM for Santa Fe, NM at about 11AM and our trip up will be about 60 miles. Weather was pleasant, light wind, moderate temps.

We arrived in SAF about 12:30 PM at some discount, factory outlet stores in the south side of SAF. Had lunch, toured the stores, and then departed about 2:30.

It was getting very dark North, East, and South of our location. We were headed East for about 5 miles and South on US285 and NM41 and looking at this big black Thunderstorm with about a 30/40MPH crosswind. That situation continued for the rest of the trip to Moriarty and arrived about 3:30PM. Dust, wind, broken tree limbs in the road, power poles down, and looked like a mess. There was a tell-tale strip of hail running North and South about a mile East of us when we arrived. Some reports of Mobile Homes blown over, damaged roofs, broken windows and hail reports from 6 to 10 inches deep across I-40 and down the valley.

My neighbor tells us of 70 to 80 MPH wind gusts and he said it looked like our trees were going to break off. We had a 120 mile afternoon ride and we have no damage to any of our personal property. However, we talk to the Lord regularly and ask him to protect us, and he does. We also ride defensively.

73
Glenn & Georgia Overlander,
KD5BP & N5GOY.
<kd5bp@lobo.net>

"As we practice the work of forgiveness, we discover more and more that forgiveness and healing are one."
(Agnes Sanford)

THIS AND THAT

Hello everyone, here we are winding down summer again. Anita and I just came back from a fantastic ride. We went up the west coast, all the way up. We left here on a Wednesday, and cruised up to Paso Robles. Then on up and finally found a Motel 6 in the bay area, everything was filled for miles around. It was the most expensive Motel 6 I have ever stayed in. Nearly \$90.00., and no different from most any other Motel 6, except it had a huge demand.

We cruised on up and met with a bunch of our retired fireman friends over the 4th. We had a wonderful picnic and reunion with the guys and gals. From there we went on up into Washington and met with another fireman friend. He toured us around Bellingham, a place our son Tim had once lived, so it was good to see that area again. From there we crossed over into Canada, and for once they just waved us through. We REALLY enjoyed Canada, the exchange rate was \$1.50 to \$1.00, and so we kind of treated ourselves a little bit. Stayed in the better hotels for a change. Pamper, pamper.

One hotel we stayed in had a balcony, fireplace, and an in room spa. Neat. We got up as far as Banff, and Lake Louise. Beautiful country. Still a lot of snow around, even down to the road in some places. One day as I was cruising along, Anita said, "look to the right." There was a lovely herd of Big Horn Sheep. We got stopped and I was able to use my telephoto lens to get some really good shots. They didn't care that we were there. They just kept on ruminating.

Anyway, long story short, GREAT trip.. However I did learn something about banking that I thought I would pass along for what it might be worth to someone. Because we were traveling in Canada, the very best way is to use your credit/debit card for all purchases. When it is paid, you don't have to figure anything, you just automatically get the best exchange rate. So, That was what we were doing.

I left knowing there wasn't enough money in my account to do the whole trip. No big deal, my bank is Washington Mutual, head quartered in Washington State. I'll just pop in more money after payday.... WRONG!!!!

Washington and Oregon have some kind of separate charter so that all I could do was cash a check. I could not deposit any money in my own account, in my own banking system. Before I figured the whole thing out, I had accrued a few overdraft fees.

Needless to say, I was PO'ed. So my point here is, check your bank to be sure that you can do what you need to do, when you need to do it. I could have banked in Texas, or Florida, but not in adjacent states. You folks in Washington and Oregon would have the same problem here in California.

Whatever you do this summer, enjoy, and please, share your trips with us. We all enjoy them so much.

73, de De Witt Morgan, KM6UK
dewitt@home.com

How to Form A Chapter of MARC

Since there seems to be some interest in MARC Chapter Formation — The Board would like to take this opportunity to discuss the subject — And provide some guide lines for your consideration.

The question has been asked — How many members do you need to start a Chapter? This is a very flexible figure, and would almost be unique for each Chapter. Obviously you would need at least two or three motors with ham radios

in order to provide even the most basic support team. Chapter members are required to be members of MARC, however they do not all have to have a motorcycle, or a special brand, or have a license, or even "curly hair". And, just to support a given activity, they would not even need to be a MARC member. The main thing is the desire to serve — and the willingness to do whatever is needed to meet the requirements. The Motorcycling Amateur Radio Club was started with five motorcyclists with ham radio capability — and grew from there. When we first started, we acted as motor officers patrolling bicycle events — And although we were working together as a team — We were generally "reporting in" to a Net Control Station, usually operated by some other Radio Club. Those other Clubs had previously been providing the "supported event" with Hams who operated such positions as Check Points, SAG vehicles, Rest Stops. etc. etc. And, in some cases, motorcyclists utilizing CB Radio had also served as motor officers, but they were not very effective. Their CB radios were very limited in distance, and they couldn't communicate with the Ham radios. In fact, that was the reason that MARC was born — To be able to use equipment that could "do the job".

As we gained membership, we discovered that we had also gained non-riding people such as the spouses and families of our motor riders; And, that they were also interested in helping us serve the public. We also started attracting Hams who did not ride motorcycles. We soon were able to start providing a "full-service team" — establishing our own Net Controls — and working directly with the "Supported Event Coordinators", instead of "working thru" some other radio club. In fact, for most of the events, we now provide all of the communications needs from within our own organization. At times, when there has been a very large requirement for motor officers, we have even integrated non-ham motorcyclists, with CB radio only — to patrol limited sections of the route. (GWRRA members are a good potential source for these riders) The CB radio units were utilized in smaller areas, under the supervision of a MARC member who could communicate with them on CB — and also with Net Control on Ham Radio. This gave us the necessary route coverage — Coupled with the extended operating distance provided by the Amateur Radio Equipment.

What I'm saying is — Don't pass up the Non-riding Ham, or the CB only motorcyclist — when you are recruiting your task force for a particular mission. Try to bring them into MARC, or at least develop a list of operators and riders that you can call upon to help out when you need them. Those CB'ers are potential candidates for upgrading to a Ham license — As well as a potential MARC member — Especially with the easy to get, no-code requirements of today. Southern California is now "blessed" with a large number of members, but we did start with only five — So it hopefully can be accomplished where you are.

When you first start supporting events, you will probably act as the "motorcycle patrol" element of some Radio Club Group that has been supporting the "Community Activity" — However strive towards establishing your own MARC Net Control. Advertise the fact that you are a MARC Member. Put signs on your motors. If you can provide the necessary information to Bonnie soon enough, she can print you some "official event" signs to tape on the front and rear, and MARC signs for the sides of your motors. Wear something distinctive. We use reflector vests for all our riders. The more you can look like a trained team — And, the more professional you act — The easier your job will be. The "Signs" and distinctive "Look" will also help out towards attracting new members for your next event. It would be nice

to have enough 'internal members' to completely "Service" an event — But if you don't have them —

Just "Beg, Borrow or Steal" enough people to put on your first event, and the rest will be easier.

I think one of the reasons that MARC has been so successful is the motif of "Service" to our fellowman "Community Service" work is something that we can all relate to, and be motivated to "get the job done". We have the capability of offering a very unique and necessary communications service to a charitable organization while it is performing a community service. And, the "Salary" is outstanding — That "good feeling" you get when you know that you have helped out a worthy cause.

Your group will need a "Chapter Coordinator" — And who will serve on the Staff of the President of MARC. The Chapter Coordinator directs the activities of his own Chapter and keeps MARC informed of their local activities. As Chapter Coordinator you are urged to provide Bonnie with a monthly report of what your Chapter has done and what you are planning to do — for publishing in the Newsletter. The articles do not need to be "Pulitzer Prize Award" quality. The main thing is that they convey something of interest about your chapter, and that you **MENTION MEMBERS NAMES**. This is a personal newsletter — pertaining to our own members — And people like to see **THEIR NAMES IN IT**.

Do you think you can put a chapter together for your local area? — Let our President know how we can help you.

For the Board of Directors - Billy N6EDY ..
Chairman

Billy Hall N6EDY
billyN6edy@aol.com, billyn6edy@juno.com

DEER WHISTLES or DEAR WHISTLES?

For those of you having trouble getting your deer to whistle, technology has come to your rescue.

For the longest time, I had complained about the square deer whistles being sold for people to mount on there bikes. It only takes one look at those silly devices to know that no real deer is going to be able to get their mouth around that square nozzle. My complaints have had some effect because it wasn't long after when dealers began selling whistles with round nozzle horns.

While most manufacturers were stuck in old whistle technology, some enterprising company has now come along and taken all the effort out of getting deer to whistle.

Heck, it won't be long before they'll have them playing in a band.

If deer whistling has been a problem you've been contemplating lately, take a peek at this site:

<http://www.deer-whistle.com/>

From the small picture on the page, it almost looks like a small charge could be loaded into the nozzle in the rare case the deer didn't dance to the music.

What will they think of next?

Roger... WB1CFQ <rdlines@psn.net>

MY TRIP TO OHIO & BACK

Being the oldest of 14 children and my mother being in Heaven, I kinda fill her place. Do I fill my mother's shoes as far as the siblings—I guess they would say I am a little more bossy!!!

I left for Las Vegas, NV on June 1st at 4 AM—arriving there at 8 AM on the button. Went directly to my daughter Jennifer's friend Sharon to pick up a Queen Anne(I believe) dresser. We loaded it in the van and I was off to my middle granddaughter Debbie's to pick-up a playpen and a car seat as they were flying to Ohio for the reunion and we would need these things for her youngest "AJ". Having a little visit with Deb then she had to go to work and I had to be on my way north.

I buzzed right along and then I tried to pull a Ray (not on purpose though). After I got on I-70 I was flying in the wind and noticed my tank was getting down to the quarter mark so that is when I start looking for a gas station. Well lo and behold- there are no gas stations until Green River UT- Oh yes I slowed down to the minimum speed praying I would have enough to make it into Green River—Ohhhhhh Yeeessss I made it with about ¼ gallon to go.

From there I motored on until I felt I should take a break, eat some food and hit the hay in Clifton, CO.

After a good nites sleep, I rose out of my bed at 5:30 AM and followed the traffic to Overland Park, KS where my daughter lives.

Now you have to remember when I was there in February this year it was very bare and barren when she moved to this little house in the prairie(not quite) I got directions on how to get there from her old apartment. Well Glory be, I zoomed by her little house and zoomed right back by it looking for a landmark that I could not find but was there in February. Oh yes Her honey "Mark" had strict instructions to get in the middle of the street so I could see him, even though he feared I would run over him. But I spared him so we could go have dinner and back home to bed.

On Saturday I stayed on and spent time with Jen and got some extra rest. On Sunday I hit the road for Ohio, what a trip????!!

CONSTRUCTION—GOBS OF TRUCK TRAFFIC.....

Being Sunday the truck traffic was very heavy but we made it. In Indiana I had spied this little sporty vehicle coming up behind me, but he was back a ways when suddenly I got a signal from a trucker, I looked in my rear view mirror and here this sporty vehicle was the Highway patrol, no he didn't want me just by me. Whewwwwwww.... Yes I was within the speed limit- really couldn't go over the limit as too much traffic. I used my cruise control most of the time. Onward to Ohio, after turning onto Hwy 71 towards Columbus (which took me a ½ hour to get from I-70 to 71 "construction") I finally got out of that jam and headed on hoping there would be no more construction. (WRONG) Now in Ohio there is no 70+ speed or you have the "law" after you so in the construction zones, you went 45-55 mph. Finally getting to my dad's in the evening, he was there waiting for me just like he used to do when I was out on a date!!!!!!

I did lots of loving work for my dad and spent hours talking with him, seeing he will 92 in September and still doing farm work, he gets lonely and I do dearly love him.

Father's Day came with 85 members of dad's own were present with approximately 50 who were not present. Yes it rained like all get out in the AM but God was good to us and let the sun shine out to play. All living siblings were home for a change 6 girls & 5 boys...Lots of nieces, nephews...Great

food & fun & chatter. Stayed with my dad longer since we were not going to Billings. I got sick, then dad and he didn't need the crap but he is well and back doing his farm work. Then I got it again.

While Ray was there and he was riding with me I did pick up a speeding ticket. The patrolman said I was going 69 but I checked my speedo- as soon as I saw him -it read 65. Now there was traffic a little ways ahead of me and I was not gaining on them sooooo you have to know that they do indeed pick on out-of-state vehicles.

My dad and brothers told me so. Of course I had been using the cruise and paying attention but was busy talking to Ray and when the officer ask me if I was in a hurry I said no but explained to him about the speed on the streets around our neighborhood here in Irvine are 55 mph, it is hard to keep it at 55mph in the wide open spaces, you know the countryside!!!

But it ruined my record— my first speeding ticket ever. Cost me \$68. For every year I was here on earth it cost me a dollar!!! According to our insurance I am a very good driver, I surely hope they just take the money and run and don't report it.

My time with my siblings & dad is always so enjoyable, a lot of reminiscing(some good some not so good but fun anyway)

I then accompanied my dad and two of my brothers to the big Paramore reunion(dad's sibling etc.) on the Sunday following Father's Day. It had rained so it put a damper on that one.

My dad had close to a 100 chickens, 8 head of sheep, four lambs that he cares for every day. He does feed my brother's cattle most every morning and night., they are beef cattle, no more milk cows. He does some cultivating, mowing and help bale hay & straw. He also has a garden and does his own canning.

Bakes bread, cookies and once in awhile a pie, all of these are home made. He has no microwave and won't have one, he is allergic to them.

I left on Friday the 7th, got to Vegas on Sunday 3PM, dumped the playpen etc off & stayed the night. Got up at 5:30 AM and hit the road for home had to stop at my sister's in Corona and dropped stuff off to her, then on home. Upon arriving home ole Ray was busy in the garage so I parked the van in the drive, and told it I would get it unloaded when Ray got on the road as he had motorcycle parts all over so that left no room for my van. Yes I came back to all of this smogggggg. It sure is a difference from the beautiful green farm. It was cold for the first day or so when I first got there but it never got real muggy like it does or has.

Bid my honey a big hug as I didn't want him to get my crap, went on into the house and to bed, stayed there until Wednesday, when I slowly started to get back to normal. From then on I was helping Ray with the m/c, the truck, you name it.

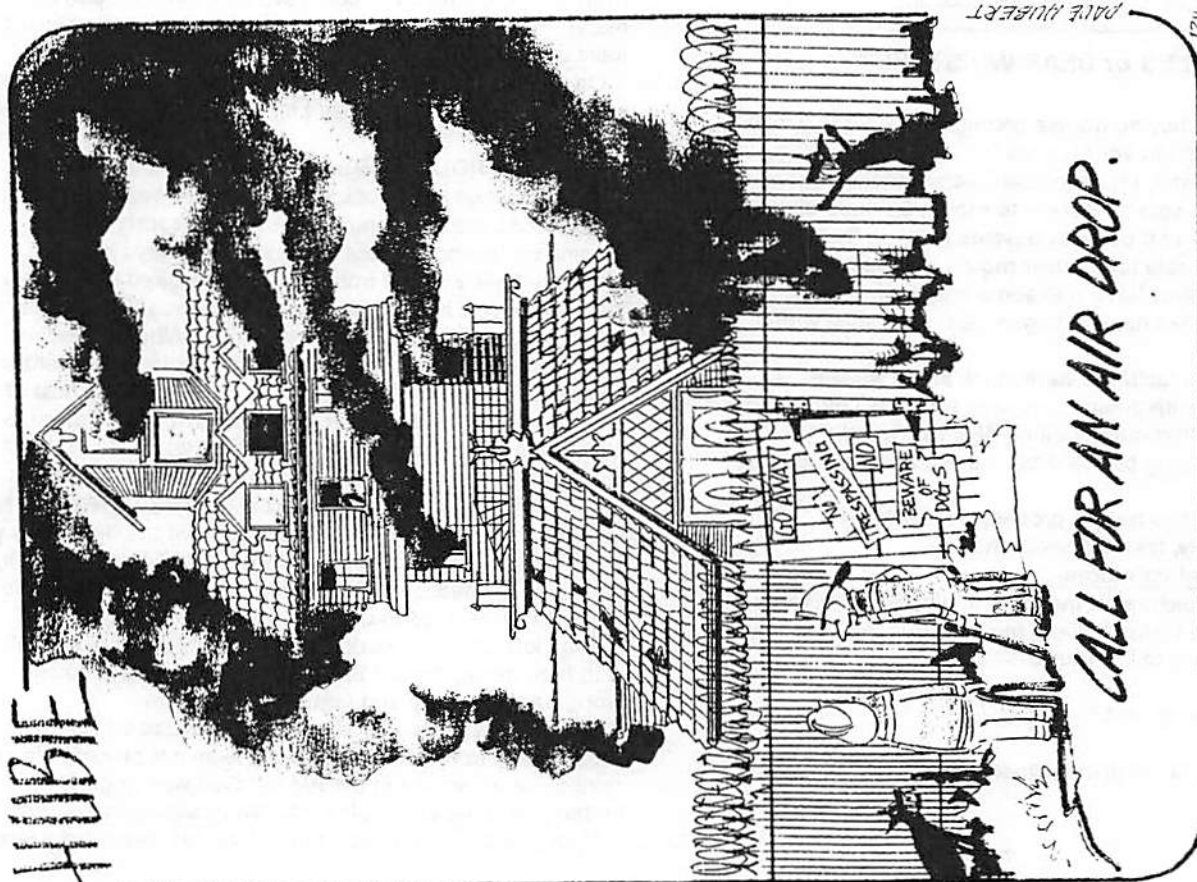
I did go to the doctor and he informed me I had a viral flu infection, which many people were being hit with. He gave me a prescription for some cough syrup that tastes like coconut and a Z-5 pak(Zithromax)

Since he has been gone I have started to tear my office apart and give it a good cleaning, storage closet and all.

Then the a/c went out so that has slowed me down in my tour of duty, got a new a/c & furnace. While trying to get this newsletter done the electric went off, was off about an hour, back on 20 minutes back off for almost two hours more.

So I will say "goodnight" and get this thing over to the printers in the AM and get back to my office.

Bonnie Davis KD6OFQ <bonidavis@earthlink.net>



FROM YOUR 50/50 LADY
Mijo Reynolds KF6BEB

Well it seems everyone is on vacation as we only had two winners in 8 weeks: 6/7- Rev John Helm WH6BJ, 6/14 Cindy Pais KF6PRY, 6/21- Jim Schmidt K6VB, 6/28 Rowann Bunkelman KF6IIN.

7/5- Mijo Reynolds KF7BEB (\$5), 7/12 Gary Thomas W7GWT (\$5), 7/19- Harry Scherr KE6TBY, 7/26- Mel Erb K6GWC. You have to be alert for the net—maybe next month we will have some winners.????

50/50 CASH WINNERS: Bill Douglas KE6UUD & De Witt Morgan KM6UK shared the pots of \$46 each.

Door prize winners:

\$40 Gift Certificate donated by Huntington Honda— Alvin

KD6UZZM

Daiwa 2M/440 antenna donated by NCG Corp— Conrad KC6PHI

30 pc combination bungee pack donated by "MARC"— Alvin

KD6UZZM

Computer speakers donated by "MARC"— Mike N6QZT

PC raider donated by "MARC"— Alvin KD6UZZM

Jensen earbuds by "MARC"— Mike N6QZT

Circuit tester donated by "MARC"—Michael KE6GYC

Mini hacksaw/utility knives donated by "MARC"—Herald N6ZLX

17 pc 1/4" socket set donated by "MARC"— Jim KD6JES

Armorall/WD-40 donated by Ray— Michael KE6GYC

Father's Day gift sack donated by Bonnie— De Witt KM6UK

OTHER DONATORS:

I don't know who won the prizes from the donators below:

John W5JFR donated Carbon monoxide alarm, Mike N6QZT

donated Notebook Computer tool set, Billy Hall donated Bioge

Spray and Sue Hebb donated an extension cord, Continuity tester,

12' measuring tape and minute mend epoxy.

Yellow ticket dispenser was John KC6ZOZ

Yellow Ticket winner was Alvin KD6UZZM.

Tickets, a big thank you to each who helped me separate the tickets. A time consuming job.

Thank you Billi for your patience with our group however big or small—we deeply appreciate you.

Many thanks to Dimitri and Dino along with the staff of your fine restaurant and great service...

ITEMS OF INTEREST FROM THE
SECRETARY/TREASURER/NEWSLETTER EDITOR
BONNIE KD6OFQ

<bonidavis@earthlink.net> <bonidavis@juno.com>

NEW MEMBERS: 5/17- Bill Zulas KG4HPM of Clearwater, FL,

5/31- John Beckwith N6JCB of Westchester, CA

6/10- Chuck Hance KD6FAK of Grants Pass, OR (a re-up),

6/27- Ed Root KC7OKS of Gig Harbor, WA..

We welcome each of you and hope we can be of help in any way—don't be afraid to ask and per my e-mail it looks like "MARC" members are out there doing just that.

MEETING INFO: Since I wasn't there I can't add anything to this space.

NEWSLETTER: Well now some of you have read some of the articles and some haven't but I surely do appreciate all the articles and each of you for taking the time to supply them. Thank you all very much.

2-METER/440 NETS- golly gee it is a little quiet out there, I'm ahoppin' things pick up and get back to normal again.

HF NETS- Check for Ted's (KB6CUS) article. He does try but I have to break him in so he can report who he had conversation with.

SUNSHINE CORNER: To each of you who have been ill or in the hospital, please remember you are always in our thoughts and we do love each of you. Thanks to all who sent me get-well wishes on e-mail, I am still playing catch-up on the e-mail stuff.

News and Stuff from the Check-in Corner

Hi everybody!!!!!!

Mel and I sure hope you had a great riding season...We had a wonderful 4wheel, five week trip.

We meandered through Yellowstone, Glacier, Calgary, across Canada, Banff, Lake Louise, a lot of little places to numerous to mention,. Ended our Canadian venture in Vancouver and Victoria.

Headed down the coast, came inland to Portland area to spend a few days with Mel's brother and family and my grandson, then the went back to the coast down to Monterey.

Everywhere we went, the scenery was **SPECTACULAR** and the people friendly and helpful. One couldn't hope for a better vacation.

I hate it but we will be in Los Vegas on the 12th. On the sixth we are going to Batch's submarine reunion in Laughlin. We are taking one of Mel's sister's with us and are meeting his other sister there. Then after the reunion is over, 11th, we are going to his sister's place in Vegas for ????????? She probably has a lot of "brother dos" that need to be done. She is the one that lost her husband just before we left on Vacation.

So please say Hi to everybody for us, and tell them. Good lord willing we will see them in Sept. (We'll be waiting)

Our July Quarterly E-mail Check-ins were pretty good considering I had a new server, new computer, a couple of bugs in my e-mail program, and not one but 2 e-mail address changes. Thanks folks for bearing with me.

We had 82 check-ins this time. Members from NM, PA, CT., AZ, OR., HI., ILL., VA., MN., OH., MISS., FL., CA., England and Canada were all represented. Gosh, you guys and Gals are getting so good at sending them back to me. Keep up the good work.

Our next check-ins will be in September.

Love ya all,

Dollie KD6ERC The check-in lady <dollie@socal.rr.com>

WORDS TO SHARE

We need someone to believe in us – if we do well, we want our work commended, our faith corroborated. The individual who thinks well of you, who keeps his mind on your good qualities, and does not look for flaws, is your friend. Who is my brother? I'll tell you: he is one who recognizes the good in me.
(Elbert Hubbard)

The time to be happy is now, the place to be happy is here, the way to be happy is to make others so. (anonymous)

The Laughlin River Run April 27-30, 2000

Preface

A West Coast annual tradition for Harley aficionados is The Laughlin River Run. This is where the Chrome meets the Silicone. With centrally located Sturgis serving the entire country, Daytona serving the East Coast, Laughlin has become the West Coast poser show. If you ride a Harley and ain't at Laughlin -- you ain't shit! Every leather bound dude and dudette in trailering range will be there. And me being a Harley dude in good standing I was set to pose with the best of them.

This trip included three; Stick Doggy Dog on a '97 FLHTC, Grand Master JimmyV on a brand new '00 RoadGlide with 500 miles, and me, Notorious D, on a '98 FLHTCI. Our touring rides are not high on the posin' scale. But, at least these are Harley's ... high on ridin' capabilities but low on the posin' scale. You'll notice that on this trip we're Rappers. At other times and other rides we've called each other cowboy names, solder names, gangster names, sailor names, unprintable names, and even sissy girl names just to add conflict to our rides.

The Big Plan

JimmyV can't leave work till Friday late. So Stick and I decide we can't wait. Here's The big plan. We'll leave Thursday afternoon and blast over to Laughlin in 6 hours. Then we'll be out by the pool, drinkin' Peanut Koolatos (with a little umbrella in it), smoking' big fat cigars, beaten' off the babes (Stick being single won't have to ... but me being married, I'll just take pictures), rollin' dice, and shaken' hand with Mr. Slot!! By Saturday, we'll have had too many rounds to count, Stick and JimmyV will have gone through most of the bar babes and I'll have won or lost at least \$10-15 thousand. That was our big plan and if Stick and I make all the right decision, we'd get this show rollin' in six puny hours. That was our goal -- Laughlin in 6!

April 27, Thursday PM

Met Stick at the Chevron Station on 17th and the 55 Freeway in Orange, CA. At 12:00 noon we're on the road heading directly to Laughlin (we had posin' on our mind). Our route was 55 to 91 to 215 to 15 up the Cajon Pass then to Barstow and 40 hot tailing it to Laughlin. After 45 minutes I get thirsty and its decision time. Barstow or Crestline? Barstow or Crestline and Chad's in Big Bear? In San Bernardino I herded Stick off the 215 onto the 30 and head up 18 to Crestline. Then we run the Rim of the World Highway (18) all the way to Big Bear Lake and stopped at Chad's for libations. Here we get a hot tip from a biker chick about the "Wine & Roses" at the Yucca Valley Airport. Let's see Laughlin or a good bar? Laughlin or a good bar? The bar won.

We continued on 18 over the back to Lucerne Valley. Then east on 247 (Old Woman Springs Road) to Yucca Valley and the "Wine and Roses" at the Yucca Valley Airport. The ice cold beer was a 10 but the bar was a 1. That averaged out to a solid 5 which is passable in my book! Up to this point we have not seen but 1 Harley on the road and that

was parked at Chad's. We hung a left on 62 and head east for Twentynine Palms. It's about 6 PM and just before Twentynine Palms our noses lock onto the sweet, mesquite smoked babyback ribs of Don's American BBQ. Stick Doggy Dog mentioned earlier that this was a great place to eat ... soooooo Laughlin or hot off the grill BBQ? Laughlin or mesquite pit BBQ? The BBQ wins!

BBQ won but we have 3 more days of Laughlin and just how much of Laughlin can a semi-poser take?? There on the side of the road, in the desert sunset, chewin' on melt-in-your-mouth babyback ribs and nursing another cold one we watch 3-4 dozen Harley's lumbering towards Laughlin. It was a tough day! Full of decisions, choices and above it all was our goal and intense desire to get to Laughlin!

Grand Master JimmyV calls to let us know he's leaving at 10 AM and will meet us around 5 PM.

April 28, Friday

We're close. So close we can smell it. Laughlin in 4 hours.

Stick and I start our engines with Laughlin in our minds. But a mile down the road we come to a great big sign pointing south that says "Joshua Tree National Park." More decisions and we turn south. Our first stop is Keys View Point which overlooks the Palm Springs and the Coachella Valley. It's a barren, wind blown, rock face peak with a view of 50 miles or more. Here at the very top of Keys View we run into a dozen Marines in dress fatigues from the Twentynine Palms Base. They were there to honor one of their own in a promotion. The honored solder was there with his wife and baby. At one point they snap to attention, an official document is read and presented, they salute and all step forward to congratulate the recipient and his wife and baby. This was neat thing to witness!

We make stops at Skull Rock and Split Rock. It was cool in the Park but it warmed up quickly as we rode south dropping out of the park to the I-10. Heading east, we make a stop at the George Patton Memorial Museum at Chiriaco Summit. This is a good thing to stop and visit "once" because you'll never have to stop there again ... unless you get all sweaty and out of breath about great big guns on armored tanks with giant tracks.

We turn our rides north again and continue heading directly to Laughlin through Desert Center, north on 177 to 62 east through Rice and Vidal Junction. At Vidal Junction there's a young thing in a thong bikini putting on a show for a handful of bikers. She hops on the back of one of the bikes and rides around the parking lot then she jumps into her little car and yells out the window "I love Harley's" and races north up 95 towards Laughlin. A half dozen bikes and a truck falls in after her. Stick and I wait 15 minutes for the mess to clear up and begin our most direct assault on Laughlin. It's about 50 miles up 95 to Needles, then east on 40 crossing the Arizona state line where we stop, throw our helmets into the ravine. (Just kiddin'! We're going to need them going home.)

This is where we get our first real test of goin' to Laughlin. It's 3 PM and we pass thousands of Harley's headin' north to Laughlin and we're goin' in the opposite direction!! We take Arizona 95 south through Lake Havasu City and onto Parker and the Blue Water Casino and Hotel. There's only one other Harley chuggin' south and Stick and I gently pass it. In a minute that third motor catches up with me on my right and I glance over using my best poser's snarl only to see Windell and Yak Yak with great big shit-eatin'-grins! So we're yellin', wavin', screamin', pointin' as we plummet down the road at 80 mph! As you can see, we're not as sophisticated as high tech and connected MARC members. In 10 minutes, we pull into the Blue Water Casino and meet JimmyV in the lobby. Windell and Yak Yak tell us what we've been missin' in Laughlin. They tell us that everybody is out by the river or pools, drinkin' Peanut Koolatos (with a little umbrella in it), smoking' big fat cigars, beaten' off the babes and dudes, rollin' dice, and shaken' hand with Mr. Slot!! We were missin' out and I can see that gettin' to Laughlin is going to take a little more effort on our part!

Dinner at the Blue Water Casino's cheap buffet was exactly as expected.

April 29, Saturday

Laughlin in 1! Laughlin is an hour away. Chrome and Silicone 1 hour away! Our quest to Poser City continues. Today's the day! It's 8 AM and we head up the Arizona side to Bullhead City. The ride from Topock to Bullhead had cops everywhere with the speed limit at 40 mph. We pass through 6-8 radar speed traps with the V1 radar detector in a constant state of anxiety. It gets worse with the stop & go ride through Bullhead City! The line for the left turn across the bridge is 3-4 miles long with riders racing up the right lane cutting over into the left causing a huge mess just before the turn. Who needs this! Grand Master JimmyV suggested Chloride and then the Hoover Dam. We edge over to the far right of the right hand lane and go east on 68 towards Kingman and hang a left on 93 to Chloride AZ. Chloride is called the "Gem of the Cerbats" and it's the oldest silver mining camp in Arizona. Almost a true ghost town, Chloride today is bustling with tourist activity and can support 2 bars (which we visited both because we have a reputation to maintain).

We decide to continue north on 93 to Hoover Dam but knowing that we need gas the only place in range is the little town of Dolan Springs. It's on the road the goes to the east side of Lake Mead and it's on this road we see signs for "The Grand Canyon - 70 miles." This is good! Let's go to the Grand Canyon! We ride northeast for 40 miles and come to an intersection with a hand printed sign stating - Grand Canyon - 30 miles. Disappearing into the eastern horizon among the cactus and rocks is a snaky, gnarly, dusty, rut packed dirt road. Oh well, we continue north on the paved road that ends at Lake Mead and ride down the boat ramp to the lake.

We backtrack 70 miles to 93 and ride south to Kingman and I-40 west to the Lake Havasu City cut off and find a little microbrewery at the end of the London Bridge. It's sunset over the lake and prom night in Havasu. At the bar & lounge there's a strange

homogeneous mix of prom dresses, tattoos, flip flops, halter tops, tuxes, leather, Hawaiian shirts and outside the roar of Harley's crossing the Bridge.

At 8 PM we have an excellent steak dinner at the Blue River Casino's fancy restaurant and over more libations, discuss our situation. Three days on the road and we bemoan the fact that Laughlin is a damn tough place to visit. That little town of Laughlin goes out of its way to make Harley riders feel special. Any other time, the rooms are \$30-40 a night but for the Laughlin River Run we get the special rate of \$200 plus. It's cool but expensive to be special.

April 30, Sunday

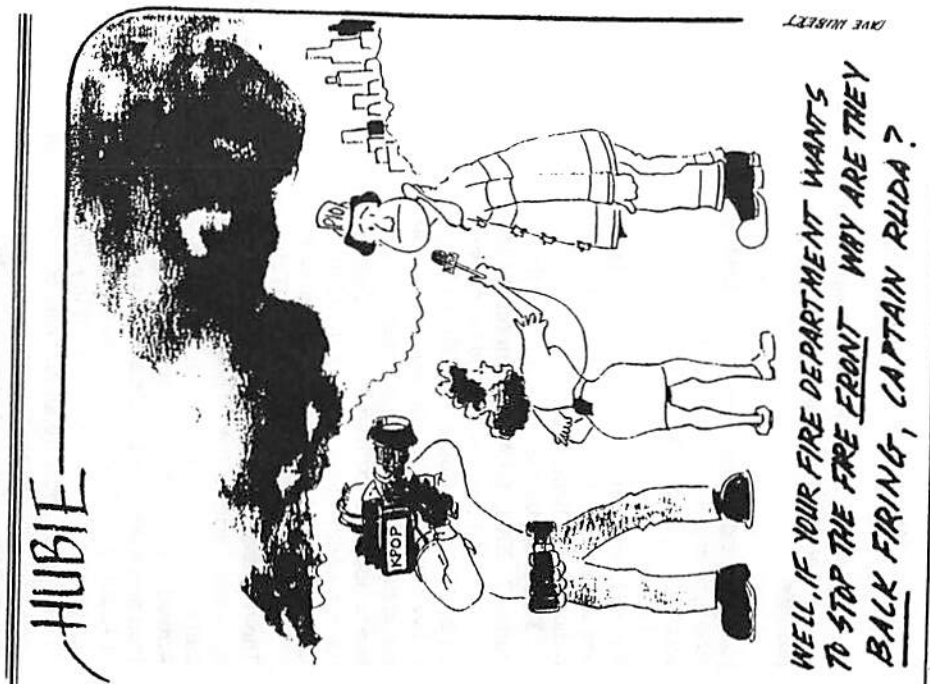
Laughlin in 1 hour? It's our last chance of redeeming ourselves and again we choked. Our decision was Laughlin or home? Laughlin or home and for me a warm, cuddly wife! Home wins and we head west around 9 AM. It's a leisurely ride home with a gas stop in Twentynine Palms. I pull into the driveway at 3 PM and hug the cuddly wife.

Epilog

Four days on the road and we couldn't touched our Mecca Laughlin. We feel like "no good sinners" and there is a serious danger of having our "poser license" yanked. We made all the wrong decisions on this trip. Who'd figured that last Thursday with Laughlin only a 6 hour ride that we couldn't make it there in four days. Go figure!

That's my story and I'm stickin' with it!

Dean Tanji alias "Notorious D"
KD6HEL



Motorcycle trip June - July 2000 KE6ORF

This trip is planned for daylight running, to not wear out the rear tire during the trip, and using secondary roads when possible.

I have installed two male snaps on the inside of the windshield to hold an extra face shield for low light riding, also put Velcro loop tape in areas where the shield would contact to prevent scratching. It works fantastic.

I have been trying to get the Yeasu FT-90 radio on my Honda Pacific Coast working right up to the last day. I finally gave up and decided to not have a radio in helmet. I was able to use the radio with the hand mike.

To get the bike ready, I checked the oil, and changed the tires.

June 17, 2000 09:45 odometer 54210.6 Marshall, CA

My friend Don Zacher and Diane Rocca riding with me, also on a Honda Pacific Coast (PC800) left Marshall California with heavy overcast skies, and quite cool. Zak and I have been riding together for about 30 years, and is one of the few people I like to ride with. Arrived in Davis California at 11:20. We met up with another scooter trash friend of mine and had a quick lunch break, told some big lies then were on our way again.

Took Highway US 50 thru Lake Tahoe and over to Nevada. The ride around Lake Tahoe was very spectacular with dramatic mountains and valleys. The lake area was very crowded with bad traffic. There was some kind of Harley thing going on there. Arrived in Fallon Nevada about 16:30, we had some Mexican food and asked people about accommodations in the next town of Austin, NV. Everyone seemed to think there was nothing in that town, so we stayed the night in Fallon, NV.

This is my story about highway 50, around twenty five years ago I was heading for California on I-80 near Salt Lake City, UT. The traffic was Bumper to bumper with cars and big rigs doing 80 miles per hour, I thought this REALLY BITES. I stopped and looked at my map and found highway US 50 going to the same place I was headed, so I rode down to check it out, the rest is history. With the new advertising campaign about the "loneliest road" the traffic on US 50 is slightly heavier but it is still quite empty.

June 18, 2000 odometer 54500.1 Fallon, NV

It was still dark and cool when we left Fallon, NV. We thought we could take advantage of the cool road to get some fast running in (we are trying to get good tire mileage) so we were running around 90 MPH for the 120 miles, averaged about 90 MPH but only got 32.3 MPG for this portion of the road. My hands are quite cold, but we had quite a beautiful sunrise. Arrived in Austin, NV at 06:40 had a big breakfast and refueled, this town had a funky little motel and restaurant run by a "biker" The place was loaded with motorcycles.

Lots of clouds and desert today with great rock formations. Bad gas mileage at this high altitude, we had to stop at any town to refuel, not knowing where the next gas would be.

In Utah it rained BIG TIME with heavy side winds. Fantastic rock formations in Utah. The rain and wind stayed with us all the way to Grand Junction Colorado at 18:00 677 miles today.

June 19, 2000 odometer 55178.7 Grand Junction, CO

When we came out of the motel this morning we discovered our bikes had spawned another Honda Pacific Coast, Quite unusual. Only rode 35 miles before having breakfast in Delta CO. It didn't rain today. Went over the Monark summit on the continental divide 11,300 feet very cold. As we descended down the east side of the mountain it became doggone hot. Very nice winding road with good sweepers through the canyon to the East. In Eastern CO a rock came from out of no where and broke my windshield, we stopped at a small auto body shop to borrow a drill to stop drill the cracks to prevent crack propagation. Lucky I am using a Rifle windshield because I called them up and ordered a new one to be sent to my sisters

house in Illinois, try that with a Honda windshield.

Wind was on our backs from the Rockies to Kansas, very good mileage through this area. As soon as we hit Kansas the wind came around to the side (must be Kansas). Stopped in St. Johns, Kansas for the night at a little no name motel in the middle of no where. I went into the office and no one was around so I walked around till found a woman in the garden with a gazillion kitty kats running around, she rented us the last room in the place. There was a yard light outside the window and the wind was blowing it around so the light was flashing on and off like a cheap motel...hmmmn it was only about \$30.00 for three people.

June 20, 2000 odometer 55801.0 St. Johns, KS

Today we changed from highway US 50 to highway US 54... Got lightly lost and drove in circles found highway 77 south to pickup highway US 54 rode into what seemed like a storm, but no rain came today.

I split off from Zak and Diane north Springfield, Missouri at MO 13 rode south to pick up US 60 in Springfield, MO, the roads around around here are getting a little more winding and the trees are just great. I made it to Cairo, Illinois just before dark. Cairo, IL is just as run down and poor as I have always remembered.

I decided not to stay in Cairo (the motels are too crummy, even for me) so I headed north on IL 127 to Ulian, IL

June 21, 2000 odometer 56479.9 Ulian, IL

Rode down to my sisters place in Rosiclare, IL taking IL 146. My sister was very sick and didn't have much longer to live. I stayed with her until my wife Pam showed up with our daughter Sally, her husband Greg and grandchild Jaime on Friday June 23.

June 23, 2000 odometer 56550.3 Rosiclare, IL

That evening Pam and I headed out for Georgia through Cave In Rock, IL ferry across the Ohio river into Kentucky. Stayed overnight in Marion KY.

June 24, 2000 odometer 56578.0 Marion, KY

It probably seems, like I have been taking a lot of two lane roads, That is just what I had planned for this trip, mostly secondary roads. Anyway we headed south on KY 91 to pick up I-24 south in Princeton KY followed the interstate to Chattanooga, TN, changed over to I-75 down to GA 54 near Calhoun, GA. We visited Charley and Brenda our friends in Dahlonega, GA that I used to work with at Vetter Fairing Co. Back in Rantoul, IL. We told tall tales into the night, and ate the best meal we had on the trip.

June 25, 2000 odometer 57008.1 Dehlonge, GA

Went out for a ride with Charley and Brenda and their children to have breakfast before we Left for the Smokey Mountains on US 19 Hit pretty good rain just before the Smokeys, but it didn't last long. The traffic over the mountain was just awful. Finally arrived at our daughter's house around 17:00 in Dandridge, TN. Pam and I stayed in Dandridge till June 29 Checking out the neighbor hood, and running around on their boat on Douglas lake.

June 29, 2000 odometer 57354.6 Dandridge, TN

Left Dandridge about 15:20 followed our daughter, Pam, and kids on the bike to the airport to see Pam off to San Francisco. After Pam's plane took off I got moving on I-40 in Knoxville, TN around 16:45 changed over to I-24 again in Nashville, TN. Made it to Princeton KY and stopped at another no name cheap motel. While I was unloading the trunk I locked the key inside the trunk. BUMMER!

June 30, 2000 odometer 57673.8 Princeton, KY

Walked down to Wally World this morning to get a cheap set of Allen wrenches and some metric combination wrenches, to remove the seats on the PC800 to unlock the trunk to extract the key. This little project took about an hour and a half, but it

was a success. I stopped by my sisters house for a quick visit on the way to St. Louis, MO. After visiting my sister I went back to Cave In Rock, IL and took IL-1 north to I-64 into St. Louis, MO.

Before leaving California, I had called Donaldson Cycles in St. Louis and asked them to reserve me a set of tires for my Pacific Coast. When I arrived at Donaldson's I measured the tread depth on the new tire and compared it with the old one then decided to not change tires at this point so they sent them to my house. After checking out the tires, out came their old picture books which had some old pictures of and my friend Zak and I when we worked at the Honda shop down the street.

I took off from St. Louis about 16:30 heading north through Alton IL heading East on IL 16 arriving in Mattoon, IL around sundown.

July 1, 2000 odometer 58071.7 Mattoon, IL

Heading north to Danville, IL today to visit an old friend from my Vetter days. Took US 45 from Mattoon, IL north to Champaign, IL switching over to I-74 East to Danville. Stayed overnight with Dick and Sadie Woodard, told more tall tales all around.

July 2, 2000 odometer 58201.9 Danville, IL

Took US 136 West at about 06:30. US 136 must be about the worlds straightest road. It has nice trees and hills though. There are so many small towns in this country, it's unbelievable. Followed US 136 west Hitting strong head winds through Missouri and Nebraska getting bad gas mileage. Made it to Red Cloud NE and stayed for the night.

July 3, 2000 odometer 58834.9 Red Cloud, NE

Changed over to US 36 at Arapaho, NE. The only rain I saw today was in Brush, CO there was a huge storm to my left and a smaller one to my right with a small gap in the middle. Lucky for me they decided to run the road right between them and I hit no rain at all.

The big mistake today was going through Estes park and Rocky Mountain Nat park as the traffic was just awful. There must have been about a gazillion cars and no one had knew how to use their gas peddle, so it was about 40 miles at 25 mph, couldn't complain about the view though.

Once I changed over to highway 40 it was smooth riding to Craig, CO where I stayed for the night.

July 4, 2000 Happy 224 years, USA Odometer 59416.8 Craig, CO

Today I decided to have breakfast at the first restaurant that was open. The place was in Dinosaur, CO, the front door was wide open with a fan running inside to air out the place. It seems a skunk had sprayed down the place pretty good the night before and was smelling just right. Perhaps I should have taken that as a sign and gone else where. It took about an hour and a half before I was out of that place but at least the food wasn't good.

I got my first speeding ticket in 25 years near Roosevelt, UT 77 mph in a 55 mph zone, the officer wrote the ticket for 74 mph so it was a little cheaper (\$40.00). I decided to go the speed limit for the rest of the trip through Utah. While going through a nice canyon near Castle Dale, UT I spotted a huge air blower with an air chiller attached, next to the mountain. I slowed down to check that out when I noticed a small cemetery next to it, so I stopped and checked out the cemetery. The place was well maintained and pretty old. The locals had put up a bronze plaque with all the names of people buried there. I walked around looking at the head stones and noticed that a lot of children were buried there, mostly one year and younger. It made me so sad that I cried, also as it turns out my sister died while I was in this cemetery.

Rode too far on I-70 as they didn't mark US 50 through this area had to back track 35 miles.

Stopped for the night in Austin, NV at a motel run by a guy with this old beater Harley that looks like it has been just ridden everywhere. He owns the motel and the international hotel across the street with restaurant. The place seems to cater to "bikers", and it seems to be working. Met a guy who had a Vetter Terra plane, he said he could not get used to it so he sold it. He now has a Goldwing with trailer and does lots of touring. I was invited to visit the Oakland Motorcycle Club. **July 5, 2000 odometer 60143.9 Going Home....WUH HOO!!!! Austin, NV**

I returned home on the same route as I came. I thought that Lake Tahoe wouldn't be as bad going back considering it was a Wednesday, but it was worse. Lake Tahoe is one of the worst city's I have seen to drive through. The highway going west from Tahoe was very crowded and slow.

I got home about 16:00 to a very happy Pam, and I was happy to be home.

Stop odometer 60544.1

I wasn't able to make a single simplex radio contact on the whole trip. Bummer!

I used 158.6 gallons of regular unleaded fuel at a cost of **\$231.00 for 6,333 miles 39.9 MPG**

The Honda Pacific Coast as far as I'm concerned, is the very best solo touring machine on the market. It handles turns excellent, gets good gas mileage on regular unleaded fuel, and has a large trunk space. This is my 40th motorcycle and I have had two Honda Pacific Coasts.

Photos available

Henry Tate KE6ORF <tate@svn.net>

Hello there all MARC Members.

Yes, it is me again. I have not yet taken care of the "General Class Upgrade" yet, soooooo I still have only got 10 Meter privileges. I **WILL** take care of the "up-grade" to General as soon as I remember to go to the local testing place. I **WILL** have it soon now because the kids are gone to Ohio now, and there is "sortof" less to do here.

NOTE: I ALWAYS HAVE A NET ON WEDNESDAY NIGHTS @ 7:30 PM (PACIFIC TIME !!) THE FREQUENCY IS 28.405 USB. I DO TAKE CHECKINS THERE !

VERY IMPORTANT NOTE: I WILL CHANGE THE BAND THAT I HAVE THE NET ON A F T E R I GET THE UPGRADE. I WANT TO BE ABLE TO WORK ALL THOSE DISTANT STATIONS OUT THERE THAT WE DO NOT GET TO HEAR ON THE "LOCAL" 144.370 NET HERE IN THE LOS ANGELES AREA! I WILL TELL YOU WHEN I CHANGE THE FREQUENCY, BAND, OR ANYTHING ELSE, BUT FOR NOW, THE ABOVE INFO ON 10 METERS IS OK FOR RIGHT NOW !

THANK YOU FOR YOUR "EYES" (FOR READING THIS) AND YOUR TIME !

BYE 4 NOW.....

**73's From Ted Moody - { KB6CUS }
E-Mail Address: kb6cus@gw.w6trw.ampr.org
Packet Address:
KB6CUS@KD6KHJ.#LACCA.#SCA.CA.USA.NOAM**

American Motorcyclist Association
Government Relations Department
13515 Yarmouth Dr.
Pickerington, OH 43147
614-856-1980
Internet www.AMADirectlink.com



News & Notes for the Politically Motivated Motorcyclist

August 2000

News & Notes for the Politically Motivated Motorcyclist is a monthly service compiled and edited by the AMA Government Relations Staff to keep motorcyclists informed of happenings around the world. We welcome your news and views. Please submit all material to Terry Lee Cook, Government Relations Specialist / State Program Development, 13515 Yarmouth Dr., Pickerington, OH 43147; fax 614-856-1920 or e-mail to tcook@ama-cycle.org.

The AMA is urging motorcyclists to let federal traffic safety officials know how they feel about motorists using cell phones, faxes and other equipment while driving.

Federal traffic safety officials are exploring the dangers related to car drivers using "advanced in-vehicle technologies" – including phones, faxes, connections to the internet, and heads-up displays of information – in an internet forum July 5 through Aug. 11.

"This new communications technology is being promoted without considering the dangers that the driver distractions pose for motorcyclists and others who share the road with vehicles equipped with this technology," said Sean Maher, AMA Legislative Affairs Specialist. "We need to let federal officials know that we're concerned."

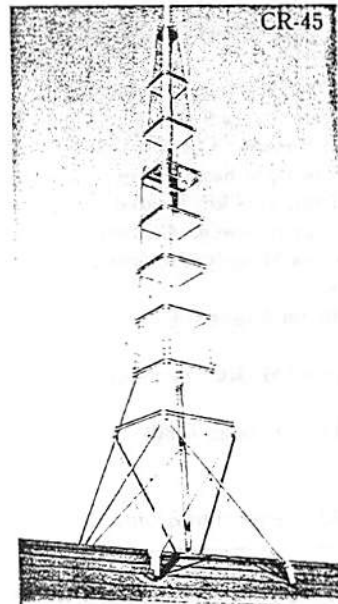
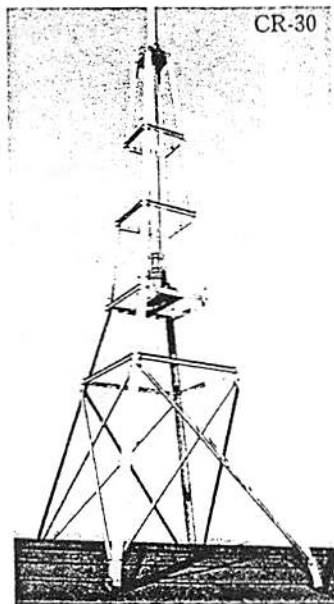
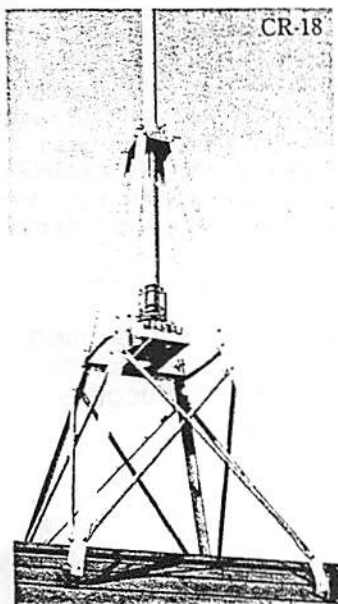
The National Highway Traffic Safety Administration is holding the forum to give the public and technical experts the opportunity to download technical papers about driver distractions caused by the new technology, as well as to ask questions about the papers and to talk about experiences with in-vehicle devices. The website address will be www.driverdistraction.org.

AMA Legislative Affairs Specialist Sean Maher will be attending a Public Meeting on Driver Distraction to provide comment on behalf of motorcyclists. The meeting is part of a multi-medium effort coordinated by the National Highway Traffic Safety Administration (NHTSA) intended to collect comments on the safety implications of driver distraction when using in-vehicle technologies such as cellular phones, navigation systems and e-mail. Driver distraction plays a major role in multi-vehicle crashes involving motorcycles. The AMA is concerned that the proliferation of in-vehicle technologies may increase driver distraction to the detriment of motorcycle safety. The meeting is scheduled for July 18, in Washington, DC.

In addition to Maher's attendance at the public meeting, AMA Community Councils across the United States will be taking part in NHTSA's Internet Forum on Driver Distraction to help the AMA ensure that motorcycle safety is not compromised by in-vehicle technologies. The internet forum is scheduled for July 5 through August 11, and can be located at <http://www.driverdistraction.org>. AMA CCs will providing comments to NHTSA regarding driver distraction and the role it plays in multi-vehicle crashes involving motorcycles. For more info on the issue, visit NHTSA's resource page at <http://www-nrd.nhtsa.dot.gov/include/crash-avoidance/DriverDistraction/>

US Representative Bruce Vento (D-Minnesota) will retire at the end of 2000. He is a staunch ally of environmentalists, chairing the House subcommittee on Parks, Forest and Public Lands for many years where he pushed legislation to designate new wilderness areas and national parks. He is concluding his 12th term in Congress.

ROOF TOWERS



NCG COMPANY, the distributors of **COMET** antennas, now stocks roof towers made by **CREATE** in JAPAN. The above towers are now in stock at **HAM RADIO OUTLET**.

CR-18 6FT VERSION

CR-30 10FT VERSION

CR-45 18FT VERSION

COMET

1275 N. GROVE STREET, ANAHEIM, CA. 92806
(714) 630-4541** (800) 962-2611** FAX (714) 630-7024

TO ALL "MARC" MEMBERS::::

Must sell quickly.....Too many bikes & ill health combined to cause 1996 BMW K1100 LT sale..22,588 miles...just completely serviced and prepared for 2000 Three Flags Classic Tour.

Too many extras to list!!!!

Showroom condition! 741 tri-bander 2-Meter, 220, 440, J & M CB Remote, AM FM Cassette, Extra 5 Gal. Fuel Cell with in dash fuel pump switches, custom Russell "ALL DAY SEAT", flashing tail and running lights, European right handle grip with switches, Mechanical cruise control, Tool kit, Heated grips, extra wattage Head Lamp, Front shocks stiffened, Custom variable horns, Rhino antenna, Custom Antenna Mounts, Freeway pegs & heel rests, Tank Bag, Saddlebag Liners..

\$13,799 General Public on August 14th....

Priced for quick sale to a "MARC" member now.....

"Reduced...First "\$11,200" takes it all!!" Without radios .. only \$10,451!!!

John Helms WH6BJ <jghelms@home.com>

FOR SALE:

ALTERNATE LIGHT FLASHER

Are you tired to mount a strobe light or some other kind of flashing light on your motorcycle? Do you worry about it drawing too much current? Do you feel that your four-way flasher is ineffective?

Jim's Alternate Light Flasher could solve your problems. It will alternately flash any two lights, such as running lights, turn signals or any other two lights you wish to add and the current draw is less than using your four-way flasher.

For more information:

Contact: Jim White KD6JESat (714) 865-7061 after 4pm Mon-Fri and all day Sat-Sun.

JULY 2000 AMA NEWS AND NOTES

According to the National Highway Traffic Safety Administration, more than two-thirds of car/motorcycle crashes are caused by drivers, not motorcyclists.

These crashes most often occur when a car is making a left turn in front of a motorcycle operator; if a driver fails to check a blind spot before changing lanes; or in the presence of a road hazard like a pothole when a motorcyclist needs to take an evasive action a driver would not.

The Navajo Nation repealed its mandatory adult helmet law on tribal land in a 57-0 vote of Nation Council Delegates. It was signed by the Navajo Nation president on May 5, 2000. Under the new law only operators under 18 are required to wear a helmet while operating a motorcycle. The Navajo Nation stretches through parts of Arizona and Utah which have similar helmet requirements.

The Centers for Disease Control (CDC) and authorities in Daytona Beach, FL are trying to determine why a record number of deaths and accidents occurred during Bike Week this year.

This marks the first time the CDC has ever studied a major tourist event. Of the 500,000 people attending the motorcycle

gathering this year, 15 died compared to only five in 1999 and none during a week when no event was held.

Health department official Dr. Bonnie Sorenson said they are looking at various factors to find out which ones increased risk-including age, gender, speed of travel, whether riders were wearing helmets, the type of motorcycle, and whether the accident occurred on a two-lane road or a four-lane highway. Another factor being studied is alcohol consumption.

During Bike Week 2000, 451,995 gallons of alcohol were consumed. This compares to 408,185 gallons in 1999 and 269,918 gallons during the control week. The goal of the study is to prevent accidents during similar events in the future. Officials in Sturgis, SD and Laconia, NH are also interested in the study because of their large bike events held there. A final report is expected in a few months.

COMING TOGETHER IS A BEGINNING
KEEPING TOGETHER IS PROGRESS
WORKING TOGETHER IS SUCCESS
(Henry Ford)

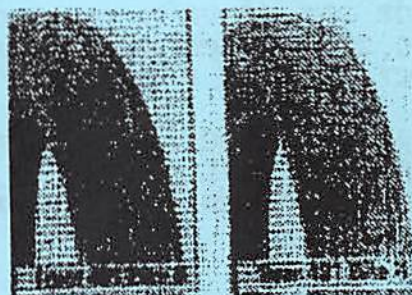


ORANGE COUNTY HONDA WELCOMES ALL "MARC" MEMBERS. ASK FOR JEFF FOR CLUB DISCOUNTS.



HUNTINGTON BEACH
HONDA
HUNTINGTON BEACH
CALIFORNIA

THE GOLDWING KINGS!



DUNLOP GOLD WING TIRE SALE
INSTALLED \$299.99, (\$450 VALUE!!!)

**BLOW OUT SALE! ALL HONDA
GOLD WING JACKETS IN STOCK
25% OFF!**

**LAYAWAY AVAILABLE,
PHONE ORDERS WELCOME**

MUTH SIGNAL MIRROR

STORE HOURS:
MON-FRI 9:00AM - 6:00PM
SAT 9:00AM - 5:00PM
7911 WARNER AVE
HUNTINGTON BEACH
TEL (714) 842-5533
FAX (714) 848-5492
E-MAIL hbhonda@prodigy.net
WEB www.hbhonda.com
WE SHIP ANYWHERE!!!



CHROME \$259.99
RETAIL \$299.99
UNPAINTED \$239.99
RETAIL \$279.99

**ASK FOR THE CHAPTER DISCOUNT
ON PARTS AND ACCESSORIES!!!**

"MARC" YOUR CALENDARS FOR THE COMING EVENTS!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

AUG 2,9,16,23,30-"MARC" NET ON BARN OR SIMPLEX
12-"MARC" MEETING 8 AM (LAKE VIEW CAFE714-572-8521)**

SEPT 1 THRU 5-THREE FLAGS CLASSIC
4- LABOR DAY (HAVE A GREAT ONE!!!)
6,13,20,27- "MARC" NET ON BARN OR SIMPLEX
9-"MARC" MEETING 8 AM (LAKE VIEW CAFE714-572-8521)**

OCT 4,11,18,25- "MARC" NET ON BARN OR SIMPLEX
7th & 8th-MS 150K FOR 2000
14-"MARC" MEETING 8 AM (LAKE VIEW CAFE714-572-8521)**
31-HALLOWEEN

SPECIAL NOTE: MARC HOME PAGE: <http://members.home.net/ve6hgw/marc/>
MARC PERSONALS WEBSITES:
<http://www.telusplanet.net/public/afriesen/marcmemb.htm>
MARC LIST/DIGEST: marc@telelists.com

(OUR CALL FREQUENCY 144.370-PL 100 MARC SIMPLEX, CONDOR SYSTEM, 145.220 CLARA & THE BARN SYSTEM(447.550 PL 100)-MOST ARE MONITORED APPROXIMATELY 16-18 HRS A DAY)



3 LINDBERG
IRVINE, CA. 92620-3367

AUGUST/SEPTEMBER 2000

NEXT MEETINGS:
AUGUST 12, 2000-8 A.M. AT LAKEVIEW CAFE,
2099 E. ORANGETHORPE, PLACENTIA
(ON CORNER OF LAKEVIEW & ORANGETHORPE)
91 FWY/LAKEVIEW EXIT
SEPTEMBER 9TH-8 AM AT LAKEVIEW CAFE,
2099 E. ORANGETHORPE, PLACENTIA
(ON CORNER OF LAKEVIEW & ORANGETHORPE)
91 FWY/LAKEVIEW EXIT
OCTOBER 14TH, 2000-8 A.M.