

**BOARD:**

RAY DAVIS-CHAIRMAN	KD6FHN
BILLY HALL	N6EDY
DE WITT MORGAN	KM6UK
JOHN EDWARDS	KC6Z0Z
JOHN REYNOLDS	W5JFR

**BA-MARC**

ROGER RINES	W1RDR
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**EASTCOAST MARC**

PAUL ILTCHENKO	KF2XK
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**IL/MI MARC**

PAUL PLASTERS	K3PEP
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**MISSION STATEMENT:**

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

**PRESIDENT:**

JOHN REYNOLDS	W5JFR
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**SECRETARY/TREASURER/EDITOR:**

BONNIE DAVIS	KD6OFQ
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**50/50 & DOOR PRIZES:**

MIJO REYNOLDS	KF6BEB
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**MARC WEB PAGE:**

WAYNE BARRINGER	KB6UJW
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RAY DAVIS (ASST)	KD6FHN
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**MARC LIST:**

LEWIS OSBORN	K7LVO
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DE WITT MORGAN (ASST)	KM6UK
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DECEMBER 2002

**FROM THE PRESIDENT'S DESK:.....**

As we approach the end of the year 2002, I reflect on the events of the past year. The celebrations, meetings, events, and good times with all of our MARC friends were delightful. It is the good times that we all want to remember, so those should be in the forefront. We also enjoyed our travels on the motorcycles and in our cars, trucks, and motor homes. I enjoyed reading about your travels and trials on the roads around our beautiful country and around the world. It is your interest and participation in MARC that makes this such a wonderful group to be associated with.

I also find it is time for New Year's resolutions. I ask that you to make a couple:

1. I will try to make more MARC meetings.
2. I will strive to sign up for and help out on as many MARC events as I can.
3. I will remember to turn the radio on at 7:30 every Wednesday evening and do my part to participate in the MARC net.

Now, that shouldn't be too hard for most of you. Oh yes, I know that some of our members are not in the So. Cal. area, but that doesn't mean that you can't participate. Hey, check in on the net via the internet at least once a month. Just let me know that you are still there and active. I do try to answer e-mail check-ins when I can.

You can attend the meetings of your chapter in the Bay Area or in the North East. Individuals not in the area of other MARC members can wear a MARC shirt and hat to breakfast or to another club meeting, and, at least, let someone else know what MARC is and what we do as a group. If you don't have a MARC group to work with on charity events make an attempt to locate another ham group that assists in walks, runs, bicycle rides, or motorcycle events and volunteer your MARC expertise to help. If you can't find another HAM group to volunteer with, try one of Billy, N6EDY's "Mini Teams". You can contact local charities, the American

Diabetes Association, the Multiple Sclerosis Society, the Muscular Dystrophy Association, etc. They are always conducting fund raising events and looking for volunteers. Let them know that you are a HAM and a MARC member and that you can help with communications for their event. Once they learn of the benefits and flexibility of HAM radio, they will be thrilled to have even two or three MARC members helping with an event. So, make 2003 your year to get involved. Help someone else, it feels so good!

Don't forget that the Southern California December MARC meeting will be an evening Christmas party. There will not be a meeting at 8AM. If you do show up early, have a cup of coffee for me and hang tight. We will be there about 5PM to prepare for the MARC Christmas dinner. We have quite a Gala planned, so do your best to join us for dinner at the Lakeview Café, Saturday 14 December, 2002 at 6:30 PM

I wonder if Santa has a new motorcycle or perhaps a new ham radio packed in his sack for some good boy or girl this year? If you receive any new toys this year, be sure to let us know. As for Mijo and I, our new toy arrived last week. We purchased a new heater/air conditioner for the house. The old one was 25+ years old and under sized for the house. It has worked very well with few problems. However, we both felt that a new unit would be much more efficient and, with the cost of power today, it would be a good investment. Merry Christmas to us.

Now a word about that motor that you parked away for the winter. Did you remember to add a bit of fuel stabilizer to the gas? It doesn't matter whether it is a motorcycle, power boat or, a lawnmower. It will be a lot easier to start next spring if you treat the fuel and run it for a few minutes to get the treated gas into the carburetor passages prior to its final rest for the winter. Oh yes, if it has an on-board battery, don't forget to take care of that

too, just a couple of minutes now will make a big difference next spring.

Happy Holidays to All!

John F. Reynolds, President  
W5JFR, JohnW5JFR@aol.com  
(909)820-0509

YESTERDAY is history  
TOMORROW is a mystery  
TODAY is a gift  
THAT'S why we call it  
"THE PRESENT"

Three Wise Women would have asked for directions, arrived on time, helped deliver the baby, Cleaned the stable, made a casserole, brought practical gifts and there would be "Peace on Earth." today.....

**RENEWALS FOR 2003:.....**

This year I am doing things a little bit different and easier for me!!!!

Those who need to renew their MARC membership will find on the front of their newsletter their mailing label in red printing.

Those who do not will have green printing.

So watch for your colored label(:))s

From you Newsletter Editor

Bonnie Davis KD6OFQ



## When you don't have a leg to stand on

It creeps upon you slowly as you get older – And you gradually come to the realization that the pain you start to feel in your knee joints is not just an aching muscle. You start figuring out ways to do things that don't require too much bending or flexing of the knees. Sitting becomes more preferable to standing. Dancing is limited to slow dance steps or those that don't cause a twist of the legs. And you find it harder and harder to get your leg up over the motorcycle seat.

Guess what? you are joining the ranks of those who suffer from Arthritis. This is a disease that erodes the layer of cartilage that separates the bone joints in the knees (although it can also effect other joints of your body). There are various degrees of loss of this layer – From minor tears – All the way to enough deterioration to allow some "bone to bone" contact at the joint. The degree of deterioration will determine the amount of pain that you will feel as you attempt to continue to utilize your legs.

There are many many different medicines and salves and pills and gimmicks to help you thru your ordeal. And, depending on the state of your condition, some will work some of the time, part of the time, or not at all. However, these "aids" merely help to mask the pain – And very rarely cure the problem.

Not too long ago there was no long term help available. The problem just kept getting worse and worse – And eventually the person was relegated to a very limited or restricted use of their legs. Some even used crutches or needed a wheel chair – Or, just sat on the porch and watched the world go by.

During the last half century the medical people have been developing procedures for replacing the various bone joints in the body with new joints made of metal and plastics. They are wonderful – and help provide a new lease on life. At the present time they offer partial and total knee replacement. In some cases they can replace the cartilage liner between the bones.

I discovered that I had "bone to bone" contact in both knees – and I became a candidate for "Total Knee Replacement". It was determined that they would replace the right knee first since it was in the worse condition. I underwent that operation a little over five and a half months ago – followed by the left knee three months later. They say that your body should be completely healed within a year. I am going thru recuperation and rehabilitation from those two operations at the present time – And I'm very happy with the way things are going. Although I use a cane for walking, I have less pain now than I did before the operations. The Doctor feels that it is best to continue to use the cane for a few more months – I hope to eliminate it in the near future. Mostly the pain that I feel now is that which is induced from the stretching and muscle toning exercises that are necessary to regain full range of motion. You have to "push" the limit in order to progress – Let your muscles have a little rest – And then push them some more. You know the drill – No pain No gain.

I'm happy with the way the operation is progressing – And I feel like I should be able to be back on the motorcycle within a few more months. When I inquired about how long such an operation should last, the Doctor tells me that based on past experience – They will need to replace about 1% within the first year – 11% within 10 years – and 22% within 20 years. He indicates that the way my operations are progressing – And since I'm 76 years old – That these new knees should last me the rest of my life. I hope so – cause I still like to chase girls.

Ray KD6FHN also suffered from arthritis and had hip joints in which the bones had practically "fused" together – He could hardly bend – And was in great pain. He has had both hips replaced and is very satisfied with his operations. It has allowed him to continue to ride his motorcycle and enjoy life.

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

## THIS AND THAT

Thanks for the memories... Jeez, what a great year this has been. I cannot begin to tell you how much I enjoyed the bantering back and forth about the YELLOW machine with several in-duh-viduals. Tim, Paul, J.P., and all the other folk who joined in with their \$0.02 cents worth.

It was fun hearing about the fun things all you wonderful MARC members are involved in and doing. New toys, both radios and bikes. Wonderful trips that were taken, miles of scenic beauty. Good weather, bad weather and all the things that make motorcycling the wonderful sport it is.

To all of you everywhere, to our growing MARC family, thank you for all the great charity work you have done this past year. A lot of people's lives are richer because of you.

To our wonderful MARC Board and Staff, both here at the HQ, and across the nation, who donate so much time and effort to make things work. Thank you for being there, and for doing all the things you do to make MARC a club unlike any other in the world.

Did I say world? Yes I did, because I want to thank our wonderful Canadian members, (eh) and our lone banner waver over in Europe, for being a part of our organization, and for your support.

There were some bad things too. Things that make us sad, like the silent keys that have occurred. Billy and his knee replacements, and the bad thing that happened to me that actually turned out to be a good thing.

I came "that" close that time. Lying there in the hospital I suddenly realized how important family is. I have my "gene pool" family, and I have YOU, our extended family. It made me realize how much I love and respect you all. Your messages of good faith were so very important to me. Hearing from you all restored my faith and helped me get well. Your visits with me in the hospital brightened the day for me. Thank you all.

I dislike hospitals because they are sick, hurt, places. But if you are there, I'll do my best to come by and see if I can brighten your day too.

Anita, and I want to take this time to wish you and your family the very happiest of Holiday Season's. I hope Santa comes along and dumps his sack on your hearth.

To you all, MERRY CHRISTMAS, and a very HAPPY NEW YEAR!! We wish you the best year ever.

De Witt Morgan , KM6UK <dewitt@cox.net>  
Anita, WIFE

### "MARC" Calendar:::

Dec. 14- MARC Christmas Meeting/Party – 6:30 PM  
Jan. 11 - MARC Breakfast Meeting  
Feb. 08 - Ladies Meeting  
Mar. 08 - MARC Breakfast meeting  
Apr. 12 - MARC Breakfast Meeting  
May 3/4 - Abused Children's Ride ???  
May 10 - MARC 11th Anniversary Meeting  
May 17 - So. Cal Tour de Cure  
June 8 - BAD Ride  
June 14- MARC Breakfast Meeting  
July - NO MEETING HAVE A GREAT VACATION  
Aug. 9 - MARC Breakfast Meeting  
Sept. 13 - MARC Breakfast Meeting  
Oct. 4/5 - MS 150 ???  
Oct. 11 - MARC Breakfast Meeting ???  
Nov. 8 - MARC Breakfast Meeting  
Nov. 9 - Love Ride 20  
Dec. 13- Christmas Dinner/Meeting ???

## Looking Back At This Years Charity Events

All the MARC Members who participated in our many charity events this year, should be very proud of themselves. Without going into great detail it is a sure bet that all the charities that we helped with this year raised in excess of 2 1/2 million dollars, yes that's \$2,500,000. We know for sure that the Multiple Sclerosis 150K Bicycle Ride raised over \$1,000,000. Then the Love Ride has always raised over a million dollars too. This year may have been a little light because of all the rain that fell for 2 days before the Love Ride on Sunday Nov 10th. Hopefully Bill KE6UUD will give us the final figure in his MARC Newsletter report.

Then of course there was the Gearing Up For Abused Kids in April, the American Diabetes Assoc. Southern California Tour De Cure Bicycle Ride from Long Beach in May and The BAD (Bikers Against Diabetes) Ride in June. Though we only did 5 charity events this year, they were all very successful.

We could add more events, we get asked enough for help from some of the other National Charity Organizations, but we (the MARC Board & Staff) feel we are not getting the support from the majority of our general membership here in Southern CA to even think about taking on more work. We certainly don't want to burn out the loyal, active members who are doing all the work as it is.

I was feeling down because it seemed that so few were doing all the work for so many. So I went through the roster and counted all the names of our members here in Southern CA. You know, L. A. CO, Orange CO, Riverside, San Bernardino CO & San Diego Co.

What I found out was a great surprise to me. I counted all those with HAM Radio call signs, there were 95 local members, that's 95 members, not 95 families. Now you take away the youngsters who are listed on the roster because they have call signs, the wives with call signs too, the dad's of members who have call signs, those who are ill/injured and can't ride and those members who do not have motorcycles, those that send in their money just to support us and our cause and we are down to about 52 riders with HAM Radio Licenses. **THAT'S 52 RIDERS WITH MOTORCYCLES BY ACTUAL COUNT.** That 52 also includes the 5 ladies with call signs who also ride their own motorcycles. Now I understand why we, the MARC Board, are under the impression that we are not getting the support from the rest of the membership that we would like to see. **So now the 25 to 30 motorcycles we get to help with the big events, looks darn good to me.** We are after all doing very well when we look at the whole picture. It was a total surprise to me and I am sure it will be to the rest of the MARC Board and staff when they read this article.

So now that we know those statistics, I am even more impressed by what our hard working MARC Members do because of the small number of FCC licensed motorcycle riders we actually have.

Looking back at this year and the years past, because this would have held true if I had done the survey long ago, I am more proud of the MARC Members and the work we do then I have ever been before. God Bless you all and Thank You very much. I know we are doing good things for those less fortunate then ourselves. So now you can all wear your MARC attire with more pride then ever.

**May you have a Merry Christmas and a Happy New Year.**

We will look forward to seeing many of you at the MARC First Annual Christmas Party at 6:30pm Saturday Dec 14th at the Lake View Cafe. After all it is a family affair, MARC Family that is and you are all invited. See you there.

**May the wind be at your back and the sun always shining.**

Ray Davis      KD6FHN      <raykd6fhn@earthlink.net>  
MARC COB  
Hme - (949) 551-1036      Cell - (949) 300-9669

## MS 150 HOLIDAY OPEN HOUSE & VOLUNTEER RECOGNITION

DECEMBER 20, 2002 4 PM - 7 PM

Wishing each of you a Very Merry Christmas and a Happy New Year

Again thank you for all your help.

John Edwards      KC6ZOZ <johnkc6zoz@juno.com>

### LOVE RIDE 19

Love Ride 19 is now behind us. As promised there was no rain anywhere in sight (as per note no. 9) and it was a fantastic day for a ride. With the exception of a couple of accidents involving some of the participants, the remainder of the day went very well.

We had a total of 23 motorcycles, 11 passengers, 3 people at the freeway onramp and 2 at net control for a total of 39 people from the MARC group involved in this ride.

A big thanks goes out to all of you who helped out in this event. John and I may be the coordinators for this event but it **DOES NOT WORK** without the participation of the members in the group, it takes many spokes to hold the wheel together.

Alvin KD6UZM, Mel KD6MPB and Kay did a wonderful job at the freeway onramp getting the bikes into a single lane and slowed down. And thank you Butch and Carey for helping Alvin, Kay and Mel get setup to work this position.

A great big thanks to Wayne KB6UJW and passenger Hiroko KG6LFZ, Fara KF6ZQO and passenger Robin KG6EUS, Burt N6USO and passenger Geri KE6SUW, Alvin KD6UZM, Hugh KB6IEM and passenger Steven Tanya KG6MWW, Ray KD6FHN, John KC6ZOZ and passenger Teri KF6HJT, Peter N6LMO and passenger Diane N6MHQ, Harry KF6ZQM, Mel KD6MPB and Kay, Butch KD6VBO, Carey KE6JWE, Diana KB6CCUR and passenger Chris, Ted KB6CUS and passenger Josh KF6RNH, DeWitt KM6UK, Jim KC6OAU, John KC6SAD, Dean KD6HEL and Gary and of course last but not least our net control ladies Bonnie KD6OFQ and Mijo KF6BEB. There are two other gentlemen that road along with us but I did not write down their names, DeWitt's son-in-law and Butch Macy's passenger. Please forgive me for not remembering their names. And to John Savage thanks for helping to dispatch bikes at Glendale. I sure hope I didn't miss anyone!!!! I will provide more info (number of riders money raised etc.) as this information becomes available to me. Now it is time for me to crawl back into the woodwork.

Great day. Great ride. GREAT PEOPLE..

Bill Douglas      KE6UUD <wbDoug@cwia.com>  
Love Ride Coordinator

P.S. Hope everyone has a great holiday.....Merry Christmas and Happy New Year to all

### "MARC" NEWSLETTER ARTICLE DEADLINE::::

JANUARY 2ND, 2003	FOR JANUARY 2003
JANUARY 29TH, 2003	FOR FEBRUARY 2003
FEBRUARY 26TH, 2003	FOR MARCH 2003
APRIL 3RD, 2003	FOR APRIL 2003
APRIL 30TH, 2003	FOR MAY
JUNE 4TH	FOR JUNE/JULY
JULY 30TH	FOR AUGUST/SEPTEMBER
OCTOBER 1ST	FOR OCTOBER
OCTOBER 29TH	FOR NOVEMBER
DECEMBER 3RD	FOR DECEMBER

**Well you said dig back,  
so here is a tale from the last century:**

It was February 21<sup>st</sup>, 1985. Marsha and I loaded the Harley up with our luggage. We stopped to fill the tank at the corner gas station, then headed South for Breakfast at Peoria, IL, with our friends "Shadetree", and his wife. Then we all headed for Florida, to attend the Daytona Beach rally. The temperature was 10 degrees. (Love it don't you Tim) Marsha was cold she said so we stopped for a "warm-up" at a small restaurant in Mendota, less than half way. We walked in to have a coffee, and one of the patrons said "you would be Paul and Marsha". Since neither of us had an idea who this woman was, Marsha asked her how she knew of us. The woman replied, "I know some one who lives close to you and she has told me enough about you that I figured you would be the only ones crazy enough to be out in this kind of weather! OK so she had us "cold". (nice pun huh?)

Well on with the story and the trip. Shadetree's cycle had been under water that last fall, and he hadn't said anything about it. Now his engine started making funny noises. I advised him to get an oil change. We stopped in the next large town to do this. That helped the problem quite a bit. We rode all day, and decided to stop in this small town in Mississippi. We found a decent looking Hotel, rented rooms etc. Marsha called out to me that there was no toilet paper in the bathroom. So I went to the office to get some for her. I was amazed, when the clerk informed me that I would have to pay for it! OK OK I paid for the paper, and went back to rescue Marsha from her dilemma. Shadetree said he was ready to go for dinner, so we all left in search of a good place to eat. It had been a long day and I was hungry. That was when I found out that Shadetree's favorite place to eat was McDonalds! Well it is a Nationally known restaurant! While riding around, I spotted a museum, that I wanted to go see. It was closed, so I made a note to myself to come back soon and see the "Confederate war ship" they had advertised.

The next day we were up and riding early. Shadetree had laid out a not too direct route that he wanted to cover, and it was to be another long day. We covered the Okefenokee swamp, and some towns that he felt would be interesting to ride through. Marsha was complaining about her "full face" helmet. We stopped at a hardware, and bought a Hacksaw. At lunch, I took the hacksaw to the "crossbar" of the helmet. After lunch when Marsha went to put on her helmet, she got this funny look and asked "what happened to my helmet?" After that not much was said about the helmet.

Shadetree was starting to have funny noises again. I suggested that he get another oil change, and ask the mechanic for his opinion. That evening we went to another shop to get this done. Soon we were on the road again, and in the "oldest city in the United States". The motel rooms we found here actually had garages attached to each room. We pulled the bikes into our garages and settled in for the night. Or so I thought! About 2 hours later here comes Shadetree, saying can you help me a bit? I go over to see what he needs, and he has his motorcycle half apart! I asked "what are you doing?" and he says "it is riding kind of rough, so I am trying to find out why". His shock absorbers had actually rusted from the water the bike had been submerged in! So back to the Harley shop. Some \$500 later, (new chain, shocks, muffler) we are headed back to our "home for the night". Several hours later we have it all back together. WOW is that new pipe loud! Maybe I better lead for a while. He said he knew he couldn't keep that loud pipe on back home, but he wanted it "just for Daytona".

OK the next morning we take a ride on the ferry, then off to Daytona proper. The rest of the week went fairly well, but Shadetree had to go back home to work, so he and his wife split, leaving Marsha and I to go on to Key West by ourselves. It is really a beautiful warm ride down the Keys. We had a dinner of Conch, and Key Lime pie, then shopped around, and sight saw. OOOOPS time to look for a home for the night! We find a small place near a motorcycle shop, so I go over to visit and see what they have that I need. It turns out that I needed a shirt they had on display! The

next day was warm and sunny again as was the previous (and probably all the previous days) had been. Hey do you realize that we are only 90 miles from the heart of Americas enemy , here?

OK we are heading back along that stretch of --no not road-bridge is more like it. There is so little land and so much bridge between the mainland and Key West. Once in Miami, we are looking for a particular motel. I went up and down the same street 2 or 3 times before I found it. As soon as I had paid and gotten the key Marsha headed for (all you men know what I am going to say don't you?) yes the restroom.

I parked the machine, and unbuckled the bags to bring in, when I open the door, Marsha is white as the proverbial sheet. She had turned the television on, and the newscaster was saying there was a sniper in the trees over head on the very road we had been up and down, shooting randomly at cars.

Well, every vacation must come to an end, and so is this one. Time to go back home and go back to that 4 letter word W#&K! As we leave Tennessee we are starting to feel the cold. As we get into central Kentucky, we are seeing flakes of snow, but no big deal, we are from Illinois, where it REALLY snows -- right? Actually it is not too bad until we get to Bloomington. Only 125 more miles to go!

About 20 miles from home, I am riding in about 6 inches of new snow, and I need gas. I pull into a little gas station in a little town, and start filling up the gas tank. Marsha goes in to get warm. I went in to pay, and Marsha was talking to some people. She said to me "I am riding the rest of the way with these people". Not thinking too much of it, as she knows way more people than I do, I says OK, and left. I was in the garage taking things off the bike, when they pulled in. We all visit a while, then I ask them to "come on in a while". They answered "no, we need to get going, we still have a long way to go to get to Michigan." After they left, I asked Marsha "who was that?" and she says "I don't know, but it was nice and warm in their car!" Only then did I realize what the woman in the Restaurant in Mendota, at the start of this article actually meant, and whom she meant it about!

Marsha and I rode that trip alone or with various people each year for 23 years before we quit going to Daytona, after my father died.

**Paul Plasters N9PEP <peplasters@rockford.com>**

#### **SO. CAL TOUR de CURE**

Our next meeting will be December 10, 2002 -- they are in dire need of Volunteers for Chair positions & take charge positions , so if you know someone who so likes volunteering give them this info ::: [www.socaltourdecure.com](http://www.socaltourdecure.com) -- or contact:: Sahar Sedadi (800) 828-8293 Ext. 7448 or e-mail <ssedadi@diabetes.org> If you know someone who would like to form a team for the ride give them the contact above.

The meetings are held at the AirFlyte in Long Beach at 6:30 PM -- Cherry St North off of the 405 Fwy to Wardlow - (right) to AirFlyte (right) to end of street.

**The American Diabetes Association Recognized as a Top Health Charity**

For the second consecutive year, the American Diabetes Association is featured as one of the nation's top Health charities in *Worth* magazine's annual "100 Best Charities" issue (December, 2002). A testament to the hard work and dedication of our volunteers and staff, the American Diabetes Association is honored to be included on the 2002 list.

#### **Coordinators:::**

**Butch Macy KD6VBO <calmacy@aol.com>**

**Carey Macy KE6JWE <careymacy@aol.com>**

**Bonnie Davis KD6OFQ <bonidavis@earthlink.net>**

FROM YOUR '50/50' LADY  
MIJO REYNOLDS KF6BEB  
<MijoBeb@aol.com>

NET DRAWING: 11/6- KF6HJT Teri \$5 (pd), 11/13- WH6CVJ Libby \$5 No answer, 11/20- KD6ERC Dollie \$5 + 5 Tickets No answer, 11/27 - KF6PRZ Dave \$5 + 10 Tickets No Answer... 50/50 cash winners didn't take home a turkey but did share \$54 each: KD6MPB Mel/Kay, W7GWT Gary, oh yeh (he didn't share) KD6FHN Ray.....

**DOOR PRIZES:**

\$40 gift certificate from Huntington Honda -Bill KE6UUD  
Comet C767 antenna donated by NCG Corp- KD6ERC Dollie won but turned back in so KD6HEL Dean won..

**Items donated by MARC:**

Micra Leatherman won by Butch KD6VBO  
Hand cleaner/Goo Gone won by John W5JFR  
3-way Flex Ratchet/Screwdriver set won by Bill KE6UUD  
Mini Maglite/Leg Bands won by Peter N6LMO  
Donated by Ray & Bonnie:  
3-Flavored Popcorn won by "Cody" KD6UZM's grandson  
Items Donated by John & Mijo:  
Mousepad won by Mike N6QZT

**Items donated by Mel & Kay:**

Six gift bags won by Chris Moody, Holly Brown, Tanya KG6MWW, (2) John W5JFR, Mijo KF6BEB.  
Five gift bags won by (2)Cheri Rau, Holly Brown, Heidi Brown, Dollie KD6ERC

**Donated by Peter Fleming:**

2 Charo Chicken gift certificates won by Ray KD6FHN & Carolyn KE6JWD  
Donated by Mike: 2002/03 Repeater Directory won by Gary Tangi (from Washington)  
Donated by Billy: Disposable Camera won by Dollie KD6ERC  
Donated by De Witt: Kenwood Cap won by Peter N6LMO  
Donated by Dollie:Charo Chicken gift Cert won by Mike N6QZT  
Donated by Diana: T-shirt won by Mike N6QZT

Gray ticket dispenser was Mike N6QZT

Gray ticket winner was Mijo KF6BEB

MCN subscription donated by Fred Rau (Editor) won by Tanya KG6MWW

I had lots of ticket tearing help by De Witt, Kay, Mike, Ted -  
Thanks to each of you it sure helps me soooooo much (Mijo)

**From the Secretary/Treasurer/NewsLetter Editor:**

Bonnie KD6OFQ 949-551-1036 Fax 949-551-3042  
Cell # 949-300-4441  
<bonidavis@juno.com> <bonidavis@earthlink.net>

**NEW MEMBERS:** 11/12- Donald Savini AI1Z & his grandson Teddy KB1ITP of Blackstone, MA (East Coast MARC) 11/16- Tim ( KG6NBI) & Elaine Reagan of Whittier, CA referred to us by Burt N6USO.

Tim has already checked in on our weekly nets. And I see Donald is enjoying the MARC List -

New members are welcome to call us here at the "MARC" office for any assistance that they may need. Welcome aboard and hope you enjoy our membership.

**NEWSLETTERS:**

Many thanks to all for your contributions for this months

newsletter - Tech info, a trip or two oh yes this is good...

**Renewal Reminder:.....**

Your mailing label will be printed in red and there will be a renewal application in your newsletter if you need to renew..... So look and see.

**Volunteering:::** Many of our members do lots of volunteering for other organizations such as the county fires, races of all sorts, some even get on TV(:))ss how about it Wayne???

**KEEP UP THE GOOD WORK ALL OF YOU WHERE EVER YOU ARE..**

**MEETING NOTES:...**

Fred and Cheri Rau were present at our November meeting. Fred is Senior Editor of the Motorcycle Consumer News Magazine. They were selling tickets for 5 sets of tires for your motorcycle, all to go to the winning ticket. Proceeds go to the "Ride for Kids Foundation" Sorry ticket sales are closed.

Drawing is December 24th, 2002... Now Ray could definitely use them in no time..(:))ss

**SUNSHINE CORNER:.....** John Helms WH6BJ has run his last test for the time being and hopefully in January they will find the results very favorable...

Ron WB6RSD feels his tests were a fluke but they always learn from these tests...

Bill WG6A hopefully you are back on tract..

Eleanor Guthrie I surely hope you are progressing better results.

Rich N6MHN lots of love to you & family in your great loss of Linda KD6AHS.

Each of you remember I don't know all who are ill, mending or have lost a dear one -but we do love each of you with lots of prayers and are here for you. **WE DO CARE.**

**MERRY CHRISTMAS EVERYONE!!!!!!**

I'm "VERY" sorry to be combining the last two quarterly check ins. Between my computer problems and the two jobs...well, time got a tad lost!

Just for a test, it would be great if everyone sent me a "test" note with your call sign included to <marcqtlycheck@earthlink.net> just to make sure I'm back on the right track!

I've had to rebuild my addresses and I'm bound to have transposed something somewhere! So forgive me, please.

I hope y'all have a beautiful holiday season and happy, healthy wishes for a GREAT 2003 from your e-mail check in lady here in Houston TX!

Take care, ride safely and most of all, enjoy yourselves!

Love ya

Sue KF6HZJ <Suehebb@earthlink.net> Houston, Texas  
Your MARC quarterly e-mail check-in Lady & Historian

**SPECIAL PRIZES FOR THE BIG DRAWING AT OUR CHRISTMAS PARTY/DINNER AT THE LAKEVIEW CAFE ON SATURDAY DECEMBER 14, 2002 AT 6:30pm... \$15 each**  
**SPECIAL PRIZES ARE: YAESU FT-7100M DUAL BAND RADIO, GARMIN GPS III PLUS, HONEY BAKED HAM DONATED BY COMET, TIRE FOR A HONDA MOTORCYCLE, Bonnie donated a Comet C767 she won at a previous meeting.....**  
**AND WHO KNOWS WHAT ELSE WE MAY COME UP WITH.....**

**COME AND JOIN US FOR AN EVENING OF CAMARADERIE AND ENJOY OUR TIME TOGETHER.**

## Seasoned Greetings!

I am writing this while warming myself from another ride in the cold. See I figured that most of the Californians needed to set their minds on the season of Christmas. Snow in particular means cold weather. Finding those special movies on the TV usually have the wintery mix in them. But I spose after more of the palm tree movies come that maybe they will be in a special place too...

To set your minds for a free course on winter riding, well one only needs to open the fridge or freezer or better yet find your lawn chair and take it to the nearest walk in freezer. Be sure your bundled up though, lawsuits against my writing doesn't mean cash.. not even cold hard cash... heheh

First thing one needs is a water cooled motorcycle. Fully faired for the winter blast is best. Radiated heat from the engine really helps! Especially the legs.

Second item is gear. Either call Kim or find some suits like Aerostitch or just a old snowsuit. Leather isn't really needed. Well lets just say the leather doesn't help with the cool fingers coming thru.

Third item or need is your mind set. This entails a love for motoring that overcomes all odds. Now some of you know that I ride , well maybe too much. Not stopping for sleep has been written here. Eating isn't a major goal when riding long distances. Some people ... like Ray can do 1000 in 1 day for 3 days. Covering miles like swatting mosquitoes. Got to be done.

So its that same or ahem, insane attitude needed to get out and ride no matter what the air temps are. With the riding one also needs to watch the skies. Don't take all the news the weather people have for truth or you will be using your car and the sun is out and the roads are dry. Still the need to watch those pesky forecasters is part of the plan.

Are you cold yet? Well get out of that freezer and warm up by some stove... Sacrificing the heater for a quick ride is great.. err should I say gr-gr-gr-eat....

Now there are positive things that happen when one rides in the cold. You never put the bike away. For one thing its not really good for them to sit and wait.. rusting within even. Battery life is better in winter. Its the summer months that kills the cells. No bugs! which means No cleaning of one machine after a long ride. Tires.. only wear out in heat... see? there is something to think about.

You get to ride alone! Most of my friends up here have put their bikes away. Shivering they will comment, " Your still riding that?" Or like today a fellow came into the shop to drop off some product "Your still riding that motorcycle?" Kind of a dumb question don't you think? I mean if the bike is out by the shop or parked in some lot and not in the garage... if the engine is still warm.. well the idea is not to ask such questions. But people who don't ride into the late fall early winter still need to open their mouths.

After a snowstorm the skies are soo clear. Snow removes the dust in the air. So therefore traction is in snow. Now ice is bad to work with. But even that can be ridden over IF the bike isn't changed by braking or gassing it.

Course this is all in fun y'know. I for one wouldn't mind driving some car but the insurance is a killer for the third car. So I ride. Also it makes the winter season somewhat shorter too. If the bike only sits when the snow is out in the alley. But then I have looked down toward the street, kicking the ice and wondering. Its one thing to get the bike out to the street then there is the ride back home too.

Well the furnace just kicked in again. 24 degrees out. Too dark to do anymore riding today. Yep its kind of nice to be able to ride in any weather. Makes it easier when out on some trip to know the what ifs when riding in the mountains or high deserts. Had enough then of cold winter storage? Take a ride for me will you? And send those e-mails about the heat and great riding

weather. And if I am out I will send a note too. Its all part of the game we enjoy to tease.

However in any weather.. use caution around the cities where you live. Its those 2 ton cages and trucks that can really spoil the day!

take care...

Tim Lindstrom ab0ts <ab0tstim@juno.com>

Columbia Heights, MN

~~~~~  
Gray of November gone

Today is was all sun

Dark blue skies abound  
another road to pound

Growl of the zippers heard  
Helmet on the head  
gloves and keys, its time  
to take a December ride

Starter spins real fast  
engine is alive at last  
Blipping the throttle I look  
better than reading a book  
to sit on some old bike  
well its what I really like!

Not a California day  
Or Arizona.. no way  
this is Minnesota, eh?

32 degrees on the bank  
but no one else to Thank  
For a dry road and fun  
to be out under the winter sun

Yes Christmas is coming again  
and I salute all the MARC family too  
For Jesus came to take sin  
away from the likes of me and you!

Another year is gone  
Decision to do with Christ  
is still needed by you and me  
for without Jesus is a long eternity!

Sobering is not the cry  
from the stores and malls at nite  
however there are some of us  
who would like to make a fuss  
as we are all going to die  
so please make a great decision ok?

Merry Christmas then  
Happy New Year too  
Please find this Jesus for your self  
so I can ride the golden streets of Heaven With YOU!

73

God Bless,

Tim Lindstrom AB0TS <ab0tstim@juno.com>

~~~~~  
"May your troubles be less and your blessings be more  
And nothing but happiness come through your door"  
(Irish Blessing)

~~~~~  
"Families are like quilts.. Lives pieced together -  
stitched with smiles and tears, colored with memories  
and bound by LOVE."

~~~~~  
"Shoot for the moon; even if you miss you'll be among the stars."

~~~~~  
**MERRY CHRISTMAS AND A  
HAPPY PROSPEROUS NEW YEAR**



## GPS Navigation

GPS first showed up at my house in 1997. It was packaged with an earlier version of Street Atlas from Delorme Mapping of Yarmouth, ME. Back then I just wanted a device that would locate my position with reasonable accuracy as I moved around the country with the mapping software showing my tracks. In my early GPS days, having a mobile mapping system in a vehicle was a very rare occurrence because not many vehicle-mapping systems were made, and those that were available, suffered from very limited map displays. With Delorme's Street Atlas and a GPS running as we traveled around, we could instantly see where we were, and the mapping software would announce which turn to take over the van's stereo speakers.

From those early days with Delorme maps, which still arrive here annually, GPS navigation has evolved into a much larger role in my vehicles. Gone are the days when my laptop would be running off a power inverter in my van so an active mapping system would be available. In its place, in a new Odyssey van, is an Alpine mapping system installed in the dashboard of my Honda. On long trips, one of my Garmin StreetPilot GPS systems is usually mounted on top of the dashboard to supplement the limited Honda system, and to feed my APRS beacons.

While I enjoy the Odyssey's navigation system, its performance doesn't match the usefulness of the Garmin's latest StreetPilot III Plus GPS.

in-dash installation for populated areas is great for getting places without a lot of wrong turns and request for help, but it doesn't have much in the way of services such as gas, food, lodging or emergency services. It also isn't good at helping you understand which route to the nearest gas station would be best and doesn't have all the major roads in many places like upper Idaho or western Montana. These details are where Garmin's StreetPilot III Plus units shine in full-color, and with phone numbers to check if they are open.

Garmin joined the list of GPS devices here in 1999 when they introduced their first StreetPilot



unit. Back then, color wasn't an option and the need for street level detail was limited to narrow geographic areas because the size of memory cards to store the street level details were limited to 16MB. Those early small memory cards didn't store much, but they were easily programmed if you carried a laptop, CD and USB programmer along with you as you traveled.

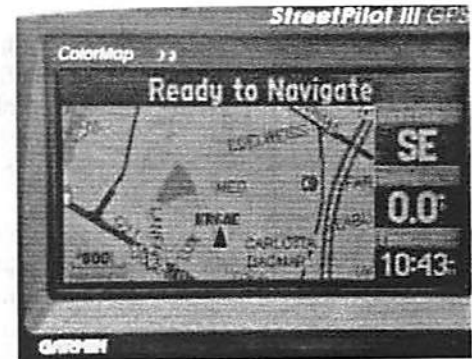
My need for a Garmin became strong in early November of 1999 when my plans to move up into the world of GoldWings became serious. After decades of riding "standards" loaded with luggage, it was time to get an easier touring motorcycle. Along with the GoldWing came space to add APRS, and thus the need for a GPS. A GPS probably would have appeared on my GoldWing even without APRS, because I enjoyed the idea of having an active vehicle navigation system when I travel.

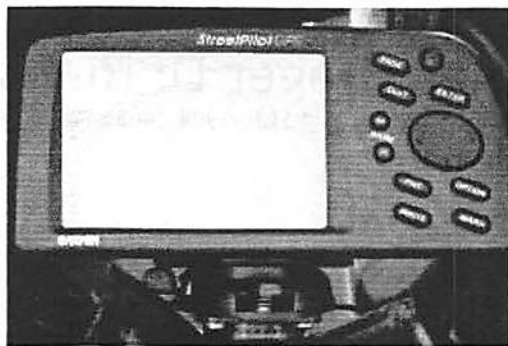
Adding to the usefulness of vehicle navigation came event route waypoints. Our local Bay Area chapter of MARC is now doing 8-charity events each year. Each event is in a different location with multiple routes and some routes change each year. In the days before I learned how to use the GPS to help me work the route, I was often making the wrong turn on a new section of the route when I would work it backwards. After you accumulate enough wrong turns going backwards, you learn the route, but with the GPS showing each turn and rest stop clearly on the display, my wrong turn, and subsequent u-turns, have gone way down.

There are a lot of other useful areas for GPS, but when it comes to traveling with a paper map or a moving map, I've become addicted to the moving kind and think on-board navigation systems will begin appearing more often as their cost and technology expands.

Which unit to buy?

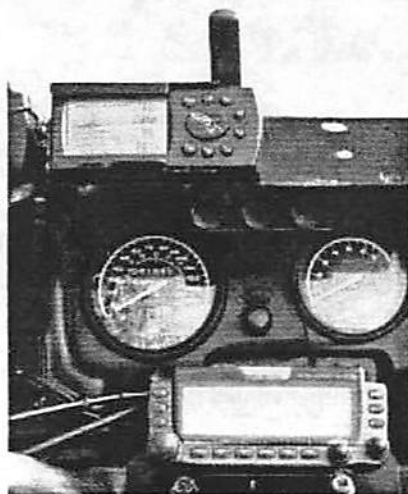
This is about as hard to describe as which motorcycle to ride. For those who like GoldWings, nothing comes close. For those who like Harleys, nothing compares. For those who like BMWs, their decision is easy. In my case, I like GoldWings so that is my choice. I also like my new StreetPilot III Plus and that is my recommendation if you don't have a unit already.





Garmin's Road & Recreation map collection. It doesn't have cannot pre-store maps for a long trip, which keeps the unit from

Garmin's first street level system was the StreetPilot. That unit you can load with Garmin's MetroGuide collection of maps. In up to 50-map areas. If you load maps from the earlier version of load all the maps of Washington, Oregon, California, half of New western Texas into a 128MB module. Translating that sentence all the towns in all those states along with a lot of services and proposition to be in when you're out roaming and need a change



StreetPilot Colormap was offering and it doesn't color display that is slightly smaller than the black & white StreetPilot screen, and more memory for waypoints and routes. It also allows for faster data transfers if you don't use Garmin's optional USB programmer for loading memory modules.

While we are on the subject of loading maps, it is important to talk about which maps are useful for the various Garmin units. Garmin's MetroGuide release-1 and release 2 will work with all the StreetPilot units. Garmin's Roads & Recreation maps are only intended to work with the GPS III and GPS III+ units. You can load maps from Roads & Recreation into the memory modules for the StreetPilot and the unit will display the maps. However, none of the StreetPilots will follow a route overlaid onto Roads & Recreation maps because there is too much information missing for the StreetPilots.

If you are using a StreetPilot, plan on using MetroGuide maps, unless you just travel around a large metropolitan area. Urban travelers can also use Garmin's City Navigator series. These map sets have a tremendous amount of map detail with

phone numbers that make finding business locations real simple. They aren't very good at covering rural areas and smaller cities, so be mindful of your intentions if you load these into your memory module.

For traveling the US and Canada, think StreetPilot III Plus. This advanced routing and audio keep you on course and entertained countryside. For those on a can easily be coupled into the won't even need to add a speaker if being told where to go.

Garmin's StreetPilot III Plus unit quickly and reliably. If you get off immediately." When I first heard there would be an "or Else" that than in life, so for those who need

What is this routing business and do often travel to places they know. For those out wondering like Sharon and I did last July, we found routing handy at finding hotels when it was late and few had rooms. Having the hotel phone numbers displayed on the GPS screen also made it easy to sit along side the road while calling the various locations. Did I mention the automatic routing was also fast at helping us get to places that wouldn't hold the room for long?



think MetroGuide and color display unit with announcements will as you roam the GoldWing, the audio intercom system so you you're accustomed to

will help you route to any location it can identify in its map set course, it isn't bashful when it announces, "please make a u-turn that, the instructional tone and inflection had me wondering if might follow. Keeping the female in the GPS quiet is a lot easier to balance the scales, here is an opportunity.

I need it? Most people won't ever use routing because they

While I like the new unit best, I often have the older StreetPilot on the motorcycle. Sometimes the older unit is there because the bride is using the newer unit for her travels. The newer unit tells her where to go, which is something I've never really mastered in the 40+ years I've been with her. Other times it is there because it is still a very useful navigation system for most of, my Bay Area travels.

This brings up the point that most of the recent Garmin units can work well. All the recent units have a base set of maps that do a good job of showing all the major roads. Garmin's GPS III+ unit memory for allows you to



even has exit numbers and a lot of routing and waypoints. It also load a small number of maps from removable memory modules so you being a serious contender for me.

has removable memory modules the first StreetPilot, you can load MetroGuide, which means you can Mexico and a major portion of means, you'll have all the streets of phone numbers. A handy of plans.

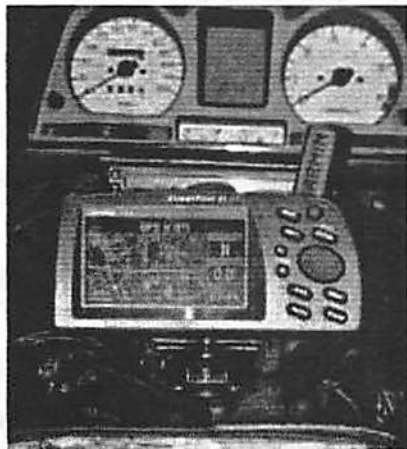
Garmin's second street level GPS have the 50-map limit. It also has a





Knowing where the area services are located is really handy for allows you to get away from turnpikes with confidence because or flee-bag motel at half the price for a half-mile jaunt that you

Routing for most travel, isn't necessary unless you really want to how many minutes it is to the next turn, and what time you will might sound stressful if you're use to traveling in a more relaxed I'm heading as planned is nice for targeted trips. However, is better, so maybe we really don't need a route to get us there



Around town, I don't use get to an address, or still use the moving map when the traffic stalls and the layout of local streets off the major roads has allowed a lot of detours around traffic snarls that I would have been sorry to make without the moving map support.

How hard is this to put on a motorcycle?

Simple is the answer, and many people have taken many approaches, and most seem to work fine. Some like to put their GPS units on their handlebars. I don't like it on the handlebars because there is too much vibration there. When I did put mine on a handlebar cross brace, I found myself catching the GPS at highway speeds as it began to leave motorcycle when the base mount disintegrated. Now my GPS is mounted on the console just below the ham-radio on a cheap \$19.00 Radio Shack universal cell phone base. Since it went there, I've never needed to catch it.



traveling when plans change. It you know there is a greasy spoon, might not visit otherwise.

know exactly where you are and arrive at the destination. This manner. For me, getting to where vacation travel a more relaxed pace efficiently.

routing at all unless I'm trying to business where I've never been. I feature for known destinations I want to keep moving. Knowing

What about cost?

Well, this is a toy that can consume some cash. If you go for the new StreetPilot III Plus, you'll spend around \$750 to \$800 for the entire package, which comes with 1, 128MB memory module and a USB module programmer and a great little mount for a dashboard. Reconditioned units bring around \$650 to \$700.

Garmin's GPS-V Deluxe will cost from \$425 to \$595 new. units yet. Earlier StreetPilot units are only available used \$300 for the early StreetPilots to around \$400 for the accessories.

Garmin's GPS III+ units are still selling for around \$275 used they will set you back about \$175 to \$225. There are available that make great APRS feeds for less money, so if mounting, consider a GPS II, ~\$75, or a Delorme's like the Garmin's eTrex can be purchased new for \$160 to



I've not seen any of GPS-V used and will run around \$200 to Colormap StreetPilot with

new. When they are available less expensive Garmin units you don't want maps or mobile Tripmate ~\$50. Handheld units \$210.

In most cases when you buy a GPS, it won't come with maps. StreetPilot III Plus comes with City Navigator, but I think if you get any StreetPilot unit you should drop the \$125 for the MetroGuide CD-ROMs and also consider digging a little deeper and get an extra 128MB memory module. Garmin's Road & Recreation maps can often be found used, for less than the \$125 price dealers like to charge. Discounters offering new units are getting hungry lately, so spend some time shopping.

Garmin's StreetPilot III, GPS-V, GPS III+, and maybe the GPS III will all allow bi-directional communications with a TNC running APRS. There are other larger screen units available for permanent mobile, marine or aircraft mounting, but this is a discussion about motorcycles so I'll leave those alone.

Whatever unit you purchase, you'll find they are fun to play with and there is a hobby dedicated to GPS owners called Geo-caching. Geo-caching is a form of global hide and seek and can be a lot of fun for the adventure minded. Extrapolating what I know about that sport, I can easily envision a rally, or route laid out for the GPS equipped motorcyclist.

Get coordinated; use a GPS.

Roger...

W1RDR

## DAYS ARE SHORT NOW.....

Course every year its the same way, would think after all these years of living on this planet that I would be used to it. The fall colors are brilliant this month, seems October and November somehow got switched. Still the road calls to my soul. Either the sun glinting off some window or the sound of a semi-truck whining tires will entice me to want to go.

These days I haven't been in a full time position. So almost carefree and car free I will take off on a whim or a plan. Shirt sleeve weather is for the people heading to the Mall of America. I have the layered look. Snowsuit and over that a hand-me-up coat. Yep you read that right. Kelly, my oldest Daughter had to have a starter jacket... well the jacket has outlasted the wants of one daughter. So a Michigan Wolverines coat is used. I know I'm in the gopher state. But the jacket is bright and I need all the light and reflection.

This past Tuesday, after working the morning at the machine shop I decided to take the afternoon off and go for a ride. However when I do that I usually am looking for someone to talk to or surprise. Heading west on 610 in the bright blue sky made the smile on my face wider. Brown fields and tree leaves abound. Some of the small ponds along the highway shine from the thin crust of ice reflecting the Sun. Air temps hovered in the mid 40's and the southerly winds although warm when sitting at a light still had the coolness at speed.

Winding my way down old highway 169 I headed for Medicine Lake. Along the eastern shores is a Lutheran Free College and Seminary. My cousin Jerry Holmaas is one of their Old Testament Professors.

The plan was to surprise him and it worked! I headed into the parking lot and noticed his Concourse parked up on the sidewalk. A few persons were milling around some cars and looked my way as I puttered up to the Kawasaki and parked my BMW. Heading into the building I looked around for Jerry. His office was open but no heavily bearded man at the desk. He does have a personal bathroom and I could hear some noises coming from that area. So I closed the main door of his office and waited by his desk. He opened the door, looked at me and quickly closed the bathroom door without coming out! I cracked up laughing when he finally opened the door again.

"I have always wondered when you would show up! Jerry explained "But I didn't think it would be today!" He had a twinkle in his eyes, looking out toward the lake with the sun rays bouncing on the water. "Well, its too nice to work, time is short for riding so I figured we need to take a break!" I replied

Jerry nodded looking at the lessons he was correcting.

"Well do you want to check these answers?" Jerry laughed. I looked at them. Weird letters... Hebrew I think.

"Actually I have an appointment with an insurance woman." Jerry looked at the clock "It shouldn't take too long. Can you stay here while I head to the other building? Then we can go for a ride!" "Sure I can wait around for you!" I said as he went for the door. "You know when you arrived I had just gotten off the phone with this woman. I had asked her to come to my office as I am really swamped. Well she wanted me to come down there and when I heard you at the door of my office I had thought she had changed her mind. So when I came out of there." He pointed at the bathroom, "I thought to myself... that's the ugliest insurance woman I have ever seen!"

We both chuckled and he went off down the hill to the other building. These teachers especially the ones who really love their work have lots of books. So I looked around for some easy reading and found a Garfield comic book. The half an hour finally passed and Jerry checked his calendar and figured out what books he would need for the evening. We both suited up in our snowmobile suits, he in his Gerke over coat and me in my Michigan starter

jacket. Strode out to the bikes. Packed away his books in the saddlebags and headed out for a good November ride in Minnesota. Even being stuck in traffic on 394 was great!

Following the Concourse and weaving in and out of traffic, watching people stare as well most Minnesotans may be sane... We threaded out way to south Minneapolis for some Coffee and a Coke at Bob's Java Hut.

All the cares of our lives melted away under the bright sunny sky. Sitting in the sun and thinking how long will the weather hold. Laughing and enjoying the break.

Soon we need to head back to our busy lives. And yet there is that memory to savor when the cold and wet of winter has us socked in.  
**LIFE IS TO SHORT! Please take time to enjoy the lighter moments will you?**

Tim Lindstrom AB0TS <abotstim@juno.com>  
Columbia Heights, Minnesota

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## REMINDERS TO ALL "MARC" MEMBERS:.....

You may think your rides with some very interesting ride tips may not be important, but I don't think there is not a ride you have not gone on that may have taught you something.

So let's hear about them.

Also the other chapters of MARC have done lots of charity work and it is interesting to many just how your event went. How you took care of any problems, how working with other Ham Radio groups was handled very well. Also I see you have done some technical work - on different motorcycles, this is of interest to some who do not have the big newer models and still need advice for radio installs or other extra equipment installations.

Even a solo ride where you may have encountered obstacles but over came them.

This does not have to be a motorcycle ride, it can be any type of event or holiday - we learn from our mistakes as well as other peoples mistakes.

Sometimes we may need an upgrade on what to take with us, especially these days with all the modern technology.

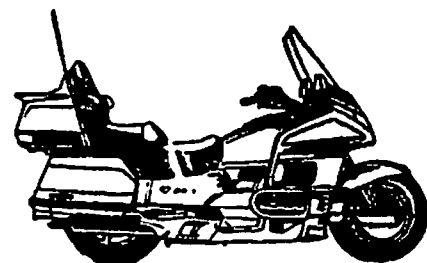
The MARC List always has lots of ideas kicked around but some of those need to be put down on paper since some of our members do not have e-mail etc.

**SO SUBMIT THOSE ARTICLES FOR THE NEWSLETTER AS YOU CAN SEE I USE ALL ARTICLES - SOMETIMES I HAVE TO ALTER THEM TO FIT BUT NO BIG DEAL. SUBMIT THEM TO ME ONLY NOT OVER THE LIST**

I will have a list of newsletter due dates for the coming year starting with the January issue.

Bonnie Davis KD6OFQ <bonidavis@juno.com>  
<bonidavis@earthlink.net>

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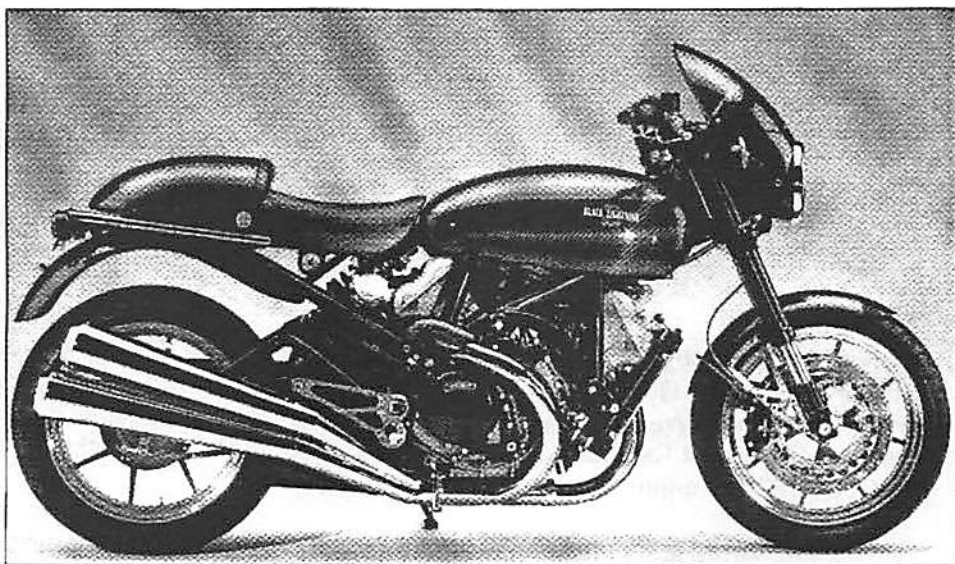


## Vincent Rebirth

After the successful re-emergence of Triumph and Indian, the latest defunct name slated for rebirth is Vincent. New versions of this classic British marque, best known for the sporty Black Shadow, are scheduled for release in late 2004. Vincent Motors USA is the brainchild of Bernard Li, former owner of Eagle One automotive cleaning products. His first Vincent effort involved working with RTV, an Australian company, to produce a 1,200cc bike that strongly resembled the classic machine. When RTV went bankrupt, Li reassessed his program and in January of 2002 hired Roush

Industries (which counts Ford, GM, Daimler-Chrysler, Harley-Davidson and Indian among its clients) to help engineer his project. Also involved is James Parker, inventor of numerous technologies including the single-sided front end on the Yamaha GTS1000.

In October 2002 Li showed four Vincent prototypes to the press at his estate near San Diego, California. Li has contracted with Honda to supply its 130-horsepower, liquid-cooled RC51 sportbike engine, which he will place in an aluminum tube frame, with the fuel tank under the seat. The Black Lightning S (prototype shown) is the first model planned, and is quite sporty with a carbon-fiber tank, fenders, rear seat cowl and fairing. The Black Lightning ST is a sport-touring model with a Wixomesque fairing, tinted windscreen and bulky, triangular hard leather saddlebags. A planned Black Shadow will have a retro classic look with chromed fenders, black paint and single megaphone exhaust, and the Black Eagle will be a cruiser, with its headlight set forward on billet carriers. It will also have a set-back handlebar, stepped seat and forward-set pegs. All will start at \$20,000.



## H-D and MDA

Harley-Davidson says that through the hard work of its dealers, enthusiasts and employees, the company raised \$3.5 million for the Muscular Dystrophy Association (MDA) in 2002. This donation brings Harley-Davidson's 22-year MDA fundraising total to more than \$42 million. The Motor Co. expects to raise a minimum of \$5 million during its ongoing 100th Anniversary celebration, and is planning a fundraising motorcycle "Parade of MDA Heroes" to benefit the charity during the climactic party in Milwaukee, Wisconsin, in late August 2003.

## Guggenheim is Going...

Don't forget—December 31, 2002 is the last day of the Art of the Motorcycle exhibit at the Guggenheim Museum in Las Vegas, Nevada, perhaps the last day the Art of the Motorcycle collection will be shown anywhere. This gorgeous, historical and intriguing display of more than 100 motorcycles in a dreamy setting at the Venetian Hotel is worth a trip to Sin City by itself. For more info see [www.guggenheimlasvegas.org](http://www.guggenheimlasvegas.org) or call (702) 414-2440.

## Sturgis Stats

The City of Sturgis Rally Department recently sent us some interesting statistics from the 62nd annual motorcycle rally held in the South Dakota town last August, which had an estimated attendance of 450,000. The city says it hauled over a ton (!) of garbage for every person in attendance—524,500 tons—and that taxable sales from temporary vendors alone were \$13.1 million, with \$911,435 collected in taxes. During the week there were 110 marriage licenses issued, 179 parking tickets handed out, 149 traffic violations recorded and eight rally related deaths. Sounds like a party to us. Dates for the 2003 rally are August 4-10; for more info see [www.sturgis.cityofriders.com](http://www.sturgis.cityofriders.com).

## Ridin' the Web

[www.motorcycleridesinamerica.com](http://www.motorcycleridesinamerica.com)

Find a racetrack where you can take a class or spend the day riding. Includes schedules and sign-up forms for some of the motorcycle schools.

[www.nadaguides.com](http://www.nadaguides.com)

Free vehicle information for consumers, including "the largest database of motorcycle pricing on the Internet" for virtually every type of motorcycle.


[www.lehmantrikes.com](http://www.lehmantrikes.com)

The recently redesigned Web site of Lehman Trikes in Alberta, Canada, which offers three-wheeler conversions for a passel of Hondas, Harleys and Suzukis.

[www.nikwax-usa.com](http://www.nikwax-usa.com)

Nikwax Waterproofing Systems recently added a powersports section to its Web site with tips for riders who want to stay dry and comfortable in any weather.

[www.asiasafari.com/bikes/bike\\_tour\\_everest.html](http://www.asiasafari.com/bikes/bike_tour_everest.html)

Join this group on a motorcycle ride in May 2003 to Mt. Everest Base Camp for the 50th anniversary of the first summit of Everest. Or not... 



*News & Notes for the Politically Motivated Motorcyclists* 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 & views. Please submit all material to Terry Lee Cook, Government Relations Specialist, 13515 Yamouth Drive, Pickerington, OH 43147; fax 614-856-1920 or e-mail to [tcCook@ama-cycle.org](mailto:tcCook@ama-cycle.org).

**The American Motorcyclist Association (AMA)**, responding to new motorcycling-related fatality statistics released by the National Highway Traffic Safety Administration (NHTSA), has again called for a comprehensive nationwide study of motorcycle-accident data.

Figures released by the NHTSA indicate that 3,067 motorcyclists were killed on the nation's roads in 2001, up from 2,862 the previous year. The preliminary estimate represents a 7.2 percent increase over 2000.

The AMA expressed concern over the increase in motorcycling fatalities, but observed that the raw numbers offer no clear explanation for the increase.

The last comprehensive federal study of motorcycling accident data was published in 1980, and dealt with accidents only in Southern California.

The NHTSA figures also indicate that although motorcycling-related fatalities were up for the fourth straight year, the 2001 increase was half that of the preceding year. The recent upward trend followed 17 consecutive years of declines. From 1990 through 1999 alone, motorcycling-related fatalities dropped by 48 percent.

The AMA noted that one significant reason for the increase in motorcycling-related fatalities is that motorcycling has seen an enormous increase in popularity, with sales of new street bikes up more than 100 percent over the past five years, from about 243,000 in 1997 to more than 500,000 in 2001.

For the past several years, the AMA has asked the NHTSA to conduct a nationwide study of motorcycling accidents that would help identify elements that can improve rider safety. In 2000, the AMA and other industry groups succeeded in incorporating a motorcycle-accident study in the National Agenda for Motorcycle Safety, which was released by the NHTSA and the Motorcycle Safety Foundation to serve as a blueprint for improving motorcycling safety. That motorcycle-accident study has not yet been scheduled.

The AMA has long supported motorcycle rider safety training, stricter licensing laws, appropriate riding gear and motorist-awareness campaigns as effective ways to reduce motorcycling accident and injury rates. The AMA also launched a program called "Motorcyclists Matter" that seeks to make car drivers more responsible when they inflict injuries on motorcyclists, bicyclists, pedestrians and other vulnerable road users.

**The American Motorcyclist Association (AMA)** has applauded the European Union for backing down on a threat to hit Harley-Davidson motorcycles with a stiff tariff in a trade war with the United States over steel. The AMA worked with European motorcycling interests, including Federation of European Motorcyclists Associations (FEMA), to help convince the European Union to drop the idea of tariffs on Harleys.



**FOR IMMEDIATE RELEASE**

**NEW PRODUCT ANNOUNCEMENT**

# ***Maldol***

**Contact Information:.....**

NCG Company  
Mick Stwertnik  
Sales Manager  
1275 N. Grove Street  
Anaheim, CA 92806-2114  
800/962-2611  
micks@cometantenna.com

**MALDOL introduces the new "HVVU-8"  
ULTRA-COMPACT  
80M through 70cm base station antenna**

NCG Company is now distributing the **MALDOL HVVU-8**. A unique and ultra-compact HF, VHF, and UHF antenna developed for confined and restricted space installations like apartments and condominiums or for temporary or portable use. Installation is easily accomplished and convenient due the HVVU-8 being only 1/2 the traditional height and weight of HF vertical antennas. It includes 80/40/20/15/10/6/2M/70cm bands in a compact and user defined combination to complement the new multi-band HF/VHF/UHF radios that have recently been introduced. Each HF band and 6M has it's own independently tuned radiator and radial system while the main antenna mast is tuned for constant operation on 2M/70cm.

**Antenna Type:**

**HF and 6M:** 1/4 wave

**2M:** 1/2 wave 2.15dBi gain

**70cm:** Two 5/8 waves in phase 5.5dBi gain

**Impedance:** 50 Ohm

**Max Power:**

**HF bands:** 200W SSB

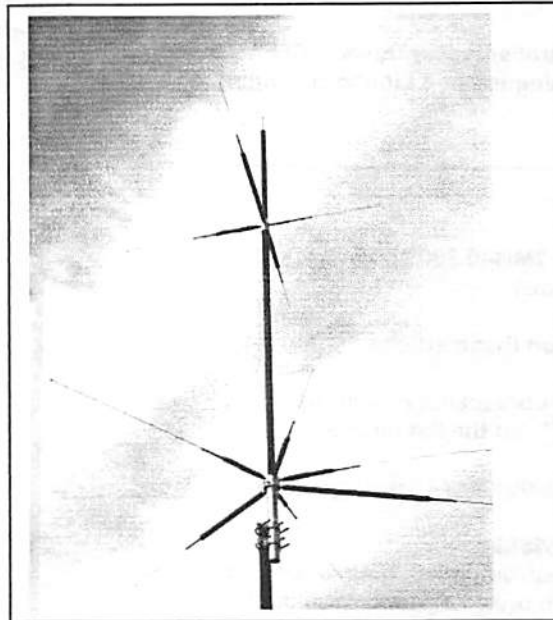
**6M – 440MHz** 150W FM

**Connector:** SO-239

**Height:** 8 ft 6 inches

**Weight:** 5 lbs 7 ozs

**MSRP:** \$349.95



Although multi-band vertical HF antennas have limited band-width, the HVVU-8 offers a good alternative for those seeking a compact/apartment antenna. The HVVU-8 has surprising performance (if limited band-width) even on the 80M band

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**\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$**

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Kenwood 78A with wall charger & battery, stubby  
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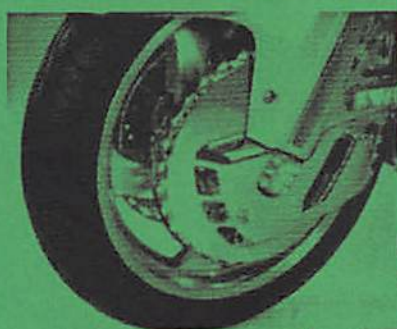


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JAN-03 1,8,15,22,29- "MARC" NET ON BARN SYSTEMS 447.540 PL 100  
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**DECEMBER 2002**

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