HAPPY NEW YEAR!

V-Daze 2003 Registration Information Now Available
**THE ADVENTURE NEVER ENDS**

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*Schedule subject to change*
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This month’s cover photo is of Mike St. Clair, MTA’s newest state director (Kansas). See page 5 for a bio on Mike. Welcome, Mike!

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Well my friends, where did I leave off last time? Okay, I remember…

**Texas Gathering**

…we were headed for the Texas Hill Country to spend a long weekend with our friends at the 15th Annual Texas Gathering. And I don’t think it could have turned out any better. The weather was just great and we had a fantastic show of friends and bikes. By the time it was over, I think we had about 70 bikes and 100 individuals participate in this event. We had folks from Nevada, Missouri, Kansas, Oklahoma, and of course a whole bunch of folks from Texas. Jim Hayner from MO1 won Oldest Rider and Fred Vogt took Long Distance Rider.
MTA Regional Events

I had mentioned last time that this year’s Texas Gathering was also a MTA Region 4 event, where the MTA used some of its resources to help promote the event. We used the MTA web site and on-line store to allow folks to register Online, where Barb was able to keep everyone up to date on the registrations via e-mail. It worked to where the MTA paid the bills but also kept all the money. BJ Melin, Chapter Rep for Texas Chapter 6 was the event coordinator and he priced the registration cover the catered indoor meal and the AMA event insurance. And when it was over, we made a profit of about $80 for the 2 days even though our main intent was to just break even.

These types of Gatherings are what I would like to see more of, where it would give a group of members in a larger geographical area a chance to travel to another central spot to spend a long weekend together with friends and make new friends. In the past these have been State Rallies and I have personally attended many, from the Central States Rally in 88, 89, and 90, 3 - Nebraska State Rallies, 2 - Oklahoma State Rallies and all 15 of the Texas Gatherings. And there have been others that I was not able to attend like the Lodi Grape Festival and the Mt Shasta Gathering for the California, Oregon and Washington chapters and the Fontana Dam Rally in North Carolina. I think these types of regional gatherings of a long weekend are a nice complement to our annual gathering, V-Daze.

Now what I’m doing here is planting the seed. If you have a place you would like, “gather up” a group of friends for 3 days or more, then talk it up with your local folks and the other chapters in the area. It’s not really that difficult to find a hotel, motel or ranch to host the event, plan some rides in the area and have a catered dinner where the traveler attendees can socialize for a period before leaving the next day for home. And if you need help, I’m sure that there are folks in other chapters that would be willing to pitch in. The Board needs to talk this over and come to an agreement, but I think there should be a way financially for the MTA to help out as long as we are assured that it will at least be a break even proposition. Then we need to develop some procedures for our Chapter Rep Handbook to address this, so talk it up and let see where this can take us.

MTA Charitable Support

Now I’d like to turn your attention to another concern I have had for some time now. In researching other motorcycle organizations like ourselves, I have found that most have a favorite charity they support. Being a social organization, I feel it is important to contribute to society, where we can. I think charities like Feed the Children, Jerry’s Kids, etc. are very noble and worthwhile causes but I have been interested in a worthy need that in some way will affect ALL of us during our lifetime. And that issue is breast cancer research. My main reason for this is to support our partners and riding buddies, where I know for a fact that we have several survivors in our membership. The facts of breast cancer are:

- During 2003, it is estimated that 205,000 individuals will receive a positive diagnosis of breast cancer.
- 39,600 women and 400 men die each year from breast cancer (yes it affects us too)
- Breast cancer is the leading cause of deaths among women between the ages of 40 and 59.

There you have the information and from what Oprah says, “Information is Power” (yes, I also sometime watch

Continued on next page
**From the Driver’s Seat, ctd.**

Oprah). Now most of us know that the largest foundation that supports breast cancer research is Susan G. Komen. But charities for Susan G. Komen are only walks or runs aren’t they? Well no, I’ve recently confirmed that our friends of the Women’s Motorcyclist Foundation, Inc. have hosted the Pony Express Relay since 1996. They do this every other year and their next effort is in 2003 and they will have 3 relay routes that start on July 24th and end August 24th. The Western leg starts in Seattle, WA and ends in San Diego, CA: the Central leg starts in Wichita, KS and ends in Houston, TX: and the Eastern leg starts in Orlando, FL and ends in New York, NY. Is this not the perfect opportunity for the members of the MTA to come to the support of a worthy charity or what? Again, I’m just planting the seed, so there will be more to come later, but until then you can check it out at www.ponyexpressrides.org. Now if you would like to contribute to the conversation, they also have a discussion forum at http://smokycity.com/px/rcbb/discus/messages/board-topics.html.

**V-Daze 2003—Marshall, Michigan**

And speaking of rallies, V-Daze 2003 in Marshall, Michigan is now ready for registration and you will find information on lodging, etc and a registration form in this issue as well as on our web site where you can also register on-line. I can already tell you that Bill Knowles from Ontario is already our first registration. And everything is starting to shape up just fine, with more to come later.

**MTA Board Changes**

Then it seems that good news must often include bad news. The bad news is that my dear friend and fellow Board member Don Nelson has had to resign his official position as President as well as his Board position. Don has included his letter of resignation in this issue where he describes why he is doing this, but the bottom line is that Don’s professional life has changed much this past year and he just does not have the time necessary to devote to the Board. There is no one more disturbed than I for Don having to leave us on the Board, but Don and I have been friends since we first met in 1998, so I also understand why he is having to do this. However, he is still staying on to be our web master, so all is not lost.

Then as part of his resigning, Don made a motion to ask Dave Henderson to take his vacant position. The motion was seconded and an unanimous Board vote was received to accept Dave to the Board. Dave will be a welcome addition to the Board with his long history as a MTA member and his vast business experience. Don’s last act as Board President was to select Tom Anderson as interim President until a new one can be selected.

**Organizational/Magazine Changes/Enhancements**

However, we are still moving forward with the basic agenda that I started when I took over as President (but gave up to take over as Treasurer), where we are just adding to it as we go along. In fact we have made some recent changes to the organization that should help out. At the suggestion of Barb Watson our officer manager, we voted to drop the minimum number of members to form a chapter from 7 to 5. This should help to start new chapters as well as keep chapters together.

The second enhancement is that we now have an on-line copy of Motorcycle Roads. This came out of a dialog I was having with Alberta Chapter 2 where we were looking for alternatives to get their (all International Chapters) chapter members a better copy of Motorcycle Roads. In talking this over with Sue, she was able to easily come up with a pdf copy that we could store on the discussion forum. And all you need to open and read it is a copy of Adobe Acrobat Reader, which can be downloaded free. In fact Don even provides you the download link if you don’t have it. Then if you don’t like reading it on-line, you can easily print it and have a hard copy of your very own. Now we have had several suggestions as what to do with this new feature, but for now I just want it primarily for our International Chapter members, but also as an advanced copy of the magazine before it hits the press. Interesting isn’t it, but you have to know, but I’m going to get you there any way I can. It’s just the way of the future.

**A Closing Thought**

And in closing I’d like to bring up another point as long as I’m planting seeds. A day or so ago I was watching a PBS special on Glacier National Park. If I understand it correctly the original lodges in the park were built by the Great Northern Railway. After some time one of them came under disrepair and was about to be lost, until a former park superintendent formed a group to rebuild it back to its original condition. When asked why they did this, their reply was to save a bit of history for posterity and future visitors.

I know this may sound a bit corny, but this is exactly how I feel about the MTA. It is something that was exciting when it was being built and became great when it was mature, but for whatever reason fell into a state of disrepair when folks stopped coming. However many of my friends and I see this organization as something that needs to be rebuilt and preserved for posterity and our future members. But in this case we are building something better than what we started with and are now more than an owners club. I think I had better stop here before I really get wound up.

So, until later, take care,

Rick Butler
Letter of Resignation

It is with mixed emotions that I write this letter to let you know of my decision to step down as President and Board Member of the MTA. Though it has truly been an honor to serve this great organization, I know in my heart that I simply do not have the time to provide the leadership that is needed for this club. This is a critical time for the MTA and we need a leader with the spare time and contacts to keep us moving in the direction that we have chosen. A few months ago, when the decision was made to move totally towards the all bikes, all riders MTA format, we knew that it was the only way to turn this organization around and start the process of rebuilding this club into the organization that it should and can be. This task will require directors and officers who have ample time to dedicate to the cause. My family and I have been through a lot of changes over the past couple of years including a move across country, new job and so much more that I won’t even get into here. The bottom line is that I simply do not have the spare time that I once did and find myself working many more hours than I previously did just to try and stay close to where I was two years ago. Life has been good to us and I’m not complaining, just finding that I must make some changes to make the most of the time that I have available.

In an organization like the MTA, there is plenty for everybody to do. We all have our strong points and it is best to concentrate our efforts on those areas where we our contributions have the greatest impact. I have never really considered myself a great leader and motivator and that is what we need in a President and our Board Members. Though I am certainly not a professional in the area of Internet Website design, I do manage to make it work and will therefore concentrate my time and efforts on ensuring that our website is kept updated, improved and available to all who choose to use it. That is what originally got me involved with the MTA and I think is still where I can best assist this club.

So, I am not going anywhere and will still be contributing to Motorcycle Roads from time to time. You have a great Board of Directors who volunteer a great deal of their time to ensuring that this club is headed in the right direction and they all deserve a great deal of credit for the work that they do. Please remember though, they cannot do it without your help. The only way this club can grow and prosper is if you, the members, get active in your local areas. I hope that you will help by telling all your friends about the MTA, consider purchasing “gift memberships” for those that you ride with or that you know share your love of riding. We need to somehow reach younger riders that will share the excitement of our club and get this thing moving forward once again and it is only at the local level that this will happen. I hope you will all rise to the challenge.

Sincerely, Don Nelson

Meet your new Kansas State Director…

Mike joined the MTA in October of 2001. Mike was evidently a mover and a shaker after a career with the U.S. Army where he retired after 20 years of service. Because it wasn’t long after visiting our MTA discussion forum that he was gathering information from us to form a new Kansas Chapter in the Wichita area. In short time Mike had gathered 6 other interested folks (including Tom & Bev Anderson) and received his charter for Kansas Chapter 1. It wasn’t long before Chapter 1 was having monthly meetings and planning rides. Then in May of 2002 at the insistence of Tom Anderson, Mike accepted the position of Kansas State Director and turned his chapter over to another member. Then in June he and his wife Pat rode to High River to spend a nice week with the rest of us. There I had the good fortune to meet Mike and Pat and I can tell you firsthand that he is made of the right stuff that we are looking for in helping us during this rebuilding period.

Mike lives in Rose Hill, Kansas just East and South of Wichita. He currently rides a 98 Royal Star Tour Classic and has owned Yamaha’s, Hondas and Suzuki’s before buying his Royal Star that he bought two-up riding. He is also an Ultralight Pilot (USUA) and has a Quicksilver MX. He works for the Department of Defense as a Quality Assurance Specialist (aircraft). Mike and Pat have two children and one granddaughter.

If you make it to V-Daze this year, seek Mike and Pat out and make their acquaintance, you won’t be sorry.
Canadian Adventure That Didn’t Happen

A Little History:

My wife Arleen and I got together seventeen years ago. The year was 1984.

I took a new job flying out of Portland, Oregon. At the time, I worked three weeks on and one week off. One day out of the blue, Arleen suggested we get a motorcycle. I thought she was crazy. To make a long story short, I bought a 920 Virago and put 4,000 miles on it in two months. I had never ridden a bike before. That second month we bought a brand new 1986 Venture Royale. So, over the years, 15 to be exact, we traveled 183,000 miles on that ‘86 Venture. During that same period I owned several other bikes. One was a 1989 Venture that we clocked 6,000 miles on. I sold the 1986 in 2001 and had sold the 1989 the year before. During this time I acquired a 1999 Road Star and in 2001 the Royal Star Venture. I have belonged to the VTS-MTA since 1986. In all this time we have been across this great country many times, including Canada. Normally we attend events and just buy a day pass and do not stay for the whole event. We did attend the entire Wing Ding the year it was held in Aspen, Colorado and spent two days in Kalispell the year we had V-Daze with the Rider Rally.

This year we decided to pay in advance for the event in High River and attend the whole event. The day before we left Arizona, friends called from Iowa and wanted to meet and go along. Warren and Donna left Iowa at the same time we left Arizona and we met in Helena, Montana on Saturday, June 22. While at the hotel, we found out that we all needed birth certificates or passports to get into Canada, so to our surprise, our plans changed. The four of us rode around western Montana for a couple of days, then rode to Cody, Wyoming, where we spent a couple days before heading to the Black Hills of South Dakota. From South Dakota, Warren and Donna headed back to Iowa and Arleen and I took about a week to see the sights on our way back to Arizona.

We put 3,600 miles on the bike and had a very enjoyable trip. The day after we got home, I started the bike to change the oil and the ignition switch went out. We lucked out on that.

Vince and Arleen Cartwright
Surprise, AZ

California III

MTA California Chapter 3 is always looking for new and interesting destinations with scenic roads for our chapter rides. Our newest member, Dave Palmer, who lives in Fillmore 50 miles north of downtown Los Angeles is very familiar with the small less traveled roads in Ventura County. Dave arranged a Saturday ride on November 9. We heard about the ice storms in New England a couple of days ago, and because we had sympathy for our motorcycling friends who live there, we thought about them as we enjoyed the warm sunshine, blue skies and scenic curving roads through the Ventura County mountains. As promised it was a great ride.
We met at the Denny’s restaurant in Sylmar and had 18 members on 13 bikes. Also, we had two guests. Chris lives in Santa Clarita and has a new Goldwing and is a deputy LA County Sheriff. He just became a new daddy for the second time and his father Dick visiting from the Sacramento area on an 89 Venture. Dick needed a new tank cover for his blue Venture which I had in blue which was a perfect match. We invited both of them to join us on the ride and they added to our mutual enjoyment.

We followed Dave up I-5 to CA 126 near Magic Mountain and headed west. There is often strong winds in the area but Dave had arranged for a calm day which we all appreciated!) Temperature was in the high 70s as we wound our way through the hills and farm communities that compose part of the vegetable basket of the nation. Orange groves, olives, onions, cabbage, lettuce, carrots, artichoke and many other produce items are grown here as we emerged onto the Ventura coastal plain.

We arrived in Port Hueneme, which is on federal port facility property at noon. Because of 9/11 the security required us to all show ID and leave our bikes in a special parking area and board a bus for the three-minute ride to the Port Hueneme Light House tour. After 45 minutes and the obligatory group photo by our official photographer Josie Morris, we reboarded the bus back to the parking lot. It was then off to Uncle Herbs, a local famous eatery, where we had lunch and the chapter picked up the tab for all members.

By the time we finished lunch it was 2 p.m. so it was time to head back to the traffic in the city. (We all want to thank Dave for planning the route and becoming our newest member.

Steve Morris, photos by Josie Morris
Texas I

The First Lady’s Tour of Texas

As Gevan is the President, I can say I am the First Lady.

We started this tour on Friday evening, May 31, about 4:30 p.m. I did not want to fight traffic going up Hwy. 59, so I talked Gevan into going up Hwy. 90 and 2100, with us planning on catching some backroads all the way up to Cleveland where we would get back on 59. Something happened and we both missed our turnoff and ended up at 59 and New Caney. Since we were there and I was feeling pretty good about things, we stayed on 59.

There were two reasons for this trip. We wanted to go to Canton where we hadn’t been in a long time, and we were doing the Pink Ribbon Tour of Texas. For the tour we had a stop in Livingston, and when we passed the first two exits I was wondering why Gevan didn’t stop. He pulled off on the next exit, and as I am the woman, I went in to ask where the Murphy Memorial Library was. Talk about luck, it was down the road about three blocks—translated, that is really about two miles. We took our pictures in front of the building and we were on our way again.

Staying on 59, we stopped at Lufkin at a steak place that Gevan likes to eat at. We were back on the road by 8:00. We were only going as far as Nacogdoches and made it before it got really dark. After having a bad night’s sleep, we were up at 6:00 and on the road by 7:00. For the T of T (Tour of Texas) we were looking for the Historic Town Center in Nacogdoches.

We took Hwy. 21 for our next T of T stop, Alto. This time we were looking for the Grave of Helena Kimble Dill who died in 1888.

Again, I go in to ask. The woman behind the counter did not know where the grave was, so I asked some guys at a table if they knew. “Sure,” they said, “she was buried just yesterday at the cemetery up the hill.” I thanked them and went and told Gevan that we had just missed the funeral. Someone else hearing what I was asking told me there was an older guy down at the Texaco that might be able to help me. When I talked with him he told me that someone had bought the property that the grave was on and did not like it when people came on his property. We decided to let this one go as we had other places we could get our picture at. We went up through Rusk and Jacksonville on 69, then took 175 to Athens. This is what I thought riding was about: nice enough road and not a lot of traffic; very comfortable, not hot yet. We did go through some construction, but not bad.

We took 19 north at Athens and made it to Canton about 10:00. A few bikes, a few dogs, and lots of people and cars. We looked around Canton for about three hours and left. Another good thing about going on bikes is there is no room to carry anything, so you don’t buy anything.

There is a pizza place on 19 between Canton and 1-20 that has a really good supreme pizza, so that was lunch. We were staying in Tyler for the night so we just took 1-20 to 69 South to Tyler.

On the way to the motel we stopped at a Whataburger my dad had told me about on Loop 323. They have three motorcycles in cases in the inside and all along the walls they have gas tanks painted different eye-catching colors. We had something cold to drink and looked around. By the time we got to the hotel it was mid-afternoon and HOT. We checked in, turned the A/C to high and took a long nap. We have always liked Tyler, at least what we have seen of it, so that evening we rode out to eat dinner at Spring Creek Barbecue and rode around awhile.

After a really good night’s sleep we got up again about 6:00 and went out 323 to 31 West on our way to Chandler where we needed a picture of City Limits Sign. We then took 315 South to Palestine. Now this is a really nice road, or I thought so. Tree-lined and shaded two-lane blacktop, small hills, and semi-winding roads. The only problem was that Gevan wanted to go the speed limit, 70 miles an hour. We went about 15-20 miles and when he got a chance he pulled over and said what’s wrong. I said I was not ready to go 70 on a road I have never been on: two-lane, traffic coming, hills, winding road, etc. Also, for some reason I kept thinking about coming back on 45 south and I was uncomfortable about it and that kept my speed about 60 even though this was a nice road.

We got to Palestine and found the next T of T spot, “Museum of East Texas Culture, with only a minimum of wrong turns (4-5). We then headed south on 287 to Crockett and the T of T site Mary Allen College. Luck was with us again and when I went in to ask where we could find the college, the man behind the counter and a customer both pointed across the street to a set of stairs going up an embankment.
Next to the stairs there was also a historical marker that we stood by to take the pictures we needed. At this point we should have taken 19 south to Trinity to 45, but being the wonderful man my husband is he said we would take 287 through Groveton and get back on 59 to go home so that I wouldn’t have to go down 45.

Going back through Livingston we stopped for lunch and for the first time during our trip I saw a lot of bike riders, all of whom seemed to be going out to Lake Livingston. Looking back we might as well have gone I-45, the traffic on 59 wasn’t all that good and the road was not in good shape as well. The rest of the trip was uneventful and we got home about 2:00 P.M. We went a total of 559 miles. We had good weather, mostly good roads, and a very good time. Where to next?

**Wisconsin IV**

First of all, congratulations to the Alberta chapters for the enjoyable V-Daze that they sponsored. High River treated us great and the riding was spectacular. The nine Chapter 4 delegates that attended the rally had a very good time.

After leaving High River, seven members went on to Alberta via the Prince Rupert ferry. They visited Anchorage, Fairbanks, and the Arctic Circle. Fishing for halibut and flying over Mount McKinley was also included in their trip. They returned home via the Alcan Highway. Their entire trip totaled 10,000 miles. Those Venture machines never skipped a beat!

The two of us (Lucy and Dave), on the other hand, spent time exploring Banff, Lake Louise and Yoho National Parks. Highlights included riding the Banff Gondola to the top of Sulphur Mt. and the weather observatory, Johnston Canyon, Takakkaw Falls, the Spiral Railroad tunnels, and much more. Leaving the area was sad but we made brief stops in Glacier and Mt. Revelstoke. Our disappointment was not being able to reach the summit of Mt. Revelstoke via Meadows In the Sky Parkway because of heavy snow cover. After spending a night in Salmon Arm—neat name, huh?—we continued on the Queen’s Highway through Kamloops. This road really gets scenic starting at Ashcroft to Hope. A stop at Hells Gate was very interesting.

Back in the U.S.A., we visited Sunrise in Mt. Rainier National Park and Spirit Lake at Mt. Saint Helens, along with Snoqualmie Falls near Seattle. Overcast skies prevented us from viewing Mt. Rainier. Shucks! A lot of snow was still piled up at the Sunrise Visitor Center. We then made our way to Willamina, Oregon—Timbertown, U.S.A.—to visit Dave’s brother over the 4th of July holiday. For a town of 1,800 residents, Willamina sure goes all out on the 4th with a giant parade and a full half hour of fireworks with a giant grand finale. Riding horses on a Pacific beach was a blast.

Starting back home, we rode the Oregon Coast from Lincoln City to Florence, making stops at Yaquina Lighthouse, Cape Perpetua, Heceta Head Lighthouse and Sea Lion Caves. We then pointed the Venture east toward Wisconsin. Just past McKenzie Bridge, we took scenic Highway 242, making stops at Proxy Falls and the Lava Fields at McKenzie Pass before stopping for fresh fruit in Sisters and spending the night in Redmond. Continuing our trip, we stopped at the John Day Fossil Beds then made our way into Idaho. We stopped in Idaho City, an old mining town, on our way through the Sawtooths. After that we spent two and one-half days in Yellowstone, rode up to Beartooth Pass, then settled into Cody for a couple days. Once we got through the Bighorns, I-90 took us home. Thirty days and 6,500 miles of safe, trouble-free riding.

Our 9th Annual Pic-N-Pok Fun Run took place on a beautiful August Sunday. It included a stop at The Highround in the Wisconsin Vietnam Memorial near Neillsville. Thirty-four participants on 24 cycles made this year’s event the biggest ever. Event winners were: Jeff and Dorothy Wester, Roger Buttke, Bob Donahue, Linda Herbold and Linda Suchon.

On October 26, Larry and Judy Shepard hosted a Halibut Fry at their residence. These fish were caught in Alaska by our V-Daze travelers and shipped home. The fish were delicious! Thank you, Larry and Judy.

Unseasonably cold weather all of October made for terrible riding conditions. Hopefully November will offer a change for a couple of rides before the snow flies.

**Lucy Ksionsk #06988-01**

*Stevens Point, WI*

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**Motorcycle Roads**

Submission of Articles & Photographs

**ARTICLES** can be mailed or e-mailed as an attached file. Electronic files should be in MS Word (2002 or lower), Word Perfect (vs. 9 or lower), or MS Works.

**PHOTOGRAPHS** should be mailed or sent electronically as a med. to high-res TIFF or JPEG (150 to 300 dpi). For mailed photos, please include a SASE if you would like to have them returned.

**NEWSLETTER EDITORS:** If you have photos, please send them along with your newsletters!

Motorcycle Roads (c/o Sue Kaiser)

6290 Apple Orchard Dr., Las Vegas, NV 89142

motorcycleroads@aol.com
In my never ending quest for the perfect bike I had decided during the fall of 2001 that my 99 Venture was really more bike than what I needed for touring as most of my riding is one up. I knew Yamaha was building the FJR1300 for markets outside of North America and the bike intrigued me. So much so that when a petition drive was started to influence Yamaha to bring it to the states I happily signed on. Not having much faith in the bike ever coming to the states based on magazine reports, I set my sights on other sport touring motorcycles. The Honda ST1100 really did not connect with me; I did find the Aprilia Futura and Triumph Trophy 1200 interesting and went as far as test riding both bikes. The Aprilia really seemed to be what I was looking for but I had nagging concerns about the limited dealer network, this in spite of all reports that it was an extremely dependable machine. Using more restraint than normal I put off the decision figuring I would use the Venture for my planned Iron Butt Association 100CCC in May and V-Daze in June. Then the surprise happened. Rumors started the last few days of February 2002 that Yamaha would indeed bring the FJR to the states on a Priority Delivery Program. Deposits would start on March 1. Needless to say I was at my dealers on March 1 and got the deposit down on the first one in their shop.

After the initial deposit period ended Yamaha sent out letters telling buyers what month to expect delivery based on the date the deposit was received at Yamaha from the dealer. My letter stated August and I set my expectations for the long wait, better than the November date many buyers received. In mid July reports of deliveries started and I started getting excited all over again. Mine arrived on July 19. Yippee!

My first impression was that it was physically smaller than I expected. This was a good thing in my opinion. When I sat on it for the first time it did indeed feel light and easy to get off the side stand as well as to place on the center stand. The bags were very easy to install and remove. Just a few seconds, even easier than the Kawasaki Concours. They are double walled and very watertight. Yamaha even included quality bag liners at no charge to the buyers who had participated in the Priority Delivery Program. The first full day I had the bike was a Saturday so I hooked up with a few riding friends and headed toward the Devil’s Highway in eastern Arizona to try it out on the turns. I was very impressed. It was over 600 miles round trip that day and I was ready to get back on when I got home. I actually felt better than if I had just done similar mileage on the Venture. I believe the slightly forward lean is actually better on my back than a full upright or slightly reclined cruiser position. Also on this trip I got to play with the electronically adjustable screen. I was surprised to find that it was not a gimmick but actually a nice feature as you could adjust the screen as the wind direction changed. This bike is a keeper.

By the end of October I had over 10,000 miles on the FJR. So at 10,000 miles what do I think? I am happier with this bike than I expected. It handles curves especially well, allowing for mid turn corrections without any squirms. It is the most stable bike in crosswinds I have experienced in over 30 years of riding. The power band comes on smoothly and at much lower rpm’s than I would expect from an inline 4. Maintenance is very easy with good access to the oil drain plug and filter and 26,000 mile intervals between valve clearance checks. My bike came with Bridgestone BT020 “N” spec tires. I replaced the rear at 7,000 miles with a non “N” spec tire and cannot tell any difference in handling though the replacement tire does have more tread depth so I am hoping for a bit more mileage out of the rear. The bike comes from the factory with either the BT020’s or Metzeler MEZ4’s. I think 6,000 to 8,000 miles is about all you can expect from this class of tire on a machine that puts out 126 hp at the rear wheel. Some owners are considering using a more touring oriented tire as replacements such as the Dunlop...
I’ve fully enjoyed my ’84 Royale for the past eight years but last year I started to seriously look around for another touring machine as an eventual replacement. Both the Honda ST1100 and the BMW 1150 RT sport-tourers sparked my interest....but I didn’t want to pay what they were asking. I no longer wanted the amenities on the Royale; an uncluttered touring machine with the latest in technology was what I was looking for.

In May, like a bolt out of the blue, I saw a small black and white photo in Motorcycle Consumer News. The new Yamaha was advertised as an “upright-seating touring machine” and that little picture grabbed my attention like nothing else I’d seen on the showroom floor. I soon found out I couldn’t test ride one, never mind lay eyes on one, and that the Priority Delivery Program had been extended and would be over in a week. I barely had time to research the bike on the internet before I had to put down my $500. In this early release of the 2003 model the saddlebags came free so it was a deal I couldn’t pass up. My anticipation was high – like expecting the arrival of a photogenic mail-order husband I’d never met.

My FJR arrived on July 19th. #00050. My first reaction was, “it’s so little!,” nowhere near the height and bulk of the Venture, and I couldn’t find a single piece of chrome! The first short ride was exciting and naturally I was comparing everything with the Venture. The weather was perfect and I wanted to be on the bike daily to adjust to its newness and get over any particular riding habits from the Venture—particularly braking. The instinctive reaction in a panic/emergency of simultaneously grabbing a handful of brake lever and stomping hard on the pedal would not be a very smart thing to do on the FJR!

The second time out, not having the saddlebags yet, I organized a fanny pack with all the necessary stuff, including my camera, and headed up the back roads of the Fraser Valley. The riding position is not quite as upright as I thought it would be and the electrically-adjustable windshield at its lowest doesn’t provide much wind protection and at its highest tosses my helmet around.

A short way down the freeway a car passed me honking its horn, the passenger indicating that something that had fallen off the bike. Oh, oh - the fanny pack. I had laid it on the rear seat and forgotten to buckle it on. I turned around at the next exit and went back to Hope and returned riding slowly along the shoulder of the freeway, scanning the side for the fanny pack. No luck. I parked the bike in a safe area beyond an exit, locked the forks, and started to do a closer walking search in case the pack had slid into the grass. It was a very hot day and I was carrying my jacket and helmet, wearing leather pants and lifting heavy Dayton boots with each step. I walked and walked....there was no shade and the only breeze was when a passing semi roared by two feet away. It’s amazing how many pieces of blown truck tires are buried in the grass and I made a mental note not to ride beside a semi for more than a few seconds.

I very determinedly walked all the way back to Hope—a distance of about 4 km.—and then had to turn around and walk back facing into the sun. As I got closer to the exit where I had parked the bike I could see the shoulder was empty. No shiny new FJR. No fanny pack with wallet, ID, credit cards, house keys or camera, either.

I spotted ‘Valley Helicopters’ painted on a building nearby, and a few vehicles parked outside, so I walked over to ask if I could use the phone to call the Police. As I began to tell a young man inside that my brand new bike had been stolen...I promptly burst into tears. (I really hate when that happens.) He asked if I was sure I had the correct exit as there are two identical ‘Silver Lake Rd.’ exit signs and he

Kathryn’s FJR

“I’d walk a mile for an FJR.”

Continued on page 14
KENT, ctd. from page 12

205 or 220 or the Metzeler 880. Since the cornering characteristics of the bike are so good I may well go with an 880 in back and MEZ4 in front next time around.

Early US magazine tests reported a cramped leg position in relation to the fairing, excessive heat and a tendency to scrape the pegs during cornering. I have found none of these to be an issue. At 6’ 3” I have plenty of leg room and my legs are about 2 inches from the fairing. Roomier than a Concours or Honda ST. Engine heat is also less than the Concours and most sport bikes. If you are coming from a cruiser or naked bike you will probably notice more engine heat though. European reviews had commented a high speed weave. I also have not noticed this even fully loaded on the softest rear shock setting. I suspect Yamaha may have re-done shock calibration for the ’03 models.

What have I changed? We all have to add our own individual twists to our rides. I had ordered the Corbin seat prior to the bike arriving and put it on when I got the FJR home so I really can’t comment on the stock seat. I also added Jaw’s Mushrooms, fairing protectors in case of a parking lot drop. I initially found the stock screen very good in the lowest position but noisy and a bit turbulent when raised. I first tried an Ermax 4” taller screen from France but found that while that was good raised it was noisy on the lowest position. I then tried the Yamaha 4’ taller and 2’ wider screen and have found that to be very good in all conditions. Rifle and Cee Bailey are also making screens in a variety of sizes for the FJR. In this application I would say wider is better. I also added some gas tank knee pads designed for the BMW K75 series bikes to the side of the gas tanks to protect the paint. I found the clearcoat to be a bit soft. Hopefully it will harden with age as the clearcoat on the Venture and Road Star did. Gel grips from Pro were added as I found the stock grips a bit hard and the angle of the bars is off just a few degrees for my normal position. You will need the longer 130mm grips intended for Superbikes. To address the grip angle I have ordered a set of risers that are adjustable for angle via www.bikejohnny.com in England. These risers are built in Germany and not readily available in the states. I really don’t need any rise but the angle is not as good as I would like it. If you need more rise, standard risers are available from Gen Mar and several other independent sources. I have also ordered the Yamaha Touring trunk which has not yet arrived. My plan is to run most of the time with only the trunk in place and leave the bags at home except for trips over 3 days.

Other owners are adding to their FJR’s with heated grips, available from Yamaha and other sources, foot protectors which should help keep you boots dry in the rain, also available from Yamaha. Jastek power outlets for all those GPS and stereo needs. Throttlemeister throttle locks, Staintune exhausts and Givi top boxes. A good source for Yamaha items that may not be immediately available at your local dealer is www.FJRGoodies.com which is a dealer who is specializing in FJR needs.

I have now had a chance to sit on Honda’s new ST1300 which I expect will be the main competitor to the FJR. Although it is listed as having a lower seat height in it’s lowest setting it actually feels a bit taller and my knees hit the fairing on the ST in that position. It is also a bit heavier off the centerstand. Points do go to the ST1300 as probably a better bike for extended two up riding. The passenger has a bit cramped peg positioning on the FJR. For my needs and riding habits the FJR does appear to be the ultimate sport touring motorcycle. Next year should bring an ABS option and fairing mounted glove box. Word is that Yamaha had planned to import 1,200 FJR’s to the U.S. for the 2003 model year. They expected to sell 400 of these through the Priority Delivery Program. It appears they actually sold over 1,400 on the Priority Delivery Program and dealers are hoping to get bikes for inventory in the spring. I am very happy with mine.

Kent Ailes, Phoenix, AZ
MTA #12667

KATHRYN, ctd. from page 13

offered to take me in his truck to check it out. The only access to the freeway from this spot leads back to Hope so I passed through the town for the third time that afternoon on our way back to the Silver Lake exits. Sure enough the bike was parked at the second exit and had I walked another km I would have found it myself.

It was with a sense of great relief and exhaustion that I climbed aboard; almost three hours had passed since I had left Hope in the first place. I was very happy that I hadn’t had to call Steve to come and rescue me (I really hate when that happens) and that he would never have to know about this whole incident.

Just as I pulled up in front of the underground parking at my apartment I heard a familiar horn, turned my head and saw Steve sitting there on his Venture. What an amazing coincidence, I thought. The first words out of his mouth were, “Aren’t you going to go back and get your purse?”

Apparently, a Highway worker travelling on the freeway just west of Hope had spotted vehicles ahead dodging something. He saw the fanny pack on the road so stopped to pick it up. Once home he called my home phone number and left messages, but when he didn’t get a reply after a couple of hours he called my first emergency number—Steve. The pack was waiting for me just outside—guess where—Hope. I must have looked a sorry sight by this time and Steve offered to take me back. The fellow who found it wouldn’t take anything for his honesty and he told me he’d

Continued on next page
found the pack just after 5 pm. He had picked it up shortly after I found out it was missing.

I finally arrived home at 10 pm., nearly ten hours after I’d left and I’d only been as far as Hope—four times. Other than a blister or two and some sore muscles, all is as it should be—I got the bike, I got the fanny pack and my camera works perfectly in spite of it’s pavement punishment. Steve, however, noticed the next day that his rear tire had a strip of belt showing - and we’d been two-up at “let’s get this over with” speeds the night before.

I finished the 3,000 km break-in fairly quickly but I was really hurting. My lower back and knees were screaming in spite of consuming liberal amounts of Ibuprofen, aka “Ducati Touring Candy.” I wasn’t very happy with the FJR—there would be too many modifications to make to make it as comfortable as the Venture, so I took it back to the shop to display and possibly sell.

Steve and I were headed for the Labour Day Round-up with Washington, Oregon, and California MTA friends in Ashland, Oregon, and I knew I’d be in total comfort on the ’84. It was a phenomenal trip; the weather was in the 80s and the gathering with friends was as exciting and fun as the crooked roads we rode. I noticed, though, that the Venture had put on some weight, I needed at least half a block to get it stopped and it was really annoying to have to stop for gas so often. Yeah, I missed the FJR.

I picked it up again immediately after our holiday. I had bought a taller/wider Yamaha windshield at Mt. Vernon, WA on the way home and once installed, found it more suitable for me than the stock shield. I also realized that I had been too impatient and hadn’t given my body time to gradually adjust to the new riding position. I’ve enjoyed many rides since then—we’ve had beautifully dry weather all through September and October, actually setting a record for the driest October in 40 years. I had grown to dislike riding after dark with the Venture’s stock headlight, but the FJR lights up the road so well you can tell the difference between a pothole and a rabbit 1/4 mile away. Rain-riding is almost fun. I no longer have to look through, or peer over, the wet windshield and the wind funnels the rain right up and off my helmet visor for the clearest vision in all my years of riding. This winter I’ll look into getting bar risers and will be experimenting with ways to make the saddle more long-distance comfortable. I’ve finally stopped comparing it to the Venture—there is no comparison. The FJR isn’t perfect yet, but each time I turn the key on this thrilling machine I know I made the right decision.

Kathryn Seymour, Abbotsford, B.C.  
MTA #08077-1, Chapter BC-2

I’m not too fast at getting film developed. I finally did get our pictures from V-Daze developed though. This picture says exactly what the MTA is to me. It’s not about what kind of bike you ride, whether or not you ride it or trailer it to the rally or anything like that. It’s about friends. Friends here and friends around the world.

The above picture shows from left to right, Tom and Beverlie Anderson, Bob and Becky Dakin, and my lovely wife Eileen and myself. These are the kind of friends that make life precious and make this club so special to Eileen and I. It’s this message of friendship that we need to get out to the world. Once people understand that this is what the MTA is about, we will have more members than we know what to do with. The picture was taken at the little resort we stayed in Glacier National Park just after V-Daze.

This is what it’s all about folks

By Don Nelson

January/February 2003
I think what fascinates me about the Grand Circle is the dramatic rock formations and amazing geological features. This area, like no other, contains not only breathtaking scenery, but rock formations that sometimes are almost beyond the imagination.

Capitol Reef is like that. On a recent visit, the Ranger conducting the campfire program stated that this was the least visited National Park. I’m not sure why this is, but I know that this is one of my favorite.

Getting to Capitol Reef is a little tricky. From the east going west take Highway 24 to Hanksville Utah just west of Green River. From the west going east, Take Highway 24 from Sigurd.

You can take Highway 24 through a portion of the park, and this is one of my all time favorite motorcycle roads. For maximum enjoyment, I like to spend the night in Torrey, Utah, and the next day exploring. Torrey has many nice Motels, including a Best Western and Holiday Inn. After breakfast, go to the park and check in at the Visitor Center. Then take the Scenic Drive. On a motorcycle, this drive is quite spectacular. Upon returning, a stop at the Gifford Farm house, the many orchards and the picnic area will be most enjoyable. This, by the way, is the most beautiful picnic area, I believe, in the National Park System

At the Visitor center, take a right, going East on Highway 24. I like to stop at the large Petroglyphs panel, and then hike up to Hickman Bridge.
BASIC REGISTRATION. Register today. Price is $40.00 for members of the MTA and $45.00 for non-members. This will be a great event. Come visit with all your old friends and also make some new ones. Basic registration includes admission to the event, pin, patch, Thursday night dinner and entertainment, much more.

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(Entrance for children 15 & under is free, but must purchase meal ticket.)

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<th>Passenger: Age</th>
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Address ____________________________________________________ Phone (______) ________________

City _________________________________________ State/Prov _________ Zip/Post. Code ____________

MTA Chapter Affiliation Entering Bike Show? Light Show? Field Events?

For Trophy Competition, Please check all categories applying for:

Youngest Driver: Male Female Age  Most Mature Driver: Male Female Age
Longest Distance: Male Female Two-up Largest Registered/Present Chapter:

Direct Miles from home to Marshall Longest Distance Chapter (6+ members)

(Bike must be ridden to the rally, not hauled)

Please read the following waiver of liability carefully: IN CONSIDERATION for being permitted to participate in V-Daze 2003, THE UNDERSIGNED: 1. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the Motorcycle Touring Association, the Venture Touring Society, its officers, directors, management, officials, and/or volunteers assisting in the event, the sanctioning organization or any subdivision thereof, grounds operators, grounds owner, officials, promoters, sponsors, advertisers; owners and lessors of premises used to conduct the event and each of them, their officers and employees, all for the purpose herein referred as “releases,” from all liability to the undersigned, his personal representatives, assigns, heirs, and next of kin for any and all loss or damage, and any claim or demands therefore on account of injury to the person or property or resulting in death of the undersigned, whether caused by the negligence of the releases or otherwise while the undersigned is participating in this event: 2. THE UNDERSIGNED RIDER agrees that in order to participate in the event, he or she must possess a valid operators license and proof of personal injury and property damage liability insurance coverage. THE UNDERSIGNED FURTHER agrees that while participating in the events, he or she will not ride while under the influence of alcohol or any substance which affects the ability to operate or control his or her vehicle. 3. THE UNDERSIGNED AGREES that he or she will not use or operate any vehicle in violation or contravention of any City, County, State, Province, or Federal laws, statutes, ordinances or regulations and shall be personally liable for all fines and penalties for traffic law violations. 4. EACH OF THE UNDERSIGNED expressly acknowledges and agrees that the activities of the event can be dangerous and involve the risk of serious injury and/or property damage. THE UNDERSIGNED further expressly agrees that the foregoing release, waiver, and indemnity agreement is intended to be as broad and inclusive as is permitted by the law of the State/Province in which the event is operated in and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect. 5. THE UNDERSIGNED HAS READ AND VOLUNTARILY SIGNS THE RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT, and further agrees that no oral representations, statements or inducements apart from the foregoing written agreement have been made.

Rider _____________________________ Passenger _______________________________ Date _________

Participants under 21 years of age: parent or legal guardian must sign:

Parent/Legal Guardian _________________________________________________________ Date _________

THIS FORM NOT VALID UNLESS SIGNED AND DATED; BOTH SIDES MUST BE COMPLETED.
MAIL TO: V-Daze, 11539 Village Pl. Dr., Houston, TX 77077; Or FAX: 281-752-9507
All Preregistrations must be postmarked by June 1, 2003. After that date, please bring form with you to register on site.
READ CAREFULLY: Registration changes, cancellations, refunds: Accepted in writing only, no phone calls please. Cancellations: If postmarked before May 15, 2003, a $10 handling fee will be deducted and a refund check will be mailed 2 weeks after event. If postmarked between May 15 and June 1, no refund but full credit minus $10 toward the 2004 event. After June 1, no refunds will be given; however, you can send a friend in your name.

**Schedule Of Events**

**Monday, June 23**
- 12-4PM: Reregistration
- 6 - 9PM: Turkeyville Dinner Ride

**Tuesday, June 24**
- 8AM: CMA-Services
- 9AM-5PM: Registration
- 9AM: Poker Run
- All Day: Self-guided Tours
- 9AM - 5PM: Vendor Show
- 7PM-9PM: Opening Ceremonies

**Wednesday, June 25**
- 8am: CMA Services
- 9AM-5PM: Registration
- 9AM: Poker Run
- All Day: Self-guided Tours
- 9AM - 5PM: Vendor Show
- 10AM: Field Events
- 1PM-3PM: Bike Show
- 6PM-7PM: Bingo Playoff
- 7PM: MTA Business Meeting
- After Dark: Bike Light Show

**Thursday June 26**
- 8AM: CMA Services
- 9AM-5PM: Registration
- 9AM: Poker Run
- All Day: Self-guided Tours
- 9AM - 5PM: Vendor Show
- 5PM-9PM: Catered Dinner

**Friday June 27**
- 9AM: Awards & Farewells

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**Registration and Optional Fees**

(All fees in US Dollars)

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EVENT MERCHANDISE— (Below order form must also be completed)

ORDER EARLY! QUANTITIES WILL BE LIMITED.

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CONIRMATIONS WILL NOT BE SENT. Your registration packet will be available for you to pick up at the registration area. If you have a concern, please feel free to call the home office at 877-833-3687.

**Official Event Merchandise Order Information**

(All Items While Quantities Last. Pick up at V-Daze Registration.)

Please use the following codes below: Sizes—S, M, L, XL, 2X, 3X

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<td>V-Daze Cap:</td>
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☐ Check/M.O. Enclosed ☐ VISA ☐ MC ☐ Discover

If sending check, please make payable to **Motorcycle Touring Association**.

CC# ___________________________ Exp. ___________

Cardholder Signature ___________________________

Please use the following codes below: Sizes—S, M, L, XL, 2X, 3X
## V-Daze Accommodations

For additional information, contact the Marshall Chamber of Commerce at 800-877-5163
Monday-Friday, 8:30 - 5:00; Saturday, 10:00 - 4:00

(When making reservations, indicate you are with the V-Daze Rally. **Camping:** Not all campgrounds have been contacted yet. When making reservations, please ensure they allow motorcycles on the premises.)

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### —Hotels/Motels—

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<th>Name</th>
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<td>Holiday Inn</td>
<td>17252 Sam Hill Dr., Marshall, MI</td>
<td>269-789-9301</td>
</tr>
<tr>
<td>Imperial Hotel</td>
<td>14978 W. Michigan Ave., Marshall, MI</td>
<td>269-781-2841</td>
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<tr>
<td>National House Inn</td>
<td>102 S. Parkview St., Marshall, MI</td>
<td>269-781-7374</td>
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<tr>
<td>Amerihost Inn</td>
<td>204 Winston Dr., Marshall, MI</td>
<td>269-789-7890 / 800-434-5800</td>
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<tr>
<td>Howard’s Motel</td>
<td>15435 W. Michigan Ave., Marshall, MI</td>
<td>269-781-4201</td>
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<tr>
<td>Kimball Pines Motel</td>
<td>1145 Michigan Ave. E., Battle Creek, MI</td>
<td>269-968-6339</td>
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<tr>
<td>Best Western Adams Arms</td>
<td>400 B Dr. N, Albion, MI</td>
<td>517-629-3966</td>
</tr>
<tr>
<td>Days Inn</td>
<td>27644 C Dr. N, Albion, MI</td>
<td>517-629-9411</td>
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### —Camp Grounds—

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Phone</th>
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<tbody>
<tr>
<td>Calhoun County Fairgrounds (0.0)</td>
<td>PO Box 311, Fair Street, Marshall, MI</td>
<td>269-781-8161</td>
</tr>
<tr>
<td>Tri Lake Trails (5.5)</td>
<td>219 Perrett Rd., Marshall, MI</td>
<td>269-781-2297</td>
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<tr>
<td>Rocky’s Campground (11.9)</td>
<td>19880 27 1/2 Mile Rd., Albion, MI</td>
<td>517-857-2200</td>
</tr>
<tr>
<td>Potawatomie Recreation Area (15.9)</td>
<td>1126 Bell Rd., Union City, MI</td>
<td>517-278-4289</td>
</tr>
<tr>
<td>Tem-Bellevue Campground (10.6)</td>
<td>7550 Baseline Rd., Bellevue, MI</td>
<td>269-763-3551</td>
</tr>
<tr>
<td>Quality Camping Inc. (12.1)</td>
<td>5775 US Highway 27 S, Tekonsha, MI</td>
<td>517-767-4161</td>
</tr>
<tr>
<td>Buffalo’s Camp Ground (16.0)</td>
<td>13705 1 Mile Rd., Battle Creek, MI</td>
<td>269-964-7295</td>
</tr>
<tr>
<td>Twin Pine Campground &amp; Canoe (17.6)</td>
<td>9800 Wheeler Rd., Hanover, MI</td>
<td>517-524-6298</td>
</tr>
<tr>
<td>Swains Lake Campground (18.3)</td>
<td>117 1/2 Swains Lake Dr., Concord, MI</td>
<td>517-524-7666</td>
</tr>
<tr>
<td>Camper Village (18.0)</td>
<td>3420 State Route 66, Athens, MI</td>
<td>269-729-5464</td>
</tr>
<tr>
<td>Shady Bend Camp Ground (19.5)</td>
<td>15320 E. Augusta Dr., Augusta, MI</td>
<td>269-731-4503</td>
</tr>
</tbody>
</table>

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For additional information, contact the Marshall Chamber of Commerce at 800-877-5163
Monday-Friday, 8:30 - 5:00; Saturday, 10:00 - 4:00

(When making reservations, indicate you are with the V-Daze Rally. **Camping:** Not all campgrounds have been contacted yet. When making reservations, please ensure they allow motorcycles on the premises.)

---

V-Daze Accommodations

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The following list includes all active MTA Chapters. If there are any chapters not listed that you feel should be, please call the home office at 877-833-3687 (toll-free).

If there is not a chapter in your area and you are interested in starting one, or at least seeing if there is an interest, please let us know—we can provide you with a current list of members in your area by area code, city, state, etc.

**Chapter Roll Call**

<table>
<thead>
<tr>
<th>ALBERTA</th>
<th>MO-1</th>
<th>Mike Yelton</th>
<th>Shawnee, KS</th>
<th>(913) 268-0650</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALB-1</td>
<td></td>
<td>Jack Westgeist, jwwestgeist@hotmail</td>
<td>(780)473-2828</td>
<td></td>
</tr>
<tr>
<td>ALB-2</td>
<td></td>
<td>Cliff Lomenda</td>
<td>Calgary</td>
<td>(403) 235-1230</td>
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<tr>
<td>ALB-3</td>
<td></td>
<td>June Rengach</td>
<td>Calgary</td>
<td>(403) 874-1920</td>
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<tr>
<td>MISSOURI</td>
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<tr>
<td>OH-6</td>
<td></td>
<td>Cindy Denham</td>
<td>Cincinnati</td>
<td>(513) 777-8587</td>
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<tr>
<td>OH-7</td>
<td></td>
<td>Larry Wolf</td>
<td>Litchfield</td>
<td>(330) 723-1487</td>
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<td>OH-8</td>
<td></td>
<td>Don Barnes</td>
<td>Loveland</td>
<td>(513) 697-1299</td>
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<td>BRITISH COLUMBIA</td>
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<tr>
<td>BC-1</td>
<td></td>
<td>Gordon Baxter</td>
<td>Maple Ridge</td>
<td>(304) 467-6710</td>
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<tr>
<td>BC-2</td>
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<td>Gordon Fairclough</td>
<td>Coquitlam</td>
<td>(304) 939-6304</td>
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<td>COLORADO</td>
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<tr>
<td>CA-3</td>
<td></td>
<td>Steve Morris</td>
<td>Torrance</td>
<td>(310) 325-6388</td>
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<tr>
<td>CA-7</td>
<td></td>
<td>Jim Readnour</td>
<td>Citrus Heights</td>
<td>(916) 965-8711</td>
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<td>FLORIDA</td>
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<td>FL-1</td>
<td></td>
<td>Bob Akers</td>
<td>Miami</td>
<td>(305) 652-4600</td>
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<tr>
<td>FL-4</td>
<td></td>
<td>Bob Bewsee</td>
<td>Jacksonville</td>
<td>(904) 641-2567</td>
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<td>ILLINOIS</td>
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<td>IL-4</td>
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<td>Dennis Frye</td>
<td>Des Plaines</td>
<td>(847) 298-0623</td>
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<tr>
<td>IL-5</td>
<td></td>
<td>Don Sorensen</td>
<td>Joliet</td>
<td>(815) 741-8362</td>
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<td>KANSAS</td>
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<td>KS-1</td>
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<td>Mike St. Claire</td>
<td>(316) 776-2510</td>
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<td>KENTUCKY</td>
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<td>MI-2</td>
<td></td>
<td>Tim Kolling</td>
<td>Dearborn Hts.</td>
<td>(313) 562-2899</td>
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<tr>
<td>MI-6</td>
<td></td>
<td>Donald Daugherty</td>
<td>Bellaire</td>
<td>(231) 533-8547</td>
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<td>MI-8</td>
<td></td>
<td>John Bert</td>
<td>Monroe</td>
<td>(734) 241-1298</td>
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<td>MICHIGAN</td>
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</table>

**Emergency Road Service**

- Any Day
- Any Where
- Any Time
- 24 Hours - 365 Days

Only $23/year For Active Members

Toll-Free Telephone Number (different number than below number)
Tour Routing Service Included
Multiple Motorcycle Coverage
Available in Cont.U.S. & Canada

For Information or to Join, CALL TOLL FREE:
877-833-3687

Certain restrictions apply. Road Service is dispatched and administered by Motorcycle Towing Service, Las Vegas, NV. PLEASE NOTE: Year, make, model, and license plate number of motorcycle(s) are necessary to process your application. Fee subject to change.
Presently Member of HMC (Y or N) _______

MTA High Mileage Club

FILL OUT THE FORM BELOW AND SEND WITH CHECK OR M.O. TO:

MTA High Mileage Club
11539 Village Pl. Dr.
Houston, TX 77077

Initial Pin and 25K Bar - $2.50
Additional 25K Bars - $1.50 each
Additional 100K Bars - $1.50 each

_______________________________________
Member # Mileage

_______________________________________
Name

_______________________________________
Address

City/State/Zip

Presently Member of HMC (Y or N) _______

The HMC is open to all members and their associates; however this is a benefit from when the club was the Venture Touring Society, and the initial pins from which the mileage bars hang reflect that name.

When you reach your first 25,000 miles, fill out the form below and send it in with $2.50 to receive your high mileage pin and first 25K bar. Each additional 25K bar for reaching 50,000 and 75,000 miles traveled are $1.50 each. When you reach 100,000 miles, and have already purchased your pin and first three 25K bars, we will send you a 100K bar free.

Also, notify us when you reach 200,000, 300,000, etc. These miles do not need to be on one bike, but should be miles traveled while a member of the MTA/VTS.

MEMBERS OUTSIDE U.S.:
Please convert your kilometers to miles.

Initial Pin and 25K Bar - $2.50 Additional 25K Bars - $1.50 each Additional 100K Bars - $1.50 each

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MTA High Mileage Club
11539 Village Pl. Dr.
Houston, TX 77077

MTA High Mileage Club

Member # Mileage

Name

Address

City/State/Zip

Presently Member of HMC (Y or N) _______
You Don’t Say…

1. The first couple to be shown in bed together on prime time TV were: Fred and Wilma Flintstone.
2. Coca-Cola was originally green.
3. Every day more money is printed for Monopoly than the US treasury.
4. Men can read smaller print than women can; women can hear better.
5. The State with the highest percentage of people who walk to work: Alaska
6. The percentage of Africa that is wilderness: 28%
7. The percentage of North America that is wilderness: 38%
8. The cost of raising a medium-sized dog to the age of eleven: $6,400
9. The average number of people airborne over the US any given hour: 61,000.
10. Intelligent people have more zinc and copper in their hair.
11. The world’s youngest parents were 8 and 9 and lived in China in 1910.
12. The youngest pope was 11 years old.
13. The San Francisco Cable Cars are the only mobile National Monuments.
14. Each king in a deck of playing cards represents a great king from history. Spades — King David Hearts — Charlemagne Clubs — Alexander the Great Diamonds — Julius Caesar
15. If a statue in the park of a person on a horse has both front legs in the air, the person died in battle. If the horse has one front leg in the air, the person died as a result of wounds received in battle. If the horse has all four legs on the ground, the person died of natural causes.

FOR SALE: 1989 Yamaha Venture Royale, 1300cc, rare dealer authorized silver/gray model, beautiful bike with many extras, all maintenance records, original owner, only 30K miles. $6,000. Call Dan, 248-887-6804. MI

FOR SALE: 1991 Progressive Fork Springs, Superbrace Fork Brace, Rivco Spin-On Oil Filter, K&N air filter, both Corbin and original saddles. Large windscreens with vent, headlight cover, trunk relocation kit and many other Tri-Star accessories. Baker Air Wings, both rotor and caliper covers. Trailer hitch also included. $4,500. Call Herb Reed, 469-323-3942. TX (Dallas area)

WANTED: 86-93 Venture & V. Royale motorcycles: wrecked or not running. Also interested in parts or access. for same. Must be reasonably priced. Call Lloyd or Sonya, 405-634-3822. OK

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FOR SALE: Parts for 86-93 Yamaha Venture and Venture Royale. Call Lloyd or Sonya, 405-634-3822. OK

GARAGE SALE: Two Arai helmets w/Cycle Comm headsets (black, 7-5/8; grey, 7-3/8), with helmet bags, one has a few “oops”ixes, $50. Sidewinder backpack luggage (lots of room, easy attach), $10. Pair of winter (Velcro) chaps, one black, one brown, both large, good instant-on for cold protection, excellent shape, $25/both. Set of Yamaha winter gloves, large, $5. Original Yamaha Royal Star (Inaugural Flight) duffle bag. Has lined helmet storage compartment. Will hold a bunch of stuff, $25. Lot price, $100, plus shipping. Call Joe, 702-645-4908. NV

WANTED: Printed circuit board for the CLASS system on a 1986 Venture Royale. Call Bob, 828-645-0088; or email: bobriley44@hotmail.com. NC

NOW AVAILABLE: New OEM replacement carb diaphragms for all models, Venture and V-Max. With new formulation gasoline, diaphragm will develop holes and tears which hurts performance and mileage. Yamaha suggest list, $90 — my price is $65 each and includes US postage. Also Now available: Brake Rebuild Kits for all 83-85 Ventures, front and rear @ $25.95. Includes seals, dust ring, valve cover; Brake Master Cylinder Rebuild Kit for 83-85 @ $25.95; and Clutch Rebuild Kit for all 1st generation Ventures @ $29.95. Contact Steve Morris by telephone 310-325-6388; fax: 310-539-4630; or e-mail: SMorrisRN@aol.com. CA

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MTA Membership Application (Please Print Clearly)

Member Name ___________________________ FIRST INITIAL LAST AGE __________

Associate Member Name ___________________________ FIRST INITIAL LAST

Mailing Address: Street or P.O. Box ___________________________ Phone (_________) _______

City ___________________________ State/Prov. ___________ Zip ___________ Country _______

E-Mail Address (Will only be published if indicated below.) ___________________________

Where did you hear about the MTA? ☐ Magazine ___________________________ ☐ Fellow Riders

☐ Dealership ___________________________ ☐ Other ___________________________

Will you be joining a chapter? ☐ ___________________________ ☐ Not at this time

Optional Emergency Road Service Program — Just $23/Year*

Motorcycle #1

Year Make/Model Plate # ______

Motorcycle #2

Year Make/Model Plate # ______

Full Membership: ☐ 1 yr. / $35 $ __________

Includes Pin, Embroidered Patch, Membership Card, Decal, 12-months of Motorcycle Roads, Annual Tour Directory, $1,000 AD&D*, Touring Rebates, Courtesy Cards, and numerous discount opportunities. (*Member reply card must be returned.)

Associate Membership: ☐ $5 / yr. $ __________

Must be sponsored by a Full Member. Includes all of the above, except decal and magazine.

Emergency Road Service (Only with Membership) ☐ $23/yr. $ __________

Total Amount Enclosed (Outside U.S.A. — Add $8.00 per year to cover extra mailing costs.) $ __________

Referred by (for recruiter credit) ___________________________ MTA # (if known) ___________

Method of Payment: ☐ Check or M.O. ☐ VISA ☐ MC ☐ Discover

Card # ___________________________ Exp. ___________ Signature ___________________________ Date ___________

Annual Tour Directory — MTA Fellow Pages

☐ Please Include My Name and Telephone Number/E-mail (optional) ☐ Please Do Not List

(Notes: e-mail address above if you would also like it listed)

Additional Services I can provide to fellow members are:

☐ Pick-Up Truck/Bike Trailer ☐ Tent Space ☐ Lodging ☐ Tech ’N Tools

Mail application to: MTA, 11539 Village Pl. Dr., Houston, TX 77077

If paying by credit card, call toll-free, 877-833-3687; or apply or renew Online at www.mtariders.com

Office Use Only

RX ___________
LG ___________
CU ___________
PK ___________
ERS: Begin _______ End _______
**NEW! MTA Merchandise**

**MTA Logo T-Shirts**  Made of heavy, preshrunk cotton. In black with the MTA wheel logo in bright colors on the back and the MTA wheel logo on the left chest. In natural or heather with the Riding with Friends logo on the back and the MTA wheel logo on the left chest.

- Long sleeve ................................ $12.00
- Short Sleeve .......................... $10.00
- 2X .................................... add $ 1.00
- 3X .................................... add $ 2.00

**Hat/Lapel Pin**  (Included with membership)

- Pin .................. $ 4.00

**Embroidered Patch**  Colorful 8” patch looks great on jacket or vest back ...... $10.00

- 4” Patch (incl. w/membership) also available ........ $ 4.00

**CHAPTER Shirts & Caps**  No extra charge to have your chapter designation included on front and back of shirts and embroidered on caps. Min. order of 12.

- Caps, heavy black with gold embroidered wheel logo ...... $10.00

**VTS / Venture Merchandise CLEARANCE SALE!**

- Pewter or Brass Belt Buckle (orig. $18.50) ...... $ 13.00
- Black Leather Hats (orig. $30) .................. $ 25.00
- Venture Suspenders (orig. $14) .................. $ 10.00
- Embroidered Venture Cap (orig. $10) ........... $ 8.00
- 1st Generation Tech Tip Book (orig. $20) ...... $ 15.00
- V-Eagel and V-Rose Pins (each) ............... $ 2.00

**NEW! NOW you can place your order online!**

To place a credit card order, call toll-free: 877-833-3687
or order online at [http://www.mtariders.com/acatalog/](http://www.mtariders.com/acatalog/)

Or, mail this form along with a check, money order or credit card info. to:

MTA, 11539 Village Pl. Dr., Houston, TX 77077

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**U.S. Shipping Charges:**

- up to $9.99 ........ $2.00
- $10 - $19.99 ....... $3.00
- $20 - $49.99 ...... $4.50
- $50 - $99.99 ...... $5.25
- $100 & over ...... $6.00

**Canada and Outside U.S.**

Add 40%

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**QTY**

**DESCRIPTION**

**COLOR**

**SIZE**

**AMOUNT**

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Name _______________________________  Member # _______________________

Address _______________________________  Phone _______________________

City __________________________________  State ________  Zip ____________

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Check/M.O. _____  MC _____  VISA _____  Disc _____

CC# ______________________________  Exp. ___________

Signature __________________________  Date ___________