



GOLDEN EAGLES MOTORCYCLE CLUB

GEMC November News Letter

FROM THE PRESIDENT --

OUR FUTURE

In the coming November and December meetings we'll have the opportunity to make several changes that will affect our future club routines. How? Attend the Nomination meeting and attend the election meeting. At these meetings, which may be the most important for you and your club, we all have a voice in what is to be. You get to nominate. You might get to run for office. You get to vote. How neat is that!

I have had the opportunity to serve in many capacities over the years. I think I have had more fun in our club serving than when not. It's just more fun if you're involved. I have been involved both while employed and now as a retiree. The time demands are not significant. We all have our own schedules and priorities. A little time spent contributing to the enjoyment of our chosen sport is easy. We all like to ride. I find it much more fun to ride with a friend. It's safer because more riders are more visible. It's nice to have someone along if you have a breakdown, especially when it happens in the middle of nowhere. It's nice to meet at the club with your fellow riders. That's really what this club is all about. It just makes our sport more fun.

Take an active role if you can. Participate as much as you can when you can.

Jim Fait



Inside this issue:

From the President	1
Calendar Updates	1
Political News	2
Apalachicola Report	3
Trip Pics	3
Healthcare Article	4
Specialty Items	5,6,7,8

NOV 5th – Business meeting.
Nomination for new officers.
High miles award!

NOV 7th—”Ride for Kids”
breakfast ride. Leave 7:00 AM. See
Dan Carbone for details.

NOV 18th – Social Night and
Special Business Meeting.
Clubhouse open at 6pm. Grill On!

NOV 19th— “Sun Your Buns”
Campout in Venice,FL. Fri.
evening thru Sun. See Grant for
details.

NOV 25th—Thanksgiving!

NOV 26th—Planning a dinner
ride. Let's get together.

DEC 3rd – Brief meeting night at
7:00 PM for Election of Officers.

Political Action Committee

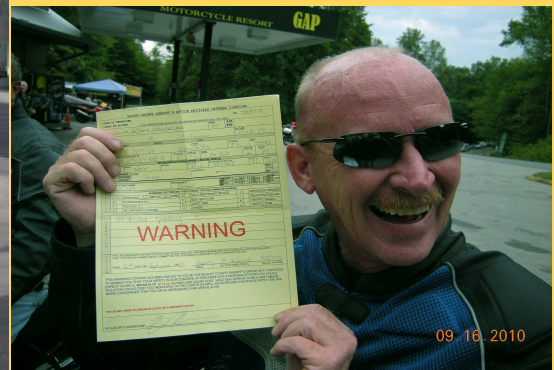


Change from last month's candidate!

This may be the new 2012 Presidential candidate that the GEMC Political Action Committee is backing. This is actually Obama's sister in a bikini contest. Any other suggestions should be sent to jmott001@verizon.net.

SNIPPET: BMW IS THE ONLY CURRENT MAJOR MANUFACTURER TO REJECT THE USE OF TELESCOPIC FORKS ON ITS BIG BIKES. YET BMW WAS THE FIRST TO USE AND PATENT THEM, ON THE R12 IN 1935.

I love family portraits: I found this old family portrait of Bruce when he was only 4 years old. Wow, he hasn't changed much!



FACTOID: Steve McQueen didn't do the famous 65 ft motorcycle jump in The Great Escape. American Triumph dealer Bud Ekins did it – in one take.

SPECIAL TRIP REPORT:

Apalachicola ride was a big success. Weather was perfect, scenery was fantastic, oysters were delicious, camp site was awesome (and priced right) and all had a great time. The ride was approximately 700 miles round trip. A second day fishing trip, to the local bridge, produced some interesting and fun results. John Mitchell caught the most with double digit results, Grant caught the largest, I produced a good sized Spanish Mackerel, Tony caught something unidentifiable but he also took some Redfish filets home to cook. Bruce tried his best and came up a little short but his efforts and determination deserve a big honorable mention. Warren and Jim played supportive roles providing the fisherman with ice, drinks and a host of suggestions on what we were doing wrong. All in all a great time was had by everyone. Here are a few pics of the trip:



Question: How many Eagles does it take to change Warren's oil filter? Answer: A lot with Dan supervising!

Health Care and the Motorcycle (A long but interesting article)

This is an article about solutions, or potential solutions, to real world problems. It focuses on the line between failure and success, drawing on the stories of people who have crossed it.

Most of us tend to be better informed about problems than solutions. This presents two challenges: if we rarely hear about success when it occurs, it's hard to believe that problems can, in fact, be solved. Also, knowledge about how to solve problems ends up being concentrated in too few hands. It needs to circulate more broadly so that it can be applied where needed.

Where else can you find a low-tech investment in health care that increases patient coverage by nearly 600 percent?

Today, we will examine one solution to a vexing problem: many diseases that we know how to prevent and cure remain widespread. For nearly all of human history, lives were short and miserable because there was little anyone could do about disease. Now we know what to do. The science is there. The technology is there. But we have a different problem — a happier one, but no less challenging: how do we get these interventions to people everywhere? And this problem doesn't just apply to health care, it applies to almost every modern good or service, whether it's education, energy, clean water or job opportunities. As the science fiction writer William Gibson has said, "The future is here — it's just not evenly distributed."

This story details a health assistant named Tsepo Kotelo, whose job is to take care of people in remote mountain villages in the Maseru district of Lesotho. Kotelo's story shows the critical need for something not usually on the global to-do list for Third World health: motorcycle maintenance.

Lesotho has some of the world's highest rates of AIDS and tuberculosis, and much of Kotelo's time is spent counseling and testing people for these diseases, giving talks about AIDS prevention, and helping people stick to their treatment plans and deal with side effects. He also checks the water supply, helps villagers improve sanitation, weighs and immunizes babies, examines pregnant women and treats basic diseases.



Until 2008 Kotelo could visit only three villages a week, because he had to reach them on foot, walking for miles and miles. But in February of that year, Kotelo got a motorcycle — the best vehicle for reaching rural villages in Africa, most of which are nowhere near a real road. Just as crucial, he was given the tools to keep the bike on the road: he received a helmet and protective clothing, he was taught to ride and trained to start each day with a quick check of the bike. His motorcycle is also tuned up monthly by a technician who comes to him. Now, instead of spending his days walk-

ing to his job, he can do his job. Instead of visiting three villages each week, he visits 20.

Where else can you find a low-tech investment in health care that increases patient coverage by nearly 600 percent? Kotelo's four colleagues also received motorcycles, and now every village in the Maseru district has health care. The area also now has five motorcycle couriers who drive blood or sputum samples from villages to local laboratories — particularly important to test for H.I.V. and TB, and to see if the medicines are working. The couriers get the same training and gear as Kotelo, plus special temperature-controlled, vibration-smoothing backpacks. Before, samples were packed in plastic bags and walked to clinics. They would usually arrive late, boiled or shaken beyond use — if they got there at all.

The motorcycles come from private donations and maintenance comes from [Riders for Health](#), a British-based organization founded by a husband and wife team, Barry and Andrea Coleman. The idea began in 1988, during a visit by the American motorcycle racing star Randy Mamola to Somalia. Mamola had given a sizeable donation to [Save the Children](#), and had been invited to see its work in person. He asked Andrea Coleman, who did public relations work for him and helped him raise money for charity, to come along. She had young children and declined, but suggested Mamola take her husband, Barry, who wrote about motorcycle racing for The Guardian newspaper.

Businesses understand the importance of the mundane parts of a system, especially delivery. If Federal Express didn't maintain its trucks, it would go bankrupt.

It was the first of several trips for Mamola and the Colemans. In Somalia, they saw a woman in distressed labor being pushed towards the health clinic in a wheelbarrow. They visited villages and heard that no one had ever come to vaccinate children. Yet they also saw a graveyard of dead motorcycles and ambulances behind the clinic, some of them discarded for want of a \$3 part and a little know-how. "Some of them were relatively new," said Andrea Coleman. "This was crazy. It's been 100 years since the internal combustion engine was invented and nobody knew how to deal with these vehicles. What a waste of money and lives." Today the Colemans run Riders.

There's nothing new about donating vehicles for health care in Africa. Many organizations do it. But often these vehicles fall apart. Barry Coleman says that unmanaged, a vehicle in Africa will usually have a major breakdown after 8 months of use and be junked entirely by 15 months. This is a classic problem in development: everybody wants to play the white knight coming to the rescue with the quick fix — the water pump, the \$100 laptop, the motorcycle. But the tougher challenge is developing a cost-effective system to keep things working.

In some countries, Riders provides vehicles — for example Gambia's health system leases all its vehicles from Riders. But what makes Riders different is that in all of the seven countries it works in, it focuses on keeping the vehicles running. Riders charges a fixed cost of about 18 cents per kilometer for motorcycles, which includes fuel, and keeps vehicles in constant use for years with no breakdowns. It trains and hires local technicians to do monthly tune-ups. The predictable fees help governments and aid groups incorporate maintenance in their budget planning. Riders currently manages about 1,200 motorcycles, ambulances and four-wheel drive vehicles used for health care in Africa. The vast majority are motorcycles — even some ambulances are motorcycles with sidecars.

We're not suggesting that motorcycles will solve Africa's health problems — not even its health delivery problems. But it's within easy reach to multiply the scope and efficiency of the people who are already on the ground. We already mentioned that Tsepo Kotelo's motorcycle allows him to serve almost seven times as many villages as before. Kotelo can also respond to emergencies, so he can provide better care as well as more of it. And visiting villages more frequently, he can catch illnesses in their early stages or prevent them entirely.

A woman with a breach baby can make it to the hospital in time — by sidecar ambulance, no wheelbarrow necessary. People now give sputum samples for TB diagnoses because they trust that their samples will actually reach the laboratory unspoiled. All these changes save lives.

Dependable transport could revolutionize more than health care. In poor countries, rural schools often lack teachers, who don't want to live in villages. If they could commute to work by motorcycle, more village

children would be educated. Additionally, water and electrification projects remain stalled across Africa because district government offices don't even have one bike to make site visits.

Riders dramatizes the importance of paying attention to the scruffy and mundane parts of a system, especially delivery. Businesses understand this. If Federal Express didn't maintain its trucks, it would go bankrupt. The same applies to social interventions. It doesn't matter how many billions have been spent on life-saving drugs or how well-trained the nurses are if a clogged fuel line prevents the treatments from reaching the patient.

Riders for Health's focus on motorcycle maintenance is an example of the creative and practical ideas being applied to substantially improve some of societies woes.

Motorcycles providing Health Care, who would have think it?

Compiled and edited by jmott001@verizon.net

Social Night at the club is for having fun, food and great company. A picture is worth what?



Everyone is welcome to come join us and check out our clubhouse and membership. This was a pizza night and delicious, Kudos to Grant and Beth Hile!

SPECIAL ANNOUNCEMENT!

December 3rd—There is a brief meeting at 7 PM for the election of officers and our Christmas Party is to follow!

The proposed “Gift” policy, for this year, is as follows:

All guys are to bring gifts suitable for other guys. Gals to do likewise. Budget the gifts to between \$20 to \$25 dollars. Include your name, with your gift, to allow for recipient exchanges if necessary. All who bring gifts are to participate in the gift exchange. There will not be any “Gag” gift exchanges this year. Food and beverages will be served. Christmas cheer and a good time will be had by all! **SEE YOU THERE!**





I need pictures and articles to publish for our Newsletter. Anything is acceptable and will be considered.

Please email to jmott001@verizon.net. The easiest format to use is a Word document. We'll spice it up with graphics and special text formats for you.

JUST REMEMBER:

A good rider can overcome marginal equipment. However, even the best equipment can't overcome a marginal rider.

COMING IN NEXT MONTHS ISSUE:

A brain busting motorcycle quiz. Are you up for it or will you eat some dirt?



A sneak preview of a prototype bike for all future Deal's Gap riders! Sign up to preorder yours and receive no discount at all. (We may make an exception for Warren!)

News Letter Editor at Large (Or Small)

John (Rebel Rider) Mott



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<i>Jim Fait</i>
VICE PRESIDENT
<i>Grant Hile</i>
TREASURER
<i>Mike Kogut</i>
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<i>Bruce Schuman</i>