

## RescueMOTO

In January of 2011, I was in Havana for a week meeting with Monsignor Fernando. We were discussing the Cuba AIDS Project and talking about its present programs, problems and accomplishments, its future, etc. During this time, Monsignor Fernando and I started talking about our mutual love for motorcycles and sidecars. I lamented about how many old motorcycle/sidecar rigs were running around Cuba and that I could never have one in Cuba. Oh well, such is life considering the political situation.

We were also talking about Haiti one year after the earthquake. I had been to Haiti one several occasions before and after the quake and had noticed that now, with the cholera epidemic going on, people were dying senselessly due to lack of transportation. What people don't realize is that the roads in Haiti (and much of the third world) are not roads, but rather massive potholes connected by short strips of dirt. Imagine your road getting bombed by B-52's....that's basically their condition. You need an SUV or truck of some sort to be able to circumvent the roads. The problem is that these vehicles in the third world often cost double of what they do in the US. You are looking easily at \$30,000- \$50,000 for even a small pickup truck. And throw into the mix that because of the road conditions, these truck maintenance costs are doubled or tripled because of the severe beating they take. Also, fuel can run \$6 a gallon. Essentially what happens is this: A well meaning group will go to Haiti and build a small clinic to serve the surrounding area. In most cases people will have to walk up to 30 miles to get to the clinic. The problem is that the clinics typically don't have the extra \$30,000+ for a vehicle to help transport them. So, many do not come, and many (especially cholera victims) will die just getting there.

I told Monsignor Fernando that I had an idea for a multipurpose motorcycle/sidecar unit that could act as an inexpensive (less than \$5,000) ambulance, mobile medical clinic, mobile water purification unit, etc. We spent hours and hours talking about it. In the end, he not only approved the idea, but IMPROVED the idea. He gave me his blessing and told me to pour my efforts into the project knowing full well that this can never be implemented in Cuba. Monsignor Fernando's heart reaches not only into his group in Havana, but to all people around the world. He immediately sent off a letter to CARITAS in Haiti and set up a meeting with myself and the head of Caritas Haiti, Pere Chadic.

RescueMoto has gone through several developments and I and my assistant have put hundreds of hours into it. Update Nov. 2011 > RescueMoto is on hold while I sell my house and prepare to move cross country. We will re-start development in February 2012

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