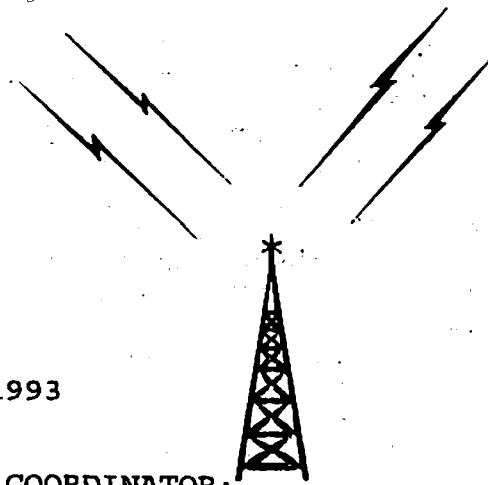




Ray's Desk Copy

MOTORCYCLING AMATEUR RADIO CLUB



RAY DAVIS
BILLY HALL
DEWITT MORGAN

KD6FHN
N6EDY
KM6UK

MEMBER-AT-LARGE:
DANNY VELDERRAIN

KD6FLP

NOVEMBER 1993

NET CONTROL:

ROTATED BY MEMBERS

PRESIDENT: RAY DAVIS
VICE PRESIDENT: TERRY LEWIS
SEC/TREASURER: BONNIE DAVIS
NEWSLETTER: RAY/BONNIE DAVIS
STORE: TERRY LEWIS
50/50: PAT LEWIS

TECH COORDINATOR:
KN6P CARROLL WALKER

PACKET COORDINATOR:
KC6ZHG DAVE HOFFMAN
@ WF60.#SOCA.CA.USA.NA

MARC RIDE CALENDAR:
KD6LAA PAUL BLUMSTEIN

DISASTER SERVICE COORDINATOR: DEWITT MORGAN
NET CONTROL FOR HF NET DEWITT MORGAN

FROM THE DESK OF THE PRESIDENT:

I am starting this article on Thursday Nov. 4th and will finish it on the following Sunday or Monday after we work the "Love Ride" for the Muscular Dystrophy fund raiser. This way our members get the very latest news before our breakfast meeting on Saturday November 13th.

The Keller Peak Repeater Picnic was a big success. Between 75 and 100 Keller Peak users and members showed up to support WB6RSD Ron and vote on a club President, vice President, Secretary and Treasurer and an activities coordinator. After the elections were over everyone settled down to a mighty fine pot-luck dinner. I think everyone ate more than they really needed to, and yet there was a lot of food left over. It was a wonderful experience meeting all the hams from the Inland Empire, High Desert and surrounding areas. So many people you know only by call sign and first names become real personal friends when you came face-to-face with them. The picnic started at noon and some people were still at the park until after dark. A great time was had by all. We owe a big thank you to those who organized it and did so much of the work.

The American Heart Associations "Heart & Sole Classic" scheduled for Saturday October 30th was cancelled due to unhealthy conditions in the area caused by the brush and forest fires. The Irvine Disaster Emergency Communications(IDECE) was activated on Wednesday and Thursday October 27 & 28th when the Laguna Beach fires made a run toward Irvine. I(Ray KD6FHN) was called out at 4 A.M. Wednesday October 27th to respond to the Villa Park fire as a Red Cross Communicator. I worked there until 2 P.M. then Thursday Friday, Saturday, Sunday and Monday I worked at the Laguna Beach Incident Command Center from 8 A.M. each day until sometimes 11 P.M. at night. The shortest day I had was Monday when they closed the center at 4 P.M. Tuesday I worked on a Red Cross Canteen truck delivering food and drink to Fire Fighters, brush crews, victims and case workers. The Red Cross used many trained volunteers, but they need more. It seemed I always saw the same 10 or 15 people doing all the work. I know there were many, many more volunteers than those I saw where I was. Bonnie KD6OFQ worked at the Family Service Center helping victims of this horrible tragedy to get housing, food, clothing or whatever their immediate emergency needs were. She has worked 10 to 12 hrs the

last seven days straight. Someone gave me a T-shirt with the outline of California on the back with the lower 1/3 of the State in flames. In 3" letters across the shoulder it says "INFERNO 93". That kind of says it all.

The Helmet Communicators project that Road Rider/Motorcycle Consumer News gave MARC to research and test has been put on hold until after the "Love Ride" this Sunday Nov. 7th. We have to have all the pictures and Tech reports in by Nov. 22nd, in order to make the January printing dead line.

We (MARC) have been having some really big check-ins on our 8 P.M.-2 METER Wednesday night NETS. For the last month or so we have been averaging 45 to 50 check-ins per net. To me, that's outstanding, and I wish I could personally shake your hands and thank each and everyone of you for it. Keep up the good work, it makes it all worth while when we hear from you.

The next benefit ride we will provide communications for is the "Toys For Orangewood" collection ride, Sunday December 12th sponsored by Chapters CA10 and CA1R of the Goldwing Road Riders Association. Sign in is from 7:30 A.M. to 8:30 A.M. at the La Quinta Inn at Sand Canyon and the I-5 FWY in Irvine. We will have a sign-up sheet at the November and December MARC breakfast meetings for those who want to volunteer. Bring one unwrapped toy as a donation.

The Red Eye Breakfast meeting place will remain the same, but the name, time and day has been changed. The name is Heartbreak Cafe, the time is 10:30 P.M. and the night is the fourth Saturday of the month. The MARC members will leave our Denny's meeting place at 10 P. M. promptly, whether you are on your motorcycle or in your other mode of transportation.

Don't forget the MARC breakfast, this weekend Saturday November 13th at 8 A.M. at Denny's restaurant, 100 yards West of the 55 FWY on 17th St in Santa Ana.

As for as our out of state and international members, I apologize for not getting to the stack of cards and letters we have received after the article in the Road Rider/Motorcycle Consumer News came out about installing a particular make and model of radio in your particular make and model of motorcycle. We're still working on it.

Sunday November 7th, 4 P.M. just arriving home from the "love Ride" charity event for Muscular Dystrophy with at least 15,000 motorcycles, WOW!! You talk about celebrities, talked to Jay Leno, too. Everything went very smoothly, thanks to the efforts of KC6OXX Barry. The other "MARC" members who participated in the event were KM6UK De Witt, N6USO Burt, KD6UVR Ben & Claudia, N6EDY Billy & Louisa, KD6PCO Jim, KN6QK Jerry, WA6MOD Bil, KC6NFF Steve, KD6MVG Terry & his YL KD6SBZ Pat, KD6IKX Dick & KD6FHN Ray, & don't forget Barry KC6OXX. All toll we had 12 motorcycles and three passengers. Everybody was a little apprehensive I think when we took on an event of this magnitude, but it went extremely smooth. There were three accidents, one was very serious but one our MARC members was right there and got medical assistance from the local Fire Dept. in a couple of minutes using his ham radio thru our control operator. Bonnie says I am out of space in the newsletter so we got to get this in the computer and in the mail tonite.

PS Other MARC members who have been doing good work with the Red Cross are KD6ZCN Carl, N6ZLX Hearld, KC6NFF Steve. Dave KC6ZHG worked with the Orange County EOC in Rumor Control.

"SAFE RIDES AND CLEAR FREQUENCIES"

73 Ray Davis KD6FHN
3 Lindberg
Irvine, CA. 92720-3367
714-551-2010

AMA government relations news

AMERICAN MOTORCYCLIST ASSOCIATION

FOR IMMEDIATE RELEASE
OCTOBER 28, 1993

GRD 93-37
CONTACT: STU LAWSON
(614) 891-2425

HOUSE COMMITTEE PASSES HELMET-LAW DELAY PLAN

WESTERVILLE, OHIO--The federal government's attempt to punish states that don't pass mandatory helmet laws may be put on hold for a year, reports the American Motorcyclist Association(AMA).

On October 26, the U.S. House Public Works and Transportation Committee approved a bill that would postpone implementation of a federal law to impose penalties on 27 states beginning in fiscal year 1995. Currently, those states are out of compliance with a mandate that required them to pass motorcycle helmet laws (and seat-belt laws for automobile drivers) by October of this year.

The penalty provision, which would take effect on October 1 of 1994, was approved two years ago as part of a federal highway funding measure, known as the Intermodal Surface Transportation Efficiency Act.

Recently, though, the House committee considered a bill to correct parts of that highway package, and thanks largely to the Motorcycle Riders Foundation and the AMA, language was added to the bill calling for a one-year delay in federal sanctions over the helmet-law provision.

"This was team effort," said Jim Bensberg, AMA Washington representative. "We have many individuals from both groups to thank for their help in getting this delay language approved. Now we need to continue that effort as the bill moves forward."

The helmet-law delay plan was considered as part of a technical corrections bill--designated H.R. 3276--which now goes to the full House for approval.

Motorcyclists interested in supporting this effort are urged to contact their congressman, asking them to support H.R. 3276 in its present form. Letters should be addressed to congressmen at the U.S. House of Representatives, Washington, D.C. 20515.

FOR IMMEDIATE RELEASE
OCTOBER 8, 1993

GRD 93-34
CONTACT: STU LAWSON
(614-891-2425)

CALIFORNIA DESERT BILL PASSES SENATE COMMITTEE

WESTERVILLE, OHIO--Sen. Dianne Feinstein's California Desert Protection Act has passed an important hurdle on its way to becoming law, reports the American Motorcyclist Association(AMA).

On October 5, a Senate committee voted to send the bill--designated S.21--to the full Senate for approval. This marks the first time this highly restrictive plan for the desert has been sent to the Senate floor.

Although motorcyclists won several hard-fought victories along the way, the current version of the bill remains highly controversial. If approved, the bill would ban motorized travel throughout vast stretches of the California desert.

"The clock is ticking," says Robert Rasor, AMA vice president of government relations, "and there may be no stopping the desert bill now. But we'll continue to advance the interests of motorcyclists through the final phases of the legislative process."

Earlier in the year, Sen. Feinstein made some movement toward modifying her controversial bill. As a result of intense lobbying by the AMA, she agreed to several changes that would allow continued access on 42 miles of trail corridors, plus the 62,000-acre South Algodones Dunes riding area in Imperial County, California.

But that, the senator insisted, was as far as she would go. Feinstein's

concessions, while welcomed, fell far short of making S.21 a measure the AMA could support.

However, AMA lobbyists Jim Bensberg and Dana Bell stepped up that effort when the bill went before the Senate Energy and Natural Resources Committee on October 5. The result was approval of an amendment offered by Sen. Larry Craig(R-Idaho).

That amendment, the only change approved for the bill by committee members, involved shifting an additional 35 miles of travel routes in four areas to a category that would allow limited motorized access. In all, the AMA's efforts to modify the desert bill helped preserve access to nine motorized corridors and the popular South Algodones Dunes area.

But the core of the Feinstein proposal remains the same. It would still designate huge tracts of public land in the desert as wilderness, closed to all motorized travel. It also would upgrade two national monuments to national park status and create another new park, without providing any funds to run them. And it still means that some 8 million acres of desert land would be closed forever to motorized travel.

"Even though we've been successful in saving some critical areas for motorized travel," noted Rasor, "the battle over the desert isn't over yet. Now we must work to protect our critical amendments from being eliminated as the bill moves forward."

The next showdown over this restrictive legislation will come on the Senate floor, as well as in the U.S. House of Representatives. It's unclear when a Senate vote might be taken, but action on S.21 appears imminent. At the same time, the House is expected to take action on a companion bill, known as H.R. 518.

Motorcyclists are urged to contact their senators, asking them to keep the AMA's amendments to S.21 intact. Contact senators at the U.S. Senate, Washington,D.C. 20510

Riders also are encouraged to write Rep. George Miller(D-California), chairman of the House Natural Resources Committee, and H.R. 518 co-sponsor Rep. Rick Lehman(D-California). Urge their support for the amended version of the senate's bill rather than H.R. 518, which does not include the AMA's changes.

To access the latest information on S.21, and to send a pre-written message to your representatives on the issue, call the AMA's Legislative Hotline at (900) 454-RIDE. The cost of this service is \$4.95 per call, and you must be 18 or older to participate.

IMPORTANT EVENTS

MS 150 AWARDS CELEBRATION:MONDAY NOVEMBER 22,1993(8 P.M.)

**MUCHO GUSTO JAZZ BAR & GRILL(263 E.17TH ST, COSTA MESA
RSVP: 714-752-1680(THIS IS FOR THE VOLUNTEERS WHO
WORKED THE MS 150.)**

**ARISE ACADEMY OF THE ARTS:DECEMBER 1 THRU 12 AT 3131 NO. GAREY AVE, POMONA,CA
CONTACT CHUCK SWEETEN 909-623-2933 OR KEN WALTSON 909-
983-1272 THIS IS FOR COMMUNICATIONS AND THERE IS A
SCHEDULE FOR EACH DAY. THIS WOULD BE GOOD FOR THE
MARC MEMBERS WHO LIVE OUT IN THAT AREA TO ASSIST.
CHUCK N6RQK IS A MARC MEMBER. TAKE THE I-10 FWY
TOWARDS SAN BERNARDINO TO GAREY AVE. TURN LEFT ON
GAREY AVE BETWEEN BONITA AVE & FOOTHILL BLVD(3131 NO.
GAREY)ON LEFT SIDE OF GAREY.**

**TOYS FOR ORANGEWOOD HOME: SIGN-IN 7:30 A.M. TO 8:30 A.M. REGISTRATION FEE:\$1
PLUS A NEW UNWRAPPED GIFT. LA QUINTA INN, SAND
CANYON/I-5 FWY, IRVINE 400 PINS GUARANTEED.**

**WILL HAVE FULL INFORMATION AT THE NOVEMBER MEETING ON THESE EVENTS. FOR THOSE
WHO ARE NOT GOING TO BE AT THE MEETING AND ARE INTERESTED, LET ME (BONNIE) KNOW
AND I WILL MAIL YOU OUT THE FULL INFO.**

October 18, 1993

John Lazzeroni, President
J & M Corporation
1415 So. Cherry Ave.
Tucson, AZ 85713

COPY

Dear Sir:

I will introduce myself first, I am Bonnie Davis and I belong to GWRRA, SCMA, AMA and also a new organization called MARC (Motorcycling Amateur Radio Club). We provide communications and traffic control for charitable organizations such as Muscular Dystrophy, Multiple Sclerosis, Heart and Sole Classic, Toys for Orangewood Home for Abused Children, Ride for Kids, and this year we are going to be helping out with the famous "Love Ride".

My husband Ray Davis and one of our members De Witt Morgan wanted to come down to your place of business to see if there was a way to integrate the amateur radios into their helmets without having two sets of speakers as my husband does and also have one switch for control and not have to have a separate microphone. They called and to no avail could not get anyone to talk to them about this situation.

It would be to the best interest of many members and could mean quite a bit more monies for you. We had an article in the Road Rider (Motorcycle Consumer News) in September about our organization and have had many people from other states and internationally as well, become members and have a great need for a good system.

I hope you will take time to read this and at least answer my letter or give my husband a phone call. You would have a lot of interested people for this system.

Enclosed is a copy of the article in Road Rider.

Thank you for your time. I am not too good at explaining this but I hope you get the message and at least give it some thought.

Bonnie Davis

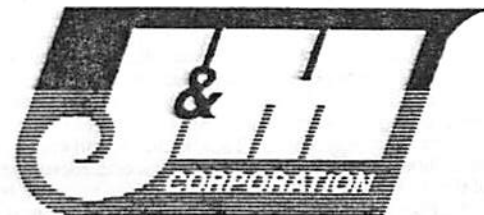
Bonnie Davis
Secretary/Treasurer
MARC (Motorcycling Amateur Radio Club)
3 Lindberg
Irvine, CA. 92720-3367
714-551-1036

BONNIE,

THANKYOU FOR YOUR THOUGHTS
ON CONNECTING A HAM RADIO TO
YOUR HELMET HEADSET.

TO DO SO AND ALSO HAVE
IT INTERCONNECTED WITH A
MUSIC AND INTERCOM SYSTEM
WOULD BE TOO EXPENSIVE AND
REQUIRE MODIFICATION TO EACH
INDIVIDUAL HAM RADIO, WHICH
IS NOT FEASIBLE.

[Signature]



1415 South Cherry
Tucson, Arizona 85713-1997
602-624-7000

John Lazzeroni / President

Three Flags: The Ride
By
Dave Hoffman, KC6ZHG

Ironburt Hoffman. Has an unusual ring to it. Well, maybe not in the same league as the McQueeny's and the Mishalof's, but any time you drive from Mexico to Canada in four days you're going to develop some callus's (call?).

So how did it all happen? Well, way back last January, I put my name in the hat for "Motorcycling's Most Prestigious Event". As fate would have it, my name was selected fourth. With Lady Luck riding pillion, how could I not go? Preparations began within days with an ill-fated attempt to install a ham radio on the bike. It seems the K100 is somewhat sensitive to spurious radio frequency emissions. Like I ended up with two kill switches, the one BMW designed, and my push-to-talk button. Switching to a different band would cause the tach to climb to redline while still at curbside. OK, I can see this ain't gonna work. Time to concentrate on the ride.

The route for the Three Flags changes every year, with this being the eastmost start ever. Two days of easting gets me to El Paso and the registration desk (actually the bar was the first stop). Mega kudos to the SCMA staff. They are incredibly organized. After signing the various release forms (I hereby certify that insanity is a pre-existing condition), the next step is to get a mug shot which is pasted into the official passport. This passport is very important because it gets stamped at each checkpoint. Lose it and you lose all meaning in life, at least for the next four days.

Friday morning and the underground garage of the hotel is a beehive. Most of the bikes are Goldwings. In decreasing numbers, they are followed by BMW's, Harley's and other stuff. One guy even drove in with a Honda Heli scooter! Ray, Bonnie, Jim and I leave in the dark for the border, where Mexican customs simply waves us through. About two miles into Juarez we find the sagging area which is soon wall-to-wall bikes. Following a route update, a drawing was held for the last few slots made available by no-shows.

The recrossing of the border was quite a production. Seems that despite all the planning, the organizers hadn't been able to setup anything in advance with the Mexican authorities for an expeditious border crossing. A last minute discussion with the local commandant resulted in the following somewhat perplexing requirement: "Nobody passes the police car." This curious request became clear as suddenly all the southbound lanes of the highway were closed off and we headed north on the wrong side of the road. Our parade, complete with camera crews, drew to a close at the border where US Customs, after a cursory interview, sent us on our way. The race, et..., tour was on!

The first half day of the tour reminded me of the time "lead, follow or get out of the way". We quickly headed for the first checkpoint in Ruidoso, New Mexico. The best chance a car stood of not getting passed was to sport a lightbar on the roof. You quickly adjust to the fact that outside of California you have to pay strict attention to two things. One, the highway patrol uses radar, and two, you can't lane split. I got so used to rolling off and hitting the brakes whenever my radar detector went off that I almost fell over at a stoplight when a cruiser went by emitting K-band. As for lane splitting, you get added incentive not to do it when you're in the outback and you begin to worry that ol' Bubba may get excited and put the artillery in the gun rack to use. Matter of fact, that sorta happened in Taos, at the second checkpoint, where the Labor Day Friday traffic resulted in gridlock. This is, until we made a second, motorcycle-only lane where they used to have a bikepath. Two of the local squirts decided that this wasn't playing by the rules and proceeded to direct their pickups into the bike lane. Fortunately no one laid it down, but it was close.

Overnight with Ray, Bonnie and Jim in southern Colorado and an early start the next day put us into the high point of the tour. Literally, since we were crossing Hoster Pass in the Rockies in excess of 11,000 feet. Horsepower takes a nose dive in this rarefied atmosphere, but you want to drive fast when the scenery is so great and the consequences of being distracted by it so dire? Checkpoint three is in Estes Park, where the holiday traffic slows everything to a crawl. I talked to a Harley rider on the tour who was cut off by a gal in a Cadillac. He had to look it up to avoid hitting her, which he accomplished, but ended up laying it down in the process. A fellow 3 Flagger got off her BMW and proceeded to read the riot act to the Caddy driver. 10 minutes later she finished and asked the Harley rider what he wanted to do with her. He said he couldn't think of anything to add, so she might as well let her go! I think he learned some new words in the process.

Towards the end of the day and finding shelter begins to take priority. There are two schools of thought regarding finding a roof. The first holds that you make a best guess estimate of the number of miles you want to travel and make a reservation there weeks in advance. The advantage is that you have a room guaranteed, nice and warm, all you have to do is get there. The disadvantage is that if you get delayed by weather or a whoops, you may have to push on into the night to get there. The second school plays the catch-as-catch-can game. The trick here is to find a room early enough in the day that you aren't competing for space with 300 other bikers. I bet alone all those holiday travelers. The advantage is that you are really and truly free to go as far or short as you wish on any given day. The disadvantage, well, let me tell you about Hot Springs, South Dakota.

Hot Springs is at the southern end of the Black Hills. It was also the location for checkpoint four, which is where I found myself at about 7 in the evening. A drive to the edge of town finds nothing but No Vacancy signs. As if to underscore the point, storm clouds began blowing in. Checking with a few other riders reveals that there are only a few rooms left in Rapid City, which is about an hour in the wrong direction. Finally, I pulled out the AAA guidebook and found a small hotel listed. "Well, all our rooms are booked, but we do have some rooms on the third floor which we let people use in an emergency. But you really should see it before you decide". While this kind of advice can put you off under normal conditions, I hot-footed it over there and booked that racial fast. Never mind the line of Harley's parked out front. Never mind that you had to screw the light bulb in to get light, and that the bathroom was down the hall (literally down, the floor had enough slope to ski on). Hey you can put up with anything for one night! But, once was enough, and about 20 minutes after checking in, I was on the horn booking a room for the next night.

Woke up before the Harley riders the next morning (trust me, it's better that way), and found the rain had moved in. Also came to the conclusion that disk locks and early morning getaways don't go together as I managed to warp both front brake rotors before remembering that I had the bloody thing on. Heading north out of town my Fog City visitor decided that it really only liked desert climates. Visibility assumed a new significance when I rounded a bend and there on the side of the road was a... hmmm, it's big, it's brown, and egads, it's a buffalo!! Time to reroute and, in the interest of continued existence, try that old scuba diving trick of spitting on the visor to keep it from fogging. Guess what sports fans, it works!

Back into Wyoming and the rain is getting heavier. I love the Aerostitch, but I had heard that it will leak given enough time and water, so on goes the rainsuit, along with the electric. Checkpoint five is in Montana, near the site of Custer's Last Stand. Since the weather was clearing up, a visit to the battleground seemed in order. I highly recommend this. Once you see the topography and how easy it would be to sneak around undetected in the ravines, you start to get a feel for the hopelessness of Custer's situation. It's quite a sobering experience as you see row after row of markers showing where each soldier fell. Having said that, I still think Custer had it coming!

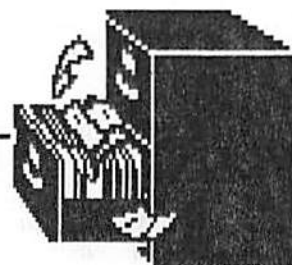
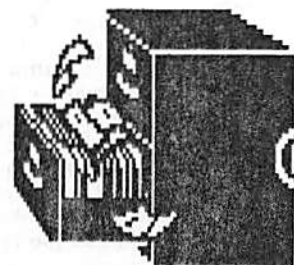
Home stretch time after overnighing in Billings. The part of Montana the route went through was mostly farming country. Funny how your perspective changes. You think you're at the edge of the civilized world, then all the sudden, poof, you're in a whole new country, complete with Canadians and other strange folk. Once in Canada we find out that these cats are using laser! I was lucky, but a couple others got nabbed by the local constabulary.

My leisurely pace dropped me from 80th place at checkpoint five to 280th at the finish line in Medicine Hat. A parade the following day, complete with an appearance by the mayor of Medicine Hat wrapped up the riding part of the tour. After searching unsuccessfully for a System 3 helmet in town, all that was left was to challenge the waterslide at the Inn and enjoy a great buffet at the banquet that evening.

The ride home was mostly uneventful. An early morning start in the cold had my teeth chattering by breakfast time in Ogden, Utah, but by the time I drove into Las Vegas it was up to 104°. Talk about contrast! Discretion taking the back seat to valor, I had a prime rib that couldn't be beat at Jerry's Nugget, then set out for the homestead after sunset.

Overall impressions. Well, I'm definitely going to have my name in the hat for next year's. Paula and I definitely want to do it together. And the route will definitely go from Tijuana, Mexico to Kelowna, BC. Any other MARCers interested? (I mean besides you Ray and Bonnie).

NOTES FROM THE FILES OF THE H.F. NET



NET CONTROL--DE WITT KM6UK

20 MTRS. 14.240 40 MTRS. 7.250 +/- QRM

20 meters 1800 hrs 40 1900 hrs PST

Well, Well, Well. The news is getting better with the H.F. net, thanks in part to DAVE, KC6ZHG and his packet messages around the world.

The contacts remain sporadic, but lately, I have been having some limited success on 20 meters. I have regular contacts with PERCEY, KA1JPR in KENNEBUNKPORT, Maine. He has promised me a tour through the GEORGE BUSH compound when next I am through there. PERCY, and XYL JACKIE ride a Goldwing.

I also have regular contacts with LARRY, AA0NW in COLORADO SPRINGS, Co. LARRY AND PERCY both help with calls to the nets and with relays.

LORICE, VE3BUX way up there CANADA can sometimes make contact. In fact, one night he was the relay for DOUG, KB6RRX, in RIVERSIDE Co. I couldn't hear DOUG, but LORICE could, I had a fine contact with LORICE. Nice going gang.

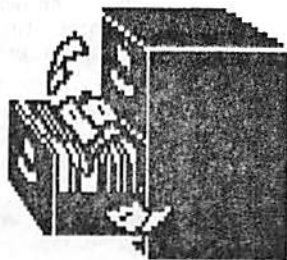
My shack is a disaster, papers everywhere, and I have lost my contact sheet, but have had contacts in WASHINGTON, MONTANA, OREGON, and I promise to keep better track of my paperwork so that I can let everyone know who you are, and where.

A first time contact 10/26 was JOE, AF1H in LAKEVILLE, Mass. Welcome JOE, and keep trying. JOE rides a 89 Goldwing. Contact was also made with BOB, N7MSU in MISSOULA, MT.

73's for now and keep trying. If you are on H.F., be sure to keep talking up the M.A.R.C. H.F. net.

73's

De Witt



Volunteers provide vital help to firestorm communications

By GORDON WEST
Special to the Register

When the Laguna Beach fire broke out Wednesday afternoon, Orange County Red Cross communications chairman Rick Eidson (N6ZRM) knew that local amateur radio operators would be needed.

"It's tough to get signals in and out of Laguna Beach, due to the big hills," Eidson said. All available Red Cross-trained hams were needed immediately to help with fire communications, he said.

Amateur radio operators set up base stations on emergency power at these locations within hours of the fire call:

► Saddleback College evacuation shelter

► Corona del Mar shelter

► Dana Point High School shelter

► Woodbridge shelter

► Laguna Beach Incident Command Center

► American Red Cross communications room at chapter headquarters.

Among other tasks, Red Cross ham operators provided communication about meals for firefighters in hard-to-reach radio locations, said Jackie Hillier, a

state emergency-services worker. In addition, "without ham voice and computer communications, we wouldn't have had a good count on our shelter evacuation population and shelter supplies."

Crystal-clear communications were possible, even with hand-held radios, through the South Orange Amateur Radio Association repeater station high atop the hills of Laguna Beach and two other repeaters, plus mobile units on the other side of the hills. Repeaters are maintained by hams on a volunteer basis to relay calls from mobile and low-power hand-held radios.

"There were Red Cross hams everywhere on the Southern California fire scenes. These hams can give radio communications to our firefighters in any deep canyon in Orange County," said Tom Powell, a state rescue coordinator. "The amateur radio equipment they had was amazing in where it could transmit."

Seasoned hams such as Corky Corkeran (N6HQI), Cindy Hughes (KC6OP1), communications coordinator for the Red Cross, and veteran hams Dave Mofford (KA6NLY) and Mike

David Corsiglia, WA6TWF.

His free classes may be arranged by calling (714) 535-5528.

Ham operators use the ionosphere to support long-range "skip" communications. No long-distance charges here; most short-range "repeater" systems throughout the country are free, too.

Free on-the-air code and theory classes also are available. For the frequencies and times to tune into these free on-the-air workshops, phone (714) 549-5000.

So, what's the most expensive part of ham radio? Probably the cost of your first radio set. New 2-meter hand-held transceivers are as little as \$199, and the cost for an official FCC license is — you guessed it — absolutely free.

HAMS

FROM 3

Bannon (N6LJO) worked base communications from Red Cross chapter headquarters in Santa Ana. Newly licensed ham operator Craig Reverman (KE6CJV) quickly learned from the "pros" how to send and receive emergency calls. "What a way to get my first lesson in emergency traffic handling," Reverman said.

All radio equipment is provided by the hams, and their time on the air is free.

Hams also pitched in by loaning equipment.

"We needed a beam antenna and (coaxial cable) for an emergency shelter, and a visiting ham from England, Righard Saunders (G0ERY), also gave us a power supply and amplifier with no questions asked," said Jack Flannagan (KK6UH).

"When ham operators in Orange County need help, all they need to do is pick up the

mike and they get it," said Mel Goldberg (KE6BVF), longtime emergency communications specialist.

Hams in Orange County wishing to join the American Red Cross Communications team can call (714) 971-3448 for an information packet. Emergency radio teams such as CB radio REACT and other radio service operators also can take part in Red Cross communications. Contact the Orange County Red Cross chapter headquarters in Santa Ana, (714) 835-5381.

Orange County residents can attend ham club meetings to find out more about the network of Orange County emergency radio operators. For a list of ham club meetings prepared by Rich Herbyford (WD6ESZ), call (714) 431-0666 and leave your name and address.

New FCC rules make it easier to pass the commercial exam

By GORDON WEST
Special to the Register

It takes more than an amateur radio license to legally work on the two-way radios found aboard boats and airplanes. It also takes more than an amateur radio license to operate marine two-way radios aboard boats carrying more than six passengers for hire.

But new Federal Communications Commission rules make it easy to prepare and pass the commercial test. The commercial examination now is patterned after ham radio tests.

"Licensed ham radio Advanced and Extra Class operators may need only a weekend refresher class to prepare for the Commercial General Radiotelephone license," commented Mark Churgel, K16TU, test center manager for commercial examinations in south Orange County.

"The commercial radio test questions are no longer secret, and hundreds of Orange County hams are hitting the books for the Orange County second commercial exams on Saturday evening, Oct. 30," Churgel said.

"Our first exam two weeks ago was a big success — and the first one in the country run by amateur radio operators."

Many Orange County ham radio operators need this commercial license to qualify for jobs in the lucrative marine electronics field, as well as to increase their chance of promotion in other radio fields such as cellular phone and railroad radio. Commercial written Element 1, a 24-question test, and commercial Element 3, a 76-question test, must be passed in order to earn the commercial General Radiotelephone license. For the first time in the history of this license, it may now be administered by private groups known as Commercial Operator Licensing Examination Managers.

For more information about the upcoming commercial test, plus ham radio exams, contact Mark Churgel at (714) 775-1305.

Gordon West, WB6NOA, writes about amateur radio for national publications. Write him in care of The Orange County Register, P.O. Box 11626, Santa Ana, Calif. 92711. His column runs every other Tuesday.

Getting a start doesn't carry sky-high cost

By GORDON WEST
Special to the Register

Orange County residents can sign up for a free beginner class held Friday evenings. It is co-sponsored by the Fullerton Radio Club, Anaheim Memorial Hospital and the Hospital Disaster Support Communications System. Another round of classes should be offered in the spring. Call (714) 879-6895.

If you need study materials for the ham radio no-code ticket, a good bet is the \$7.99 Radio Shack book, "Technician Plus."

More free beginner classes to help Orange County ham operators learn how to use their equipment and how to operate over repeater systems are offered by

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ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING, AND RESPECT THE ENVIRONMENT. Obey the law and read your owner's manual thoroughly. For rider training information, call the Motorcycle Safety Foundation at 1-800-CC-RIDER

**** QUALIFIED DRIVERS – CLASS M – AT DEALER DISCRETION**

MARC 's Southern California RideList

by Paul Blumstein, KD6LAA

I suggest calling first to make sure that this information is correct. Abbreviations:
c&d = coffee & donuts; Mx = Live Music; f&d = food & drinks available; s/in = sign-in.

- Nov 6 4th Annual Harley Ride-in Bike 'n Street Show 10A-3P @ Accessories Unlimited, 24508 Lyons Ave (at I5), Newhall. 805/255-6522. Custom etching & pinstriping. free hot dogs & chili (noon-2P). Custom paint displays.
- Nov 6 ABATE 9's 3rd Anniversary Party. 8P till ??? @ Backstreet Bar & Grill, 26022 Cape Drive, Laguna Niguel. Rick @ 714/548-3434.
- Nov 7 Love Ride 10 to benefit the Muscular Dystrophy Assoc. Sponsored by Glendale H-D, 3717 San Fernando Rd, Glendale. Ride starts in Glendale and goes to Lake Castaic. BBQ, Mx, pins. Min. \$40 donation (in cash and pledges). 818/246-5618.
- Nov 13 1st Annual 50/50 Fund Raiser Party (ABATE #47) from 10A till ??? @ Slash X Ranch Cafe, Hwy. 247, 10 miles South of I15 (Barstow area). Primitive overnight camping avail. Sunday Bkfst @ 8A. Mx, vendors, tattooing, merch drawings, chili feed \$1/bowl 10A till gone; chicken & Rib dinner \$8; other food avail. Donation \$5. This raises money for a 16 month old girl stricken with leukemia). Nick @ 619/253-3036 or James 619/252-8613.
- Nov 14 Toy-Key Run (SCMA Area B). 805/481-3482. or 805/485-0690.
- Nov 14 MC Awareness Day (ABATE 1). Hansen Dam, Sepulveda. 818/793-8473.
- Nov 14 Simi Valley Homeless Run (MMA #5). 805/522-6557.
- Nov 21 Accessories Unlimited Posse Ride. 24508 Lyons Ave (at I5), Newhall. 805/255-6522.
- Nov 27 San Diego Toy Run '93 (MMA & ABATE). Meet @ Fiesta Island @ 11A. Bring unwrapped toy for St. Vincent De Paul Center. Torch @ 310/674-7455 or Red @ 619/560-4775,
- Dec 3 MC Swap Meet @ Orange County Fairgnds, Costa Mesa. \$6. 714/364-0515.
- Dec 5 6th Annual Toys for Tots MC Rally. (ABATE #16). s/in 9-10:30A @ Santa Claus Lane (S of S. Barbara). \$12.50+ unwrapped toy. Includes: BBQ, pin & mx. 805/966-9792.
- Dec 5 MMA Toy Run & Canned Food Drive. (World's Largest Toy Run!). f&d. Meet noon @ City Hall, parade to Dodger Stadium. 805/522-6557.
- Dec 10-12 MC Show @ Anaheim Convention Center.
- Dec 12 Hathaway Children's Center Toy Run
- Dec 12 ABATE #19 Toy Run, Chino. 909/591-2132. or 714/591-2132.
- Dec 12 Ventura Swap Meet, Ventura Cnty Fairgnds Agric. Bldg., Ventura. 8A-3P. \$5. 805/656-6777
- Dec 12 Lancaster/Palmdale Toy Run (MMA). 805/522-6557.
- Dec 12 Concerned Motorcyclists of Kern County Toy Run. Bring 1 toy & non-perishable food item. 805/835-1927 or 805/834-8677.
- Dec 12 5th Annual Toy Run. Games, raffles, vendors, f&d, bike show, 500 pins. 10A-3P @ Ontario Elks Lodge, 1150 W. 4th St. \$5 + 1 new unwrapped toy. Jeff & Hazel @ 909/986-3603.
- Dec 14 Motorcycle Awareness Day. 10A-4P @ Hansen Dam, Sepulveda. 818/793-8473.
- Dec 19 MC Show & Swap Meet. 9A-3P @ Devonshire Downs (CSUN Campus), Devonshire & Zelzah in Northridge. \$5 (<12 free). 818/361-0205. Dec 19 MMA #13 Toy Run. 805/522-6557.
- Dec 19 Tijuana Toy Run. 10A @ South Coast H-D, 245 "E" St, Chula Vista. 619/420-7000. toys, food, clothing needed.
- Jan 3 Freedom Rally. 10A at the State Capitol.
- Jan 23 4th Annual Pre-Super Bowl Poker Run. 10A-Noon @ Harbor City H-D, 1517 PCH (310/539-3366). Ends @ American Legion Hall, 1340 Gardena Bl, Gardena. Less than 100 miles. \$5/hand & \$2 extra cards. George Shaw @ 310/328-7171. Feb 6 PMC Poker Run. Alhambra Honda. 818/963-5480.
- Feb 20 Card Game. (ABATE 3). Thousand Oaks. Wrench @ 805/494-3287.
- Feb 27 Polar Bear Run (ABATE 1). Whiskey Bend, Burbank. 818/224-9988.
- Mar 13 St. Patrick's Day Rid. Shamrocks MC. Don Mendy @ 805/538-1111.

ONGOING EVENTS & NOTICES

H-D Swap Meet & Show. Santa Fe Springs Drive-in, 13963 Alondra Blvd. 5:30-10:30P, 3rd Thurs. each month. 310/944-4268.

Free seminars every Saturday @ Luftmeister, Inc., Long Beach. 310/539-6420.

Tune in Centerstand, a radio prog. for motorcyclists every Saturday from 1:30-2PM on KPFK, 90.7 FM

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

NOV 7-LOVE RIDE FOR MUSCULAR DYSTROPHY GLENDALE
13-MARC BREAKFAST MEETING AT DENNY'S, 2314 17TH ST, SANTA ANA (8 A.M.)
22-MS 150 AWARDS 8 P.M. AT MUCHO GUSTO JAZZ BAR & GRILL(MORE INFO INSIDE)
3,10,17,24-MARC 2 METER NET (8 P.M.) 146.985 DOWN 600 NO PL
2,9,16,23,30-MARC NATIONAL NET(6 P.M. 20 METERS 14.240 UPPER SIDE BAND)
(7 P.M. 40 METERS 7.250 LOWER SIDE BAND) WITH DE WITT KM6UK
25-HAPPY THANKSGIVING
27-RED-EYE BREAKFAST HEARTBREAK CAFE SAME PLACE DIFFERENT NAME 10:30 P.M.
*NEW TIME NEW DATE

DEC 1-THRU 12TH ARISE ACADEMY OF THE ARTS(MORE INFO INSIDE)
11-MARC BREAKFAST MEETING AT DENNY'S, 2314 17TH ST, SANTA ANA
12-TOYS FOR ORANGEWOOD (SIGN-IN AT 7:30 A.M. TO 8:30 A.M.)
7,14,21,28-MARC NATIONAL NET(6 P.M. 20 METERS 14.240 UPPER SIDE BAND)
(7 P.M. 40 METERS 7.250 LOWER SIDE BAND) WITH DE WITT KM6UK
1,8,15,22,29-MARC 2 METER NET (8 P.M.)146.985 DOWN 600 NO PL
25-MERRY CHRISTMAS

(THE WB6RSD KELLER PEAK REPEATER & OUR CALL FREQUENCY 144.370 SIMPLEX
ARE MONITORED 16-18 HRS A DAY)

MARC
C/O RAY DAVIS KD6FHN
3 LINDBERG
IRVINE, CA. 92720-3367

NOVEMBER 1993

NEXT MEETING: NOVEMBER 11, 1993
8 A.M. (DENNY'S AT THE CORNER OF
TUSTIN/17TH ST, SANTA ANA ABOUT
100 YDS WEST OF THE 55 FWY)