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NEWSLETTER:
 RAY & BONNIE DAVIS

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NOVEMBER 1996

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 BOARD & STAFF

FROM THE PRESIDENT'S DESK:

I swear, I just finished the October newsletter article a couple of days ago, and here we go again. You talk about being busy, take a gander at what MARC members have been doing this month. October has always been the busiest time of the year for MARC members because of all the charity events taking place.

Saturday & Sunday October 5th & 6th was the MS 150K bicycle ride. See page 3 of the October Newsletter for the report on this event, as we snuck it in late.

October 9th Wednesday was the monthly meeting for the American Heart Association's "Heart & Sole Classic". We met at 11:30 A.M. and the food this year was furnished for by El Pollo Loco for each meeting.

On October 12th Saturday was the annual MARC picnic meeting. Well the morning dawned a little cool and cloudy, but by 10 A.M. the Yorba Regional Park was doused in sunshine. We had nearly 60 people show up to enjoy the camaraderie within MARC. We were pleasantly surprised by some members who showed up that had not signed up and then sadly disappointed of course by those who had signed up and then couldn't make it. I can tell you one thing for sure, there was plenty of food for everyone. Bonnie and I want to thank everyone who did come and help make this years annual MARC picnic another MARC success. Everyone pitched in where ever and when ever help was needed. However, there were a few MARC members who really went that extra mile to see that all the chores of a successful picnic were taken care of.

KJ7LI Terry and KD6SBZ Pat, KD6NXC John and KF6BEB Mijo showed

up early to help cover the tables and arrange the door prizes (which there were many) and set up the sound system. They performed many other duties too, too many to name.

KE6PSD Gary, KA6BWZ Jerry & N6MHN Rich were the chefs in charge of cooking of the chicken, hamburgers and hot dogs, with some relief from other members so they could eat and take a break once in awhile.

I, and I assure you, others were no less impressed by the work that N6EDY Billy did arranging, promoting and judging the games for the adults. While KE6BIT Gary and KE6BIS Norma took charge of the games for the children that were there. They sure made it easier for the parents and grandparents to get a chance to relax for a while.

KD6MPB Mel and Kay brought many comfortable chairs and their electric cars along to help entertain the children when they weren't playing other games.

Thanks to others too who came and contributed so much to make this years annual MARC picnic such a success.

Thank you again everyone, from the bottom of our hearts.

On Tuesday October 15th UAM John and NXC John attended the meeting for the Challenge Cup Relay Race at the Los Angeles Police Department's training academy. They were able to secure the MARC simplex frequency 144.370 for exclusive use for MARC members during that event, through the event frequency coordinators. The dates for the 1997 CCRR are Saturday & Sunday April 12th & 13th. "MARK" your calendars now and start getting ready.

Wednesday October 16th KM6UK De

Witt and myself met with Tara & Ann Marie of the National Multiple Sclerosis Society to recap the 1996 MS 150K bicycle ride of Saturday & Sunday October 5th & 6th. Many things were discussed and many changes are going to be made next year. (1) Making sure the MARC members get fed is high on the priority list (2) changing the extended course to the end of the ride the first day, instead of the start of the ride Saturday morning. And 15 other topics were covered. The final count was 775 participants and over \$300,000 raised for MS. Good job guys and gals.

Saturday October 19th six MARC members gathered at Brown Motor Works in Pomona to provide motorcycle mobil communications for the BMW of Southern California/Marconi Foundation for Pediatric Aids motorcycle ride. Those MARC members who participated in this event were UAM John, NXC John, BIT Gary, UK De Witt, EDY Billy, TE Victor, and myself. The ride started at 10 A.M. and we were done by 2 P.M. It was an easy event to work and the BMW folks who sponsored it were super nice. Victor, be sure to thank Mary for all that wonderful chili and cake we consumed.

The very next day Sunday October 20th was the Tom & Marcie Memorial Toys for the Orangewood Home for Abused Children motorcycle ride. Bonnie and I, with EDY Billy went over and contributed our three dollar entrance fee and the toys we had collected. Doug Jay was not in town but sent along a donation to contribute to the fund. HUS Jim and his xyl Mary Ann were also there helping Chapter "R" of the GWRRA selling 50/50

On Monday October 21st Ray was

called in by the Red Cross to help provide communications while the fire storms were raging in North Orange Co.

The following day Tuesday October 22nd Bonnie was called in to do casework for those that lost their homes. She worked Tuesday, Wednesday & Thursday for the Red Cross.

While Bonnie was doing her thing at the Red Cross, Ray was attending another meeting at the American Heart Association on Wednesday for the "Heart & Sole Classic" to clean up any last minute details.

Then Thursday October 24th was the Irvine Disaster Emergency Communications meeting and a pot luck dinner. It was also a meeting to finalize any communication planning for the Heart & Sole Classic. IKX Dick & his xyl Ann, EDY Billy, myself and Bonnie were present. Bonnie is the pot luck dinner coordinator for IDEC. I tell you one thing, no one ever goes hungry at these pot luck dinners. They have one in the spring and one in the fall.

On Friday October 25th UK DeWitt, EDY Billy and myself met at the Irvine Spectrum where the Heart & Sole was to be held and pre-rode all the courses for the 25K bicycle ride, 10K run and the 5K family walk and along with OFQ Bonnie checking the simplex frequency for clarity from the furthest point for coverage.

Ten MARC members met at Denney's restaurant at 5:30 A.M. Saturday October 26th to have breakfast and enjoy a lot of good natured fun. After breakfast they proceeded to their motorcycles and put the MARC and Heart & Sole Classic signs needed to be recognized as EVENT OFFICIALS. We left Denney's as a group of nine motorcycles and KD6OFQ Bonnie in the van with the base station equipment and arrived at the Irvine Spectrum in Irvine, CA, site of this years event at 6:30 A.M. KD6FHN Ray lead out the first event, the Corporate Mile at 7:15 A.M., at 7:45 A.M. N6EDY Billy, KE6PSD Gary and KE6UUD Bill led out the 25K Bike ride, at 8:05 A.M., KM6UK De Witt, KD6NXC John and KB6IEM Hugh led the out the 10K run, and at 8:10 A.M. KD6MVN Mark and KE6TVT Bob led out the thousands of 5K walkers. KD6OFQ Bonnie acted as control operator for the MARC members. Ray assisted on the 25K Bike ride also, when the Irvine Police sent the bike riders off in the wrong direction at one point. Now mind you, the 25K bike ride, 10K run and the 5K walk are all going on at the same time in the same general area. If that wasn't

enough confusion, add this to the scenario. There was a fatal car crash on the I-405 Fwy and the CHP shut down the 405 and sent all the freeway traffic right through the middle of all those Heart & Sole participants. Needless to say we had traffic backed up forever. Of course you never expect something like that to happen and when it does there is a lot of frustration and anger expressed by motorists, participants, volunteers and police alike. For the most part, everyone maintained their cool and the events all ended without any injuries. No doubt, the Irvine Police Dept. was happy to get all the Heart & Sole participants back to the start/finish line safely so they could open up the streets again. All-in-all and considering the magnitude of the series of unplanned events, the over-all conclusion is that the American Heart Association's Heart & Sole Classic was a huge success, because they raised over \$300,000 and no one was injured. Thank the good lord for all the MARC, I-DEC, Irvine Police, Irvine Police Explorers, Irvine Traffic control employees, Heart & Sole committee members and all the other volunteers for all the time and effort that they put in to make this such a successful event year after year.

Sunday October 27th, POWWOW meets each Sunday at 4 P. M. PST. RDL Pattie & UK De Witt have come up with an easy step by step how to download Powwow and get on line with it. Bonnie & I were on last Sunday with a group of MARC members, (see De Witt's Pow wow report) and did we ever have fun.

On Monday October 28th we had a major computer crash. I was on the telephone two hours Monday and two hours again on Tuesday trying to get Earthlink to hook-up. Then when we did, it still isn't right. I have to use Eudora Pro to receive messages and send then on Eudora Light. So I've been using Juno as a back-up to the Earthlink server. I don't care for the Juno program much, but the price is right, it's free. I am, for now anyway, having KC7MC Lewis, our MARC List/Digest coordinator send me all listings on both systems just to make sure I get them all. De Witt tells me I've been lucky because I haven't experienced any real problems with the computer until now. I still don't see this as a big problem, although I got really bummed out over it because it was so frustrating. Ray's e-mail addresses are firehousenut@earthlink.net and raykd5fhn@juno.com.

Saturday November 9th is our regular MARC breakfast meeting. NXC John our 2nd Vice President and Love Ride coordinator has announced that there will be a meeting for all MARC Love Ride participants right after the breakfast meeting. See John's article in this newsletter for all the information.

We put out over the MARC List/Digest that if anyone from outside the immediate area could come down for the MARC breakfast meeting and work the Love Ride the next day. Bonnie & I would put them up here at the house for one night. First come, first serve as they say.

Talked to our MARC HF Net Control, KS4XI Earl in Memphis the other day and he reported that because of work he had missed the net last Tuesday October 22nd. He also has an e-mail address (SPARKIE5@aol.com) for anyone who would like to contact him before or after the HF net by e-mail. Hopefully we will get an article from Earl explaining his equipment, antenna height and etc. Inquiring minds want to know.

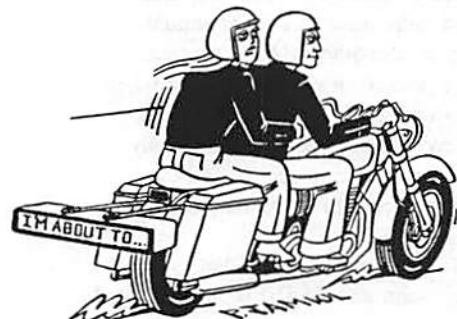
Oh, before we close this. PLEASE, WHEN YOU SEND ANY E-MAIL, BE SURE TO INCLUDE at least YOUR FIRST "NAME" & "CALL-SIGN" in your signature.

Last, but not least, don't forget about our "SUPER RAFFLE" PRIZE, an I-COM W31A dual band HT to be drawn for at the December meeting. ERC Dollie is not going to be allowed to buy any tickets for this radio because she won the I-COM 2350H base/mobil, dual band radio at the May meeting and has not put it to use yet. Just joking "Dollie".

Well that's it for this month, see you at the November meeting and the "LOVE RIDE".

"SAFE RIDES & CLEAR FREQUENCIES"

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WHY CAN'T YOU HAVE SIGNALS LIKE EVERYONE ELSE?

NEWS FROM YOUR 2VP

The MS 150 and the Heart & Sole Classic are both history for this year. I am sure Ray, FHN, has a complete report on both for you. My only comment is that both were safe without any accidents or serious injuries. Thanks to all "MARC" members who helped to make these events a success.

Now, it is time to concentrate on the Love Ride, 10 November 1996. This is a ride sponsored by Glendale Harley-Davidson, with the proceeds going to benefit the Muscular Dystrophy Assn. We in "MARC" provide radio communications and motorcycle escort from Glendale to Lake Castaic. In the past, there has been as many as 12,000 motorcycles with riders and passengers participating in this event. If you are on the internet, check out the Love Ride at www.loveride.org. Click on the flaming heart, then on the globe, for more information.

The Grand Marshal for this year is again Jay Leno of the Tonight Show. The entertainment at the park will be MC'D by Dr. Demento with the headline act being Crosby, Stills and Nash. There will be a drawing for a free 1996 Pontiac Trans AM. Entry forms are available at all Southern California Harley-Davidson dealerships.

As of this writing, I have 29 motorcycles with 9 passengers and 14 non-motorcycle radio operators for base station/relay radios. I have space for 2 more motorcycles to fill out my list (please no more non-motorcycle operators!) Once the list is full, it will be very hard to obtain additional entrance tickets and wrist bands.

There are several pre-Love ride activities schedules by Glendale H-D. (1) The official pre-Love Party at the House of Blues: 8430 Sunset Blvd, West Hollywood. (A tribute to Big Joe Turner, featuring Jimmy Witherspoon, King Cotton, Kid Johnny Lang, The King Brothers, and Paul Belay.) Doors open at 6:30 P.M., show starts at 7:30 P.M. Admission is \$20.00-for tickets call (213) 848-5100.

(2) FREE!!! Buell Demo Fleet Rides. You can test ride a new Buell S-1, at Glendale Harley-Davidson, 3717 San Fernando Road, Glendale, Thursday, 7 November from 9 A.M. to 3 P.M. or on Friday and Saturday 8 & 9 November between 9 A.M. to 3 P.M. (818)246-5618.

(3) Otis Chandler's Vintage Museum: 1421 Emerson Ave, Oxnard (805) 486-0666. Saturday, November 9, from 9 A.M. to 3

P.M.. Admission is \$7.00 (Proceeds will be donated to the MDA) See over 73 vintage motorcycles, over 100 vintage autos and other displays. A group will leave Glendale H-D at 10 A.M. sharp. (4) The following "Biker" hangouts are welcoming all Love Ride participants. Most have special pre-Love Ride events. The Rock Store-30354 West Mulholland Dr, (at Kanan Rd) Agoura. 7 AM - 7 P M Neptune's Nest-42505 Pacific Coast Hwy, Malibu, 9 A.M.-8 P.M. Deer Lodge-2261 Maricopa Hwy, Ojai, 10 AM-2 AM.

The Wheel-16816 Maricopa Hwy, Ojai, open 12 noon- 12:30 AM. If you attend any of these pre-ride events, let them know that you are with the Love Ride.

*Plus 25 Harley Davidson dealers in Southern California will be having open house with many special activities on Saturday, 9 November.

Now for my part; I would like to have a meeting with ALL Love Ride 13 volunteers immediately after our normal "MARC" meeting on 9 November 1996. The meeting will be short, we will discuss our job assignments and responsibilities. Unless I personally tell you otherwise, all volunteers will meet Gary, PSD, at McDonalds' on San Fernando Road, one block north of the Glendale (2) Freeway at 7 AM SHARP!!! Ray, FHN, will pass out our "MARC" signs and Gary will brief everyone on their duty assignments and pass out the Love Ride 13 wrist bands, required for entry to the park. He will also hand out the meal tickets, which will be turned in for food and drinks at the park. If you don't make this briefing, you won't get into the park or be fed lunch. Late arrivals will not be passed through Police road blocks in Glendale. PLEASE!!! BE ON TIME... I will see you there. Let's all have a fun day and a safe Love Ride 13! (Shirts will be passed out at the December "MARC" meeting.)

John --KD6NXC
2VP "MARC" & Love Ride Coordinator

**NOTE-It might be a good idea to bring your packets John sent to you along to the meeting..

SOME NEWS FROM SOME OF OUR OUT-OF-STATE MEMBERS:

Hello Ray, I enjoy reading the Newsletter and thought I had better let you

Californians know what's going on here in Indiana. Bob White's KB9KQF and I have Yaesu FT-5200's on our Goldwings, mine is a "93 Aspencade and his is a "95 SE. They are interfaced with our helmets and using J & M hardware, they work very, very well. Most Hams cannot tell we are "motorcycle mobile".

Anyway, he and I worked the 5K run in Flat Rock, Indiana some time ago and the coordinators have told us they want us back. That was our first event helping with bikes and ham radio.

Well, we just got through working Indiana's first Marathon, that is, it was the first time Indianapolis had hosted a 'Boston Marathon' qualifier. We were not used to the extent we wanted, but we were used to patrol several miles of the course that was not covered with bicycles nor persons. It was a very curvy, congested portion of the course with a couple of pretty good sized hills. The event was a success and it is hoped they will use us next time.

Their event coordinators here are not used to using Motorcycles, as they wanted to use Police Bikes, but we told them we were not there as COPS, but as the Commo link for the event. As we volunteer for future events, we will become more known. To my knowledge, he and I are the only 2 motorcycle-hams anywhere around Indianapolis, I have not heard of any others that have combined the two hobbies. Many are bikers and hams, but none have joined the two. On another note, do you know of any interface schematics for GL1200 Wings? We have a good, modified one for GL1500's, but know of a few people who own 1200's and the schematics would be different. We don't want to re-invent what may already be out there!

73 and keep the rubber side down!
N9FEB--Mike Palmer
wingit@indy.net

**NOTE--No we don't have any 1200s out here integrated. We don't advocate integrating anything as we need to be able to communicate thru CB when we work some events with non-ham motorcyclists. Now there may be other "MARC" members out there who have done so and just maybe they would submit their schematics to us to include in a future newsletter..

LET THE GAMES BEGIN

That call went out at the MARC picnic after the meeting, and the children and adults separated for the "JUNIOR" and "SENIOR" Olympic games-competing for GOLD, SILVER AND BRONZE MEDALS.

The first competition was to propel a "Javelin"(a wooden match) by blowing it through a launcher(a drinking straw). The first part of the event was for overall distance, and Jerry BWZ was the biggest "BLOWHARD" and grabbed the GOLD, Billy EDY took the SILVER and John NXC had a "liplock" on the business end of the straw and won the BRONZE.

Next the "shooters" had to propel their javelins closest to the designated target. This time Billy EDY lucked out and won the Gold, the Silver went to Dave ZHG with Jerry BWZ grabbing the Bronze.

The next event on the agenda was to design and fabricate a glider airplane. Everyone was given sheets of light weight paper cardboard and were allowed to use one paper clip to hold it together, and/or to provide weight and balance. After an appropriate period of time for the would be "Aeronautical Engineers" to design and test fly their "creations"--they were challenged to see who could "launch" and "fly" their gliders the longest distance along a designated course. The longest distance (in the correct direction) went to John NXC winning himself a Gold medal. Dick IKX and his xyl Ann tied for the Silver in their separate gliders. The second part of the glider contest was to land the airplane closest to a designated spot. Again John NXC launched his bird and brought it down winning the Gold, and in repeat performance, Dick IKX and Ann(his xyl) again tied for the Silver medal.

The next event was "Horseless Polo". The trick was to hit a drinking cup(laying on the ground) with a tennis ball (tied to a shoestring) and propel it along to the finish line without getting tangled up with the other polo players in the same heat. Individual winners then competed with each other. Those cups just didn't want to roll straight. The Gold went to Billy EDY, Silver to Jerry BWZ and the Bronze to Bonnie OFQ. Our Seniors then showed their skills at tossing rings at numbered stakes to run up the highest score. The old "ringer" himself Conrad PHI cornered the Gold medal with the highest score, followed by Jerry BWZ for the Silver and Dave ZHG walked away with the Bronze.

Next our Senior Olympics were challenged to drop poker chips into a small necked bottle from a specified height. The winner had to overcome the erratic aero dynamics of a flat poker chip that didn't want to drop in a straight line. You were lucky to get any chips in the bottle. The Gold went to Billy, Silver to Jerry BWZ and the Bronze to Bonnie OFQ.

There were several other Olympic type events scheduled such as Backyard Bocci ball, Golf putty, Put shot, etc--but we ran out of time. The business meeting had been scheduled to be held prior to lunch, however, since most members didn't arrive until noon--the meeting wasn't held until after we ate. By the time the meeting was over and the games got started--some of the people were already starting to leave. Oh well, maybe next year.

Anyway, those that stayed and played, had a good time. I was particularly impressed by some of the airplane gliders that were "dreamed up" and the test and test flown. Some of the models were especially good, some might be more properly defined as "UFOs". Just any design was acceptable, except we had to disqualify BWZ Jerry's first entry. He had wadded up the cardboard into a very tight ball and threw it over hand like a rocket. It traveled a good distance, but could hardly meet the qualifications to being a glider. His other entry was a winner, however.

All-in-all it was a fun day--good food, good friends and for now, GOOD-BYE.

Billy N6EDY

JUNIOR OLYMPICS BY KE6BIT GARY

Thanks to all the kids for dragging their parents out to our annual MARC picnic. The Junior Olympics were a lot of fun. Thanks to all those who participated and congratulations to all those who won the medals.

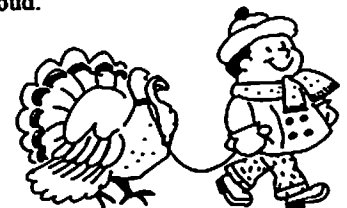
Our first game was the Match Blow game. Blowing a match through a straw is not as easy as it sounds when you're blowing for distance or accuracy. Our winners for distance were: the Gold-Malori Anthony, Silver-Michael P, Bronze- Chad Davis. Our winners for accuracy were Gold-Darrin Davis, Silver-Chad Davis, and the Bronze-Emily Naron.

Our second game involved parents and

children making airplanes out of cardboard and flying them for distance and accuracy. Our winners in the distance category were: Gold-Willie Douglas, Silver-Michael Thomas, Bronze-Darrin Davis. For accuracy: Gold-Michael Thomas, Silver-Scott Bice, Bronze- Emily Naron. Our last game was Tailspin darts. We had only two players but they did a wonderful job and both won medals. Our Gold medal winner was Scott Bice and our Silver medal winner was Emily Naron. We hope everybody had as much fun as we did.

Taken from the IDEC(Irvine Disaster Communications Newsletter)

Some 12 MARC units will be roaming around doing their thing. Larry-N6KXX and Ruth-N6KRR, will actually conduct a Net Control Training class during the event. Ray Davis-KD6FHN is the President of MARC(Motorcycle Amateur Radio Club). For the most part, his group (all hams), all ride those \$large\$ and \$beautiful\$ Honda Gold Wing motorcycles\$\$\$ All are equipped. And about every weekend, they work some event such as the Heart & Sole. On October 5 & 6, for instance, they provided communications for the annual Multiple Sclerosis Ride from Newport Dunes to San Diego, about 95 miles. Over 775 riders participated in that event which raised close to \$200K in the race to cure MS. The HEART & SOLE expects almost 6,000 participants and will raise close to \$300K. Without the MARC riders, IDEC would probably have to provide another 20 or so communicators. So our thanks to the MARC group, they do our IDEC banner proud.





	MODEL	GAIN	HEIGHT	MAXIMUM	SUGGESTED
		146/446		WATTS	RETAIL PRICE
1.	HP-32	3.5/5.5	34 7/8"	350/250	\$89.95
2.	Z750	2.5/5.5	37 3/4"	200	\$62.95
3.	CA-2x4SR	3.8/6.2	39 1/4"	150	\$64.95
4.	SBB-5	3.0/5.5	37 5/8"	120	\$59.95

These antennas are listed 1 through 4, left to right, in the order in which they have proven themselves by (1) durability on a motorcycle (2) performance on a motorcycle. Durability being by far the most important factor when dealing with motorcycles. The testing consisted of running them on the trunk rack mount from Electronic Times on the back of the GW1500. Now the reason we are testing these antennas in this article at all is because you can ride your motorcycle in and out of your garage with them mounted on your trunk rack, and yes, they will touch (click) as you go in and out. The advertised length of all 4 of these antennas was wrong. The length you see here is by actual measurement with a Stanley tape measure. The maximum watts or the cost of the antenna was not a consideration during testing because "only the HP-32 completed this summer's 25,000 miles on the bike." I ran at least two of the antennas at any one time off the back of the rack all summer, with just one of them hooked up to the actual radio. The #4, SBB-5 antenna broke off at the black plastic material just below the fold-over mechanism at about 1,000 miles. The #3, CA-2x4SR, is all black, like many of the new antenna coming out now, may be getting a bad rap from me. It's a beautiful antenna, and I like its looks, but we got it late in the riding season so it didn't get a fair test with the others. But I am very skeptical of it because it has three enclosed phasing coils. And it has been our experience in the past that those enclosed plastic phasing coils don't hold up

over the long run on a motorcycle. So I placed it 3rd just because of that and it didn't have many miles on it either, only about 1,000. I know one thing for sure, Bonnie loves it on her old 1995 Dodge caravan because she uses it with her Kenwood 78A HT on 5 watts and loves the way it performs for her. It still needs to prove itself on a motorcycle. The #2 antenna, the Z750 is another open coil antenna like the SBB-5 and sits right between the SBB-5 and the HP-32 in nearly every aspect. It is three inches longer than the HP-32, but has no problem going in and out of the garage as far as breakage is concerned because of flexibility. Many of the MARC members are using this antenna out here in California. To my knowledge I have only seen one of these broken at the black plastic piece just below the fold-over mechanism. During the 10,000 or so miles it was on the trunk rack it stayed together just fine. But because it has only 2.5 Db gain on 2-meters I placed it second. The #1 antenna is the HP-32 and if you ever see one, you'll know why. It is of extremely heavy construction for an antenna. KM6UK De Witt named it the rhino killer, for good reasons. At 35" it is the shortest and strongest of any antenna we have tested. Yet it has 3.5 Db gain on 2-meters and 5.5 on 446 MHz. This HP-32 made the whole 25,000 miles with me this summer and still looks like new. The HP-32 earned its right to be #1, the hard way. Many of the MARC members use this antenna for local applications and only switch to the much taller 61", Comet Z780 when more gain is needed for our charity events.

Street Strategy

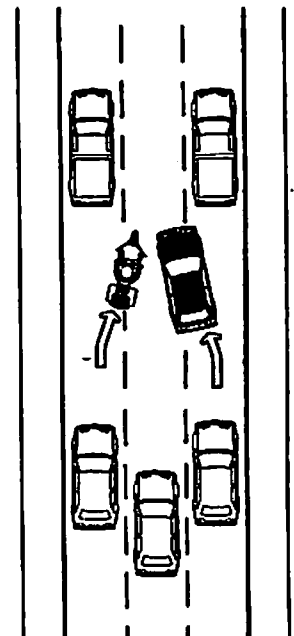
Lane Crashing

YOU'RE CRUISING DOWN the freeway in Sunday afternoon traffic, heading for home. You can see an interchange coming up, and know there will be traffic exiting and merging on the right, so you stay out of the right lane. Coming up on a slow driver in the center lane, you move left into the passing lane. But there is a pickup driver ahead of you, cruising in the passing lane. You flash your high beam as a signal you want to pass, but he doesn't seem to notice.

Then a space opens in the center lane, and you decide to pass the pickup on the right. You quickly check the mirrors, and flick on the right turn signal as you swing over. But suddenly you realize a car in the outside lane is also dodging into the same space, and you are barely able to swerve and brake to avoid a collision. It's a close call, and your blood boils at the inconsiderate actions of your fellow motorists.

Yes, it was inconsiderate to change lanes without signalling. But remember, the purpose of turn signals is to let other drivers know what you are going to do—not what you are already doing. Perhaps if you had started signalling when you first decided to change lanes, the other drivers would have understood what you intended to do.

You should be aware that many drivers don't signal these days, which is not only inconsiderate, but illegal. But still, it's up to you to keep from getting run over. You should always look for parallel traffic when making a lane change on the freeway. Watch especially for cars on the other side of a lane you intend to move into. In this situation, you should have observed the car moving up in the right lane, and predicted that he might be getting ready to change lanes also.



MORE OUT OF STATE NEWS FROM BILL KF4KYY (GA)

Ray, I wanted to update you on our travels, radio problems, etc.

First, Judy and I completed the 4 corners and also got our remaining states to get all 48, along with 4 Canadian Provinces. Trip was trouble free, total miles were 11,981. When I got back, it was suggested that my radio problem (no range on transmit or receive) was probably an antenna directly to the negative terminal of the battery. And the radio worked great!! Can I get your help on obtaining some of that super flexible ground wire as I will be doing a permanent repair?!

For the interest of possible MARC members, I would make the following changes to the GL 1500 wiring suggested in the February "MARC newsletter by Burt Wagner (WB9ZRA). First, your suggestion to use two headsets is right on target. It really isn't a lot of work to install a second headset, it makes wiring on the bike easier (and much cleaner), and it keeps your CB radio, intercom, and stereo still functional. But I do like Burt's use of the stock PTT and channel up/down functions. So the three pole switch he describes should be installed. You also do not need the wiring harness from Electronic Times. I just cut the mike extension wire (part of the detachable face kit for the 742) and ran a speaker wire from the radio external jack to the headset. Also it is good to know the wiring colors for the J & M headset. These are my findings so if someone finds something different, I made a mistake. Blue and red wires are the two speakers hot (connect together, right and left speaker since ham is mono) > Black wire is speaker shield. Bare wire is the shield for the microphone, white wire is the microphone hot. I advise purchasing a J & M replacement pigtail, then installing it along side your current pigtail (so you can use the two piece headset cord, etc.) It then looks stock. If you want to save about \$20, take an old headset cord, cut one connector off (not the end that connects to the headset!) and use it as a wiring harness. It does not look as slick, but will work. If you have owned a Goldwing for long, you probably have old headsets, cords, etc. laying around, so you shouldn't have to buy new.

As for recent news, I now have "extra" free time (company reorganization), so I have done a little extra riding on the side. I just finished the Iron Butt Association's

Bun Burner Gold Ride. This ride consists of traveling 1500 miles in 24 hours. I completed it in 23 hours. My ride started with riding into Tropical Storm Josephine, so I got to test all my riding skills.

Anyone that completed a 1,000 mile day, should consider this additional challenge. Warning: it is a lot more effort to squeeze an extra 500 miles into a 1000 mile day! All the various ride information is available on the Internet at www.ironbutt.com

I have written up a recap on my Bun Burner Gold ride which I will attempt to attach to this Email (may or may not work!)

****Note-** It did work and we are planning on putting that in the December newsletter.

FROM KC6RRX DOUG (GA)

Hi Ray and Bonnie,

I had a nice ride to Wings Over the Smokies the weekend of Sept. 21 & 22. I rode up with the group and stopped at the Georgia Famous Dillard House. All you can eat breakfast!! I counted 7 different types of meat served.

Coming back I had to visit Earle that flew in from Tehachapi, CA. He had to get another flight to Norfolk, VA so we did have a nice but short visit before his flight.

I rode MARTA the train from the Doraville, GA station down to the airport. That time of day it not only saves wear and tear on my bike but I don't have to put up with the stop and go traffic. They have traffic here too, even with the new HOV lanes during traffic time. So looking down from my nice train seat, seeing the stopped traffic below just made me more comfortable.

More later--Say Hi to all from..Doug..

BONNIE'S KITCHEN (OPENING HOURS)

MONDAY:	CLOSED
TUESDAY:	NO SERVICE
WEDNESDAY:	HALF DAY
THURSDAY:	OUT SHOPPING
FRIDAY:	CONSERVATION DAY (EAT OUT)
SATURDAY:	DAY OFF
SUNDAY:	DAY OF REST



Street Strategy

Falling For You

YOU'RE TRYING to find a place to park at the breakfast meeting. You want to look good, because the crowd of riders on the sidewalk has turned to look at your motorcycle as you glide by. The trouble is, all the parking spaces are full, and the lane comes to an end. You'll have to make a tight U-turn, and you don't want to embarrass yourself by paddling the bike around like a novice.

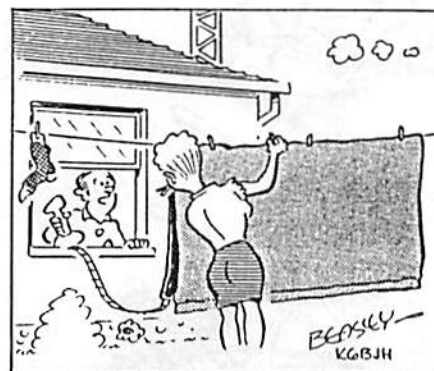
You swing as wide as you can, and initiate a countersteer. The bike feels topheavy, and you're running out of room, so you extend your foot to help prevent a fall, and squeeze the clutch to slow down. But the bike suddenly begins to topple to the inside, and you can't stop it. It crashes over and you roll off. There are only a few scratches on the paint, and you've got a bruised elbow. But your self-esteem is mortally wounded.

You know that a motorcycle turns tighter the farther it is leaned over, but to prevent a fall you've got to keep the engine pulling through the turn. Rather than dragging your inside foot on the ground, you should have shifted your weight onto the inside footpeg and eased on the throttle. Squeezing the clutch is what caused the accident.

The best way to avoid future embarrassment is to practice U-turns on your own, preferably out of sight of your friends

MOTORCYCLE CONSUMER NEWS • NOVEMBER 1996

4



DON'T TAKE THAT ELECTRIC BLANKET OFF THERE, YET--- IT RESONATES ON 40 METERS!

HELLO THERE FELLOW "MARC" MEMBERS

Well here it is autumn, another riding year mostly behind us. WOW, what a year it was for some of us. Ray, KD6FHN, ran the wheels off his bike this summer, I lost track of where he went. I am very proud to announce that I now own the bragging rights to the northern 2/3 of North America.

This summer I went on a little trip that ended up taking me through most of the western part of the USA, and western Canada. Along the way I had the privilege of meeting several of our MARC members from other states and countries.

Know what I found when I met up with them? The same warm, wonderful kind of friends that I talk to here on a daily basis. I was welcomed as a favorite friend.

I first met Laura Lubner KJTUN in Belgrade, MT. I also met several of her fellow repeater group members, both in person and on the air. I did not get to meet husband Russ, after working all day, he "just wanted to soak his feet". Just kidding Russ!

By the way, Laura could not visit very long, she had to go to the Emergency Operations Center, because of all the BIG fires they were having in the west. She is Madam President of the local repeater group, and a Deputy Fire Chief, (that is just below THE Chief) of the local fire dept. She also works. WOW!!

On to Calgary where I met with member Andy Robichaud VE6MCM and his friends Ken and John. Ken, I can't begin to tell you how much I enjoyed having dinner in your home. What a gracious host. Drew Pushie, (the coward) heard I was coming to Calgary, so he loaded up his family and left the country, HI.

On to the main trip goal, the Northwest Territory, talk about passing through some beautiful country, Alberta is just that. After crossing the 60th Parallel, I was given a certificate that states that I am now an official "Arctic Adventurer."

What??? I have more time available than I thought, heck, why not do the Yukon, too. So I did. Into B.C. and join up with the Alaska Hwy. Pretty good road, too. What a wonderful feeling when I crossed into the Yukon. Most of North America was mine. Ask me sometime to see my photos of the "signpost forest" in Watson Lake, Y.T.

On to Washington to meet with our resident "dam" expert Ron Pulsipher N7OIQ at the Grand Coulee Dam. What a tour, I am amazed at his knowledge of the dam, and how many "places" there are in it. It is honeycombed with passageways, and rooms. Heck, I was even out on the face of the dam. If you are near, let Ron know and see if he has the time to tour you, too.

On now to Oregon to meet with our MARCList Administrator, Lewis Osborne KC7MZ (actually he lives in Washington, but I missed the off-ramp). If you get a chance, don't miss an opportunity to meet Lewis. I spent about 5 hours with him, and it seemed only a short time.

This guy is into EVERYTHING! Those of you who are not on e-mail are not aware that Lewis bought a "Toasted" wing. A slightly burned, 1995, magenta wing. A great success story. A 1995 Wing, for about \$6000 and some wiring and mechanical skills, and it's now running. Congratulations Lewis.

De Witt KM6UK

INFO FROM YOUR 50/50 LADIES: PAT KD6SBZ & MIJO KF6BEB

Well this month we had two members who did not respond and two who did, they were 10/9 WG6A Bill, 10/16 KE6NIG Rory. 10/23 KM6UK De Witt (\$5), and 10/30 KD6SBZ Pat (\$5).

We know sometimes with the way things are it is hard to get thru to Net Control but if you can't and are trying give someone a call or ask someone to relay for you. You do have to come to the next meeting in order to collect your \$5.

The following 50/25/25 winners for the October Picnic meeting were: KD6RIN Chuck, KE6RDL Pattie, & N6QZT Mike. Special door prizes were won by the following: \$40 gift certificate from Huntington Honda--KD6NXC John, Ca-2x4SR HI Gain dual band(2-m/440) antenna donated by NCG(Comet)-N6EDY Billy, Communications loudspeaker donated by Electronic Times--KE6UUD Bill, Premier dual band antenna donated by Electronic Times--KD6MPB Mel, M & M antenna bracket donated by Electronic Times--KC6PHI Conrad, FL62S 146/440 Dual Band antenna donated by "MARC"--KE6ONA Bob, Model CSP-30 Comet speaker donated by "MARC"--Kay (MPB's xyl), \$50 gift certificate from Orange County Honda(donated thru Comet)--N6QZT Mike(who owns a BMW), Hi-Gain 500 tech lantern/extra bulbs donated by "MARC"--KC6PHI Conrad, Official scrabble calendar donated by "MARC"--KD6NXC John.

Thank yous go out to Malori, Josh, Jeremy, Crystal and Emily, our little ticket drawers. The poor babies get moans & groans from their parents if they don't draw their tickets. **WE WANT TO REMIND EVERYONE OF OUR SPECIAL RAFFLE ON THE I-COM W31A DUAL BAND HT** to be drawn for at the December meeting (sure would make someone a nice xmas gift)

ODDS 'N ENDS FROM THE SECRETARY/TREASURER: BONNIE KD6OFQ

Fall is well on its way out and winter is approaching along with the return of PST, it makes the evenings seem so short when it gets dark out so early. Oh well on to other things Trick or Treat for Halloween (I had 53, nice polite children). Of course I always have to add a little spice to the picture as I doctor my face up or some ornery thing which makes some children quite surprised.

Welcoming new members and one former member getting back into the group is WA6BIO Dave, David Max (no call) from CA and W1FSM Curt & KA1NVH Rita from CT along with N4JBW Mitch from FL. Hope we serve a new purpose for you in your venture with "MARC" and hope we can be of assistance in any problem, questions or whatever you may need help with.

The picnic is over with and quite a great job for all along with lots of fun & conversation. A great time to chat and not have to hurry, hurry, hurry. We do need a Picnic coordinator for next year, ask me what you really need to do and I will tell you. Also we should take a poll and see if we would like to have it at the same park, same site and the same time????? Which would solve one problem right off... Thank you one and all, those who missed for one reason or another, you missed a lot of fun..

**Well guess what ??? Our KE6WIX Bill is home from the hospital after a long, long session of repairing and surgeries. We are all saying our prayers for you , Bill, and Ray & I are going to take the time here before the meeting to get over to see you. Looks like UK De Witt is coming along & feeling much better. Now let's get the rest up and running, walking, hopping, whatever just so we can see everyone in much better health. Love you all

NEWSLETTER ITEMS FOR DECEMBER ARE DUE ON DECEMBER 4TH 1996.

Have a wonderful Thanksgiving who ever you share it with, as I will be in Ohio from Nov. 11th to Nov. 25th visiting my papa again and am hoping it will snow so myself and my sisters can play in the snow as we used to many years ago. Nothing like being a child again...

SOMETHING NEW ON SUNDAY

Several MARC members are having a great time with the program Powwow. Powwow is a "real time" chat program that allows up to 75 persons participate in a forum where you "chat" (by typing) with the folks on line.

Powwow has a new version 3.0 out now that has several new features including a "robot" voice that changes the typed text to voice. This is going to be a great feature for blind folks. It will allow them to "chat" with real folks in real time. Blind folks can type o.k., but they couldn't read what other folks type back, till now. "Robot" reads it to them. Great!!

Last Sunday was the first real kickoff, and we had several folks join us on line. I'm not sure that I can remember them all, but I was surprised at the quick wit of some of our members. Some of them get downright dangerous. There was Mack KD6KSP, and watch out for him, he just kinda lurks, then , WHAM! Dollie KD6ERC, Ray KD6FHN and Bonnie KD6OFQ, our MARC list administrator, Lewis KC7MZ, De Witt KM6UK and Pattie KD6RDL.

Ms Pattie has spent countless hours in developing the download, and installation instructions. I could not believe the time and skill it takes to develop a click-by-click installation program. She stuck to her guns though, and we are hearing more and more, "I'll be joining you on Sunday." I personally can't wait. This is so exciting.

Wait you say! Well, you Win 3.1 users have not been forgotten. Mack KD6KSP has spent considerable time writing download and installation instructions for you too. They are going through the beta testing now. They should be out in the next few days.

If you want to find out more about Powwow, and the system requirements, at your browser's text bar (location or address) type <tribal.com> without the brackets. Peruse all of the Powwow pages and see if you think you would like to join us on line. I promise, it's fun, it's easy.

I must be blunt though, the instructions assume some knowledge of computers, windows and the internet. We, Mack, Pattie and I will do anything to get you on line, including coming to your house if you are close enough, but you should be able to do it yourself. If you are intimidated by your computer, cultivate yourself a GURU to help you out in times of stress. Someone you know, probably would love to help you out.

Here is a GURU statement. Computers are stupid!!! That is the absolute truth. They can do nothing without you. They don't even know how to turn themselves on. We all know that if we guide them, they can do incredible things, but without you, they are just a box with abunch of electronics inside. Heck, the pictures can't even get out without your help.

O.K. before my computer pays me back for that last statement, I had better just say, PLEASE, join us on Sunday evenings at 4:00 PST. We'll be around till about 7:00. Remember the address needed for connection is dewitt@earthlink.net We'll be looking for you.

De Witt KM6UK dewitt@earthlink.net

ACTIVIST REVIEW (A PUBLICATION OF AMA) NEW STUDY REVEALS SOME SURPRISING RIDER-ED RESULTS:

A study evaluating the effectiveness of the California Motorcycle Safety Programs confirms many of the benefits attributed to motorcycle rider training in previous research. But it also reveals some surprising trends that support the notion of regular follow-up training, even for experienced riders.

As in other studies, graduates of the California rider-education program were shown to be involved in fewer accidents than riders who had not completed a training course. The biggest drop in accidents was recorded for riders under the age of 18. In fact, since the program's implementation in 1987, accident rates among riders in this group have plummeted by 88 percent. But the report's authors broke new ground in their analysis of novice and experienced riders over time.

"In the six months following training," the report noted of students involved in the state's Beginning Rider Course, "the accident rate of trained novices dropped to less than half the rate of their untrained counterparts. As time elapsed and both groups gained more experience, the accident rates of both trained and untrained groups converged."

"While the accident rates of untrained riders remained slightly higher than those of trained riders, the differences, which were significant at the six-month mark, were not found to be significant at the one- and two-year mileposts."

Meanwhile, experienced riders, those with more than 500 miles of riding experience, seemed to benefit little from taking the beginning-rider training. But there was a similar six-month effect for those taking the state's Experienced Rider Course.

"Trained riders registered lower accident than their untrained counterparts six months after taking the Experienced Rider Course," the study reported. "But these differences vanished over longer periods of time."

The message? Taking a rider training course is a valuable investment in your safety, but it doesn't last forever. Periodic refresher courses—perhaps every year—could help keep you a safer rider.

CALIFORNIA GOVERNOR VETOES BIKE-BAN BILL

California Governor Pete Wilson has vetoed legislation that would have prevented private communities in the state from banning the use of street-legal motorcycles on their roadways.

The bill, AB 3056, had been approved by the California Legislature and sent to Wilson for his consideration. If signed into law, it would have put authority for the registration of legally licensed street vehicles into the hands of state authorities and not private community boards.

The bill was an outgrowth of the AMA's efforts to eliminate a motorcycle ban in Canyon Lake, a Southern California community where motorcycle-owning residents aren't even allowed to ride their own homes. The AMA is pursuing a court case against Canyon Lake Property Owners Association on behalf of AMA members who live there.

The legislation was drafted at the urging of the AMA in an effort to eliminate all motorcycle bans in private communities throughout the state. But after strong lobbying by Canyon Lake representatives and others, the bill was amended in the California Senate to prohibit only those bans implemented after January 1, 1997. That would have left existing bans, including the one in Canyon Lake, in place. Despite that conciliatory amendment and the strong support for the bill in both the California Assembly and Senate, opponents continued to lobby against the measure when it reached the

governor's office, encouraging Wilson to squash the bill.

The governor's veto ends efforts to eliminate California bike bans this year, but the bill's supporters have promised they'll be back with similar legislation in the next session.

For more information, contact the AMA's Government Relations Dept. at (614-891-2425



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October 23, 1996

Mr. Ray Davis
3 Lindberg
Irvine, CA 92720

Dear Ray,

Thank you for participating in this year's MS150 by giving of your time and talents to be one of our valued volunteers!

As you well know, the MS150 necessitates tons of planning and even more manpower to run successfully. And successfully run it we did! With 775 riders, we raised over \$200,000 to fund chapter services for the 2,500 people in the county with the disease and on a national level, to fund research into the cause and cure of MS.

Again, this fun event wouldn't be half as fun-- or successful-- if people like you didn't offer your talents to us so low below the going market rate (a steal-- for only food and a T-shirt!)

The entire MS community thanks you from the bottom of our hearts.

Very sincerely yours,

The MS Staff

P.S.

Please join us at Planet Hollywood in Costa Mesa on Monday December 2, 1996 at 6 p.m. for the annual MS150 recap party!

*Special thanks
to you and the
HARC team, Ray!*

*Ray, we couldn't have
done it with out
you guys! = gals!
Thank's so much
Anne-Marie*

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SMA	M & M Goldwing Side Mount	24.95
	Antenna Adapter Converts Honda Stock antenna mount, to accept ham or CB antennas that use a standard HF (SO-239) Connector. Provided with 10' 50 ohm coax.	
FMCB	M & M AM/FM/CB Antenna	26.95
	Adapter Converter Converts Single CB antenna to provide Combination reception from the one antenna.	
HT-L	M & M Hand Held Radio Bracket (Left Side)	36.95
	Fits Honda GoldWing 1500. Attaches to left hand control post, via Replacement Mount and Stainless Steel Screws. Unit will secure any Hand Held Radio or Scanner with belt clip.	
HT-R	M & M Hand Held Radio Bracket (Right Side)	36.95
	Same as Above, attaches to Right hand control post.	
HT-U	M & M Hand Held Radio Bracket Universal	44.95
	Fits most other motorcycle handlebars. Attaches directly to handlebar with an all aluminum surrounding bracket.	
AD78	M & M Interface Harness for Kenwood Hand-Helds	39.95
	This custom interface matches Mic Impedance, PTT & Speakers from a Kenwood HT to most popular Headsets.	

ADKM	M & M Adapter Harness For Kenwood Mobiles	49.95
	This all custom adapter allows for conversion, via the speaker and mic plugs, to many popular Helmet Speaker/Mic assemblies.	
ADAO	M & M Adapter for Yaesu & Icom Hand-Helds	39.95
	Same as the AD78 for Yaesu and Icom Radios. (Will fit others call with your specific application.)	
PTSB	M & M Push to Talk Switch and Bracket	16.95
	Switch and Bracket for all M&M Interface adapters.	
HF	M & M Full Size Handle Bar Radio Bracket	64.95
	Fits Honda GoldWing 1500. Attaches to the underside of the handle bars and provides a removable crossbar bracket. The bracket provides a flat area of approx 10" x 3" to mount any manufacturers or aftermarket radio bracket. Unit will secure most radios under 10 lbs.	
HF-1	M & M Handle Bar Full Size Radio Bracket	69.95
	Same Concept as HF bracket. Fits Honda GoldWing 1200 or 1300, and other motorcycles with open tubular handlebars.	

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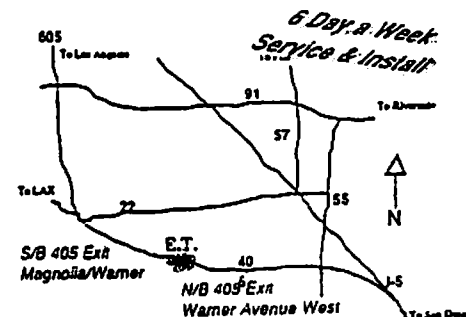
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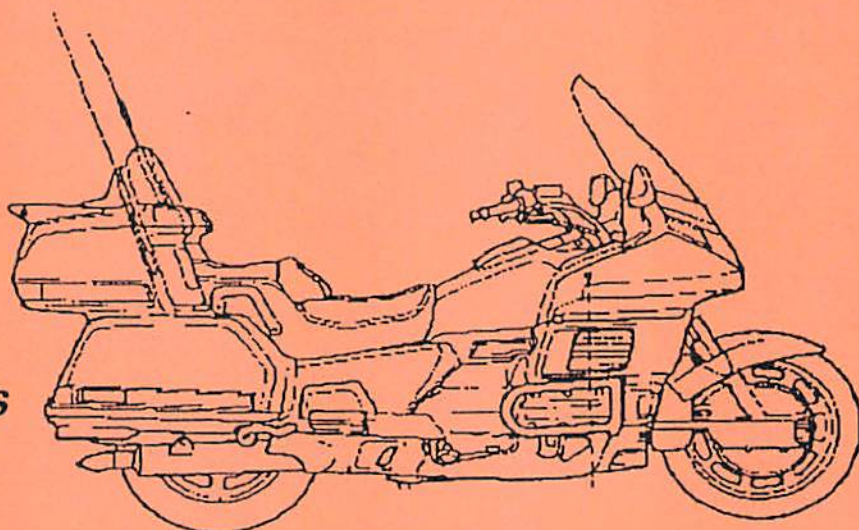
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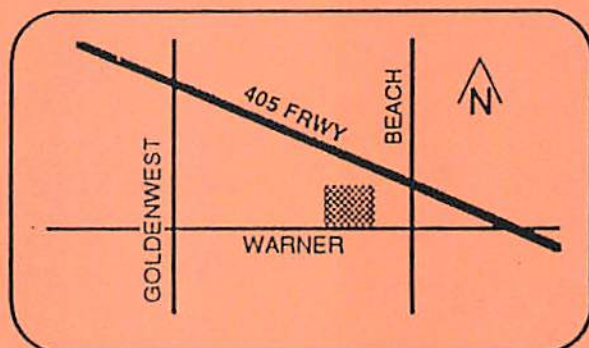
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"MARC" YOUR CALENDARS FOR THE COMING EVENTS!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

NOV 1,2,3-IBMC LAKE HAVASU CAMPOUT
5,12,19,26-"MARC" HF NET(4 P.M.PST 20 METERS 14.340 USB)(5 P.M.PST 40
METER 7.290 LSB +/- QRM) LOOK UP BEFORE LOOKING DOWN IF WE
CHANGE BECAUSE OF QRM(EARL KS4XI IS OUR NEW HF NET CONTROL)
6,13,20,27-"MARC" 2-METER NET, (8 P. M.) 146.985--NO PL
9TH-"MARC" BREAKFAST MEETING (8 A.M.)AT LAKE VIEW CAFE, 2099 E.
ORANGETHORPE, PLACENTIA(ON CORNER OF LAKEVIEW & ORANGETHORPE)91
FWY/LAKEVIEW EXIT(1.2 MILES)
10TH- GLENDALE HARLEY DAVIDSON'S "LOVE RIDE" FOR MUSCULAR DYSTROPHY
28TH- THANKSGIVING DAY-WISHING YOU ALL A SAFE & HAPPY TURKEY DAY

DEC 3,10,17-"MARC" HF NET(4 P.M. PST 20 METERS 14.340 USB)(5 P.M. PST 40
METERS 7.290 LSB +/- QRM) LOOK UP BEFORE LOOKING DOWN IF WE
HAVE TO CHANGE BECAUSE OF QRM. (EARL KS4XI IS OUR NEW HF
NET CONTROL)
4,11,18-"MARC" 2-METER NET, (8 P.M.) 146.985--NO PL
14-"MARC" BREAKFAST MEETING (8 A.M.)
14-SCARA XMAS PARTY
DECEMBER, IS PRETTY MUCH YOUR MONTH DO-DO WHAT YOU WANT
THERE WILL BE NO HF NET ON THE 24TH,31ST BECAUSE OF XMAS/NEW YEARS EVES.
ALSO ON THE 20-METER NET THERE WILL BE NO NET ON THE 25TH

(THE 146.985-NO PL,WB6RSD REPEATER, OUR CALL FREQUENCY 144.370 SIMPLEX, THE
CONDOR SYSTEM, SCARA 440 SYSTEM & 145.220 CLARA ALL ARE MONITORED APPROXIMATELY
16-18 HRS A DAY)



c/o RAY DAVIS KD6FHN
3 LINDBERG
IRVINE, CA. 92620-3367

NOVEMBER 1996

NEXT MEETINGS:
NOVEMBER 9, 1996 8 A.M. AT LAKEVIEW CAFE,
2099 E. ORANGETHORPE, PLACENTIA
(ON CORNER OF LAKEVIEW & ORANGETHORPE)
91 FWY/LAKEVIEW EXIT
DECEMBER 14, 1996 8 A.M. AT LAKEVIEW CAFE,
2099 E. ORANGETHORPE, PLACENTIA(ON CORNER
OF LAKEVIEW & ORANGETHORPE) 91 FWY/LAKEVIEW EXIT

