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DANNY VELDERRAIN

KD6FLP

FROM THE PRESIDENT'S DESK:

The Annual February MARC Ladies meeting was very well attended as we had 54 MARC members and guests there. The Ladies put on three skits depicting ham radio operations by BIS Norma & ZSH ShEron, safe motorcycling habits?? by BEB Mijo & AHS Linda and a skit of KBI Ken doing the HF net by his xyl WCA Sue. It was a wild meeting, with everyone laughing until it hurt. Along with all the fun they even got all the business taken care of. All MARC ladies deserve a big thank you for all the work they did to insure a well-run and fun meeting. "THANK YOU LADIES". They took us on an after meeting ride to Barretts' Junction, on HWY 94 East of San Diego for an all you can eat Icelandic Cod, hush-puppies, salad and other delicious dishes for lunch. The Road Capt. AHS Linda & MHN Rich did a fine job of getting everyone down there safely and back again. We had about 30 MARC members make the trip to Barretts Junction. As we were getting ready to leave we were met by QGT Tom and his xyl Eleanor from San Diego. Tom had just got off work.

The following Saturday February 15th Bonnie and I joined MARC members KYY Bill and his xyl Judy from the Atlanta, GA area at the SCMA USA Four-Corners Banquet at the Holiday Inn at the LA Airport. Bill and Judy did the SCMA Four-Corners ride and the SCMA Three Flags Classic last year. Bill is planning on doing the Coast-to-Coast in 50 Hours ride and the Iron Butt ride later this year. The guest speaker at the banquet was Ted Simon who had rode



MARCH 1997

around the world covering 78,000 miles and taking four years to do it. He had some very interesting tales to tell about his experiences during those four years.

I also went back to the Holiday Inn for breakfast with the group and to say goodbye to Bill and Judy.

On Tuesday February 11th a new MARC HF NET was started at 6 P.M. on 75 meters by Dan WB6STW. Dan started the net at 3.875 but is thinking about changing it, per his MARC LIST/DIGEST posting on 2-26-97. You may contact Dan by e-mail at <pineapp@netcom.com>.

On Tuesday February 11th and Tuesday February 18th I went down to N6KBI Ken's home in Bermuda Dunes, CA and got to play with HF a little and talk to several of our HF MARC members from around the country. Ken is really enthusiastic and has the patience and the equipment to do a good job for the MARC HF 20 and 40 meter nets. You HF enthusiasts should have a lot of fun now with Ken & Dan both doing their thing.. Lets' just hope that conditions improve soon. You may contact Ken by e-mail at <N6KBI@aol.com>.

Because so many of our MARC members belong to SCARA(So. CA.AZ.Radio Assoc.) and visa-versa, we are including a reminder that SCARA meetings are held on the 1st Saturday of each month at 8 A.M. at the Country Harvest Cafe at Golden West & Westminster Blvd in Westminster. KM6NP Michael is one of the SCARA owners(10 repeaters) and also the owner of Electronic Times and one of the

DISASTER & E-MAIL COORDINATOR:

DE WITT MORGAN

KM6UK

PACKET COORDINATOR:

DAVE HOFFMAN

KC6ZHG

1997 CHALLENGE CUP COORDINATORS:

JOHN REYNOLDS

KD6NXC

JOHN WILLSON

KE6UAM

1997 LOVE RIDE COORDINATORS:

GARY RUTHERFORD

KE6PSD

PATTIE LYNCH

KE6RDL

MARC HOME PAGE EDITOR:

DREW PUSHIE

VE6HGW

DICK HUGHES (ASSISTING)

W6CCD

MARC LIST COORDINATOR:

LEWIS OSBORN

KC7MZ

E-MAIL CHECK-INS:

DOLLIE BATCHELDER

KD6ERC

HF NET CONTROL:

KEN EDWARDS (20/40 MTRS)

N6KBI

DAN CURRY (75 MTRS)

WA6STW

2-METER NET CONTROL:

BOARD & STAFF

MARC advertisers and one of the biggest supporters of MARC. At last count we had about 35 MARC members who also belong to SCARA.

For the Saturday, March 8th MARC breakfast meeting we have another fine speaker lined up. Attorney Steve Schapiro will give a talk about what kind of insurance and how much of it you should have for complete coverage of you, your passenger and your motorcycle. Liability limits and law suits involving motorcycles will be covered. At the end of his presentation he will have a question and answer session. Steve will also pass out genuine leather billfolds(men & women styles) to anyone wanting one. This should be a very informative and entertaining meeting. Come and get all your insurance questions answered.

Also, right after the meeting we are going to conduct a workshop for anyone that wants or needs help with their ham radio equipment on their motorcycles. We will head down to Ray & Bonnie's where the workshop will be held. Ray has most of the hardware and equipment we need to get the work done with the help of MARC members who have done their own installations on the motorcycles and helmets. So if you need help on these installations, come to the MARC MARCH breakfast meeting. Let's get these things done before the Challenge Cup Relay Race in April.

On Tuesday afternoon March 10th at 5:30 P.M. is the walk thru for the Tour D' Olympiad. The walk thru will be held at the Mission Viejo High School Stadium at Chrisanta Dr. and Cortina Dr. in Mission

Viejo. KD6KSP Mack is our coordinator for this event and has been working closely with the Tour D' Olympiad organizing committee.

On Sunday March 16th the Tour D' Olympiad will be held at Mission Viejo High School, Mission Viejo. They are expecting 3,000 participants and spectators. It will consist of four non-competitive courses of 10-25-35 and 50 miles long. As of now, we have 12 motorcycles and 20 MARC members signed up to assist with this event. This will be a good warm-up event for those who have not yet worked an event using your ham radio equipment on your motorcycle. And it can be used to test newly installed or redesigned equipment.

At 6 P. M. March 19th will be the 2nd of many MS150 meetings that will take place before the October 4th & 5th, 1997 event. We are looking for someone who would like to be the MARC coordinator for this event. The MS150 committee meets the third Wednesday of each month at 6 P. M. at 17500 Red Hill Blvd. in Irvine at the MS, Orange County Chapter offices.

The MARC staff reports will be due a week earlier than usual for the April MARC newsletter. The reports should be in by March 26th or 27th.

Well, we're going to try the E-mail check-ins again, only with a little different twist. We're going to try them quarterly and have the "GOT IT" or the "CHECK ME IN" sent directly to KD6ERC Dottie, without going thru the MARC LIST/DIGEST. Dottie's e-mail address is <dottieb@juno.com> and the message will go out on Tuesday April 1st. So write this info down and "MARC" your calendars.

Due to the Challenge Cup Relay Race, the April MARC meeting has to be held one week early, on Saturday April 5th. This meeting will probably be mostly dedicated to the CCRR. We will be going over rule enforcement, diplomacy, communications, what to bring along to wear, how to survive in the heat of the day and cold at night and all the other logistical problems we face at this event. So if you plan on participating in the CCRR, this is a must meeting to attend.

And here it is, the CCRR, Saturday and Sunday April 12th & 13th. NXC John and his helpers will have done everything humanly possible to encourage all the participants to be better prepared for this event then they ever have been in the past. The biggest antennas, the most

powerful radios with the best microphones and speakers you can find are all needed here. Because the roads that the course is held on are so far from repeaters that we have to squeeze all the performance we can out of our equipment. This event is fun to work and there is a lot of camaraderie to be enjoyed. So lets get it altogether and go out and have some fun with it.

We also have another event this April. This is a first for us to work, "Tour for the Cure" event Saturday April 26th. This event benefits the research for the cure of diabetes. Some of our MARC members have worked this event in the past with their local Chapter of the GWRRA. N6MHN Rich has agreed to be the MARC coordinator for this event. There will be a sign-up sheet at the March and April MARC breakfast meetings. More information as it becomes available.

Saturday May 10th will be the celebration of the 5th Annual MARC anniversary breakfast, and Super Raffle drawing. We will also be taking the Annual MARC group picture. We need a new picture to also be used on a plaque for the Lake View Cafe to hang in their entrance.

Shortly after March 1st MARC will be going through all their different rosters (email, membership, MARC List/Digest, HF) to eliminate anyone who has not made their donations for 1997. For the first time ever MARC will have as many members at the end of February as we had on December 31st even after losing some as we usually do each year. We did lose some but we have had many new members joining since the first of the year that we have already made up for any loss of membership we have had in the past. We certainly thank all those who appreciated the MARC staff efforts enough to have renewed their membership, and welcome all the new members, too. We only hope that we can live up to our memberships confidence by providing an informative and entertaining newsletter, good 2-meter & HF nets, MARC List/Digest and the MARC WEB PAGE.

It sure is good to see KE6WIX Bill back enjoying the MARC activities. It's hard to slow Bill down. He went to the National Date Festival with us on Sunday February 23rd and I see by the sign-up sheets that he has volunteered to help us with several of the upcoming charity events. Good to see you back Bill. We love you.

Several of our members have up-graded their motorcycles. Congratulations to KC6ZOZ John and his xyl KF6HJT Teri for their 1500 Goldwing and to KE6BIT Gary and his xyl KE6BIS Norma for their new toy.

WA9FFL Paul of Rockford, IL will be trying to establish another MARC Chapter in the North Illinois and Southern Wisconsin area. You can call Paul at 815-399-9233 or write him, Paul Plasters, 3408 Ed Vera Dr., Rockfield, IL 61109 or you can e-mail Paul at <wa9ffl@aol.com>. If Paul can get a meeting date established, two of our board members have vowed to try and make it to their new MARC chapter meeting.

For those in our local So. CA. area, don't forget you can nearly always find MARC members at Huntington Honda on any Saturday that we are not working a charity event or at our MARC meetings. We always go there for our weekly fix of coffee and donuts.

We are always looking for articles for our newsletters from our members in other areas of the country other than So. California. Of course we like those too, but we need more contributions from our out-of-state members.

KC7MZ Lewis our MARC LIST/DIGEST coordinator will be sending us a roster that he has for everyone receiving the MARC LIST/DIGEST. We will then research that list and notify Lewis of those who are no longer members and for him to unsubscribe them from the MARC LIST/DIGEST.

We will be doing the same thing for the MARC WEB PAGE with VE6HGW Drew. For those of you who have not seen the MARC WEB PAGE recently, take time to look at it. It is in a constant state of upgrades. With the help of W6CCD Dick, Drew has made some great improvements on it.

The MARC E-mail roster is right at 150 MARC members now. That's about 50% of our total membership.

If you have not done it already, please get on the ball here and write your congressman about the possible loss of the 2 mtr-220-440 amateur radio bands. Bonnie and I have sent in our protests using the telephone, letters and email. If the amateur radio community does not get off their can and act promptly we could end up without any of the 2m-220-44-bands.

We have asked, but no one has come forward to help plan a campout for this year. Bonnie and I are not going to plan

it. We will go or help someone else plan it, but we are not doing it all again.

Along with doing the MARC newsletter, MARC breakfast meetings, MARC Wednesday nite 2-meter net, weekly MARC bulletins, keeping the email and membership rosters in order, organizing the Date Festival Ride, being on the American Heart Association and the Multiple Sclerosis steering committee for their charity events is just getting to be too much.

Ditto for the 1997 MARC picnic. We can help with advise & such, but we will not be doing all the work for this event either.

It appears that the MARC Packet thing is about dead. KC6ZHG Dave advises us that he continues to send out packet messages, but very seldom gets a reply. With our MARC email roster growing so fast it is no wonder. The MARC LIST/DIGEST is continuing to be more active also.

KE6TLT John has loaned MARC his complete packet set-up, computer, monitor, TNC and all the other necessary items. We are going to put it on our MARC simplex frequency 144.370 so we can record the call-signs and messages people are jamming the frequency with. Then we will decide what further action may be needed.

Last but not least, it looks as though we could have as many as 15 MARC members coming from So. CA going to Wing Ding in Billings, MT this summer. Everyone I have talked to already have their reservations confirmed. MARC is scheduled to give a Ham Radio and Motocycling seminar again this year. Dates and time not known at this time.

"SAFE RIDES AND CLEAR

FREQUENCIES"

RAY DAVIS KD6FHN

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HOME /MARC # 714-551-1036

FAX # 714-551-3042

PAGER #714-707-8004

NOTICE!!!NOTICE!!!

ALL MARC MEMBERS WHO WANT TO SUBSCRIBE OR UNSUBSCRIBE FROM THE MARC LIST/DIGEST WILL HAVE TO GO THRU KD6FHN RAY OR DE WITT KM6UK, YOU WILL NOT BE ABLE TO SUBSCRIBE DIRECTLY TO KC7MZ LEWIS.

THIS AND THAT

By De Witt

KM6UK

Hello folks, I've been thinking about a couple of things and I thought I might as well throw them out there for whatever it's worth.

Seems like we have a very good possibility of having a new MARC Chapter soon. Oh I hope so, I have longed for that to happen. With that thought in mind, here we go. This is something that can be used by anyone, everyone, including new chapters, anytime.

When MARC first started, we tried to get a ride going, no luck, but, with the successes we have enjoyed in working charity events, we have begun to ride more together. What a good thing to have happen. What better than riding our beautiful bikes together, and talking on ham radio. Makes me quiver just thinking about it.

I have observed some things on our last rides. Since I ride the rear spot, I'm kinda' in a position to see a lot of things, and of course I hear it all on my ham radio.

One of the things that comes to mind is the idle chatter on the ride frequency. Several times Sunday on our ride to Indio, either the ride leader, or I had to wait for a QSO on the ride frequency to clear, so ride instructions could be given. Not a good thing to have happen. In fact, that could be downright dangerous. Therefore, don't be surprised if one of the ride coordinators asks for quiet on the ride frequency. It isn't personal.

Since many of us in the group have mounted multi-band radios, keeping the ride frequency clear is relatively simple. Take your QSO to one of the other bands. If we use 144.370 simplex, which MARC claims as it's own, for the ride, then why not use either 220, or 440 simplex for QSO's. That way the ride frequency is available for any and all instructions, or emergencies, and we can still hear the QSO. So folks, in the future, please, lets be more careful about that. I just might remind "you" that there is a ride frequency.

If you only have 2M, wait for an appropriate time, and state your message. Many of us have CB's also, we may want to look at selecting a CB channel we can use on rides too. I suggest channel 11. Suggestions??

Another thing we are doing is riding in too large a group, and most certainly, too close together. If Ray or I forget, please

remind us that 4-5 bikes per group is good. Please ride in a staggered formation, and maintain at least a 2 second interval between bikes, but if the road is twistie, change to single file. It is just to tough to stay staggered in the twisties.

Some of us have ridden hundreds of thousands of miles. Some of you are not that lucky. I ride every day. Some of you are not that lucky. So if I am doing something that you are not comfortable doing, don't try to do it just to stay up.

That's where ham radios come in, use them for directions. We all have ham radios, so wherever we are going, we won't be more than a mile or two apart, piece of cake to talk you into where the faster bikes are. 'You' gotta get there SAFELY.

Please don't expect the ride leaders to point out every little item on the roadway. If it's a tire tread, boulder, or cliff, we'll probably report it, otherwise, don't expect road condition reports. We drive every day without someone pointing out roadway debris. Keep your eyes open and ride your ride.

I am comfortable with tight, twistie roads, and high speeds. If you are not comfortable riding that way, back down. You *must* ride your own ride, just as I will ride mine.

Remember this folks, 'you, and only you,' are in charge of your bike. If the group is too fast, slow down so that you are comfortable. Odds are that you won't be too far behind.

Unfortunately, in a group, the law of physics takes over, and no matter how consistently the group leader rides, I. E. on cruise control, the rear bikes, (or autos) will have to be constantly adjusting their speed.

Due to the yo-yo effect, the rear vehicle's speed can be significantly higher than the leader. That is only one of the reasons to remind us to keep the size of the groups small. Don't get a speeding ticket trying to keep up.

I hope this doesn't sound like I am speaking of, or criticizing anyone in particular. I certainly am not! I am hoping you will read it as I intend it to be, simply information.

Although many of us are GWRRA members, we don't want the structured rides that they put on. "O.K., everybody move over to the left one lane," is not for me. We want to be loose and free, like ham radio.

A MERRY MARCH FROM YOUR 2VP

Well, Spring is almost upon us and even those that do not live here with us in Southern California will soon be able to enjoy warm riding weather again. It is nice to be able to get the motor out and ride any time that the urge strikes.

Now for the Challenge Cup Relay Race (Baker to Vegas). I still need a few hearty souls (3 minimum) to help us with this event. Check your schedule for the 12th and 13th of April, 1997 and see if you can come up to Las Vegas and give us a hand. The open slots are very early Sunday morning. They are on good wide roads and, even though it is at night, it should be very easy to work these areas. If you can join us for this event, contact me at 909-820-0509 after 3:30 PM or e-mail at johnkd6nxc@aol.com. We now have volunteers with CB equipped motorcycles assigned to all legs and even a couple of stand-by riders in case someone does not show up or has engine trouble. This means that I still could use an extra CB rider or two. We also have a full compliment of motor homes to help us with this event. I could use a volunteer to stay with Norma Thomas in Parhump., NV as her husband Gary will be on the road for a while doing his duty for MARC and the CCRR. This is a very interesting location next to the main casino in Parhump. How about it, any volunteers? You don't even have to be motorcycle mobile for this job. All you need is a two meter/440 mobile.

Now for other things. We have a Fun ride coming up soon. It is called the Tour de Cure. The proceeds go to the American Diabetes Foundation and go towards finding a cure for this disease. I have worked this event in the past with Chapter "M" of the GWRRA. It is a bicycle race that starts at Fairmont Park in Riverside, California. Saturday, April 26th is the date for this event. There are 3 different races: a 10 Mi, a 25 Mi and a 100 Mi. We will be assisting the Riverside Amateur Radio Club with communications. They have a repeater reserved for the event and will have radios at the start/finish and at various locations throughout each of the three courses.

We will provide motorcycle mobile communications in the form of a lead cycle and a sweep (minimum) for each race. As I say, this is a fun event, very well organized and very easy to work. You can even ride 2 up (with a

passenger) if you desire. In the past, we have received a very nice t-shirt and a bar-b-que lunch for helping with this event. If you have never worked an event with MARC, this is the perfect one to "get your feet wet" as we say.

So give it a try, come out, and do your part. This is what we are here for, to ride, talk on our radios and to have a good time with our friends. (A plus is that we get to help others in need while we enjoy a beautiful Saturday ride on our motors.) The Ride coordinator will be Rich Martin N6MHN . I will be assisting Rich by taking phone calls and coordination sign-ups at our March and April meetings. Once again I will say it, let's get involved.

Help find a Cure for Diabetes.

John F. Reynolds 2VP MARC
1997 Challenge Cup Relay
Race Coordinator

***** DESCRIPTION OF THE TOUR DE CURE

On the Road to a Cure!

Ride date; Saturday April 26, 1997

Route choices: 100 mile, 50 mile, 25 mile, 15 mile and 10 mile tricycle.

Start Times:

Ride:	Check-in:	Start time:
100 mile	6 am	6:30 am
50 mile	7 am	7:30 am
25 mile	8 am	8:30 am
15 mile(mtn)	8:30 am	9 am
10 mile	9:30 am	10 am
tricycle	11 am	11:30 am

Eight years of experience makes the Riverside Tour de Cure one of the best! The safe route have been perfected for your ultimate enjoyment! A feast awaits all participants at the finish line, compliments of the Lion's Clubs of District 4L-5.

100 miles "The Dave Maruna 5-Lake Challenge"- The scenic ride is fairly flat with the exception of two aggressive hills to conquer. While riding, cyclists will be treated to a view of Lake Perris, Lake Elsinore, Lake Matthews, Canyon Lake and Lake Evans.

50 miles-This ride tours past the elite homes of Redlands and cyclists will enjoy a view of the entire San Bernardino Valley.

20 miles-A ride that offers relational cyclists a challenging and enjoyable way to spend the day with friends and family.

15 Mile Mountain Bike Ride-

(not escorted by motorcycles)

Offering a variety of terrain,

this ride is mostly well packed dirt trails, hills and winding roads, with a few sharp drops and corners to challenge riders.

10 miles-This ride is one big party!

Groups of family and friends will spend time together enjoying a fun-filled ride along Park roads and the Santa Ana River Bike Path. (I am not sure if we will be asked to escort this ride or not. This escort might be done on bicycle with hand held radios.)

Tricycle Ride and more-Tricycles, small bikes, strollers, wagons, kids ranging 2-6 years of age are invited to participate. (I don't know of any of our MARC members that qualify to ride their Gold Wings, Harleys or other cycles on this one.) I will try to find out more about these rides and what we will be asked to do helping the Riverside Amateur Radio Club with this event prior to our next monthly meeting in March.

John KD6NXC

***** FOR SALE:

Three wheel Chevy Trike, all military, three passengers can ride in comfort, completely licensed and ready to roll, great for a handicapped person. Custom built and finished up two years ago.

Drives and rides very nice, real hot for the ladies, too! Need a demo or picture?? Call KC6NDC Steve at 213-733-1231

"TRAVLITE" 1982 Motorcycle Camping trailer Model 25. Made by Continental Industries in Michigan. Road Height 40", Living area 8'8" wide, 5'2" long, 6'6" height at peak, 78" x 42" bed. (I have added about 10" to the width; over 20 cubic feet storage area, 3' Polyfoam Mattresses; two 3 leaf sprung dinette table; Welded Heavy Duty Steel Frame High Density Polyethylene Body (White) one piece construction. Wgt 310 lbs, 25 lb hitch wgt, 2" steel tongue, Ball height 16" High speed 4.80x4.00x8" tires. It has two trips to Sturgis and a couple of other vacation mileage on it. Very good condition (probably needs tires) Asking price \$900 or would consider a trade.

Contact: N6KBI KEN at 619-345-7453 or by e-mail n6kbi@aol.com

I have a 1978 GL1000 for sale. It runs and looks excellent. The carbs were rebuilt last year, has new tires, Craig CB/Stereo, and has just under 50,000 miles on it. This bike has been very dependable! I want to sell it because the money would go to buying a friend's GL1200. I can send anyone that is interested, a photo through EMAIL if you want a look at it. I would like to get around \$1700 for it, but that is negotiable.

Contact: KE6HFF Jeff at NHEGG@aol.com (Moreno Valley)

FEBRUARY HF REPORT:

The month of February has NOT been good, in the area of HF, with conditions permitting only 16 members: Doug, KB6RRX, GA; Joe, KB9KE, IL; Chuck, KG9CT, WI; Chuck, K7AUX, OR; Steve, KC6NDC, CA; Ray, KD6FHN, CA; Laura, KJ7UN, MT; Bob, N0XCT, MN; Ed, AB5GR, AR; Hank, N6LRR, CA; Drew, VE6HGW, Canada; Jimm, KB5RWS, NM; Ron, KF8QV, OH; Dick, KO6DL, CA; Sue KE6WCA, CA; and Michael, KM6NP, CA. There were multiple check-ins by some of these members totaling 28 contacts on 20 meters with about 20 visitor check-ins.

On 40 Meters I had Bill, WG6H, CA; Steve, KC6NDC, CA; Laura, KJ7UN, MT; Ed, AB5GR, AR; JIMM, KB5RWS, NM; CHUCK, K7AUX, OR; Ray, KD6FHN, CA; and Sue, KE6WCA, CA.

Again there were multiple check-ins by these members with a total of 12 member contacts and about 6 visitors.

I know that it is conditions and this WILL CHANGE.

Even with the bad propagation February has been a great month with our club President Ray, KD6FHN working the HF Net with me on two occasions and an opportunity for me and Sue, KE6WCA, my XYL, to recognize some of the MARC members who have given so freely of their time and talents in support of many fine charities with the MARC Breakfast on 2-23. We had 38 in attendance with plenty of good food, Great Friends and one of the best days of the year to enjoy the Breakfast outside and go to the National Date Festival. Next year will be even better.

We would like to take this opportunity to thank Alvin KD6UZM and his xyl Connie, for all of the good oranges they provided. I understand that they were hand picked. Very Tasty!

73's to all
Ken, N6KBI
N6KBI@aol.com
M.A.R.C. HF NET CONTROL.

LOVE RIDE 1997

There is no news to report for the Love Ride 1997. Meetings begin in March and I anticipate having information to pass on after that. Lets all concentrate now on the upcoming events, CCRR, Honda Ride for Kids and all the others. The main thing we need to concentrate on right now is to get our bikes ready for all the events and the beautiful riding weather that is in the forecast. Safe rides to all.

Gary Rutherford, KE6PSD
Love Ride 1997 Committee and Coordinator
Pattie Lynch, KE6RDL
Assistant Love Ride 1997 Coordinator

WING DING 1997

BILLINGS, MT

(Saturday March 1, 1997)

We just received confirmation from Claude Christensen of GWRRA, by e-mail that we do have two sessions, one in the morning and one in the afternoon of the 2nd and 3rd days respectively. He will be sending out confirmation letters in April after he firms up the schedule. Now this will give us time to work on a good presentation from different MARC members that are going to Wing Ding. And to assist anyone wanting to start chapters in other states. Come to Wing Ding and be a part of MARC along with GWRRA.



PACKET REPORT FROM DAVE KC6ZHG

KC6ZHG@W6QZ.#SOCA.CA.USA.NA

From: VK4BB@VK4PKT.#BNE.QLD.AUS.OC
To : KC6ZHG@W6QZ.#SOCA.CA.USA.NA
VK4BB/TPK 1.82 Msg #:3247 Date:18-01-97 Time:19:35Z
Following into VK and as we have details of your club on
the packet teletext pages forwarded info to Fred
73
Graham
vk4bb@vk4pkt.#bne.qld.aus.oc

R:970115/0315Z @:VE7SRY.#VANC.BC.CAN.NA #:31395 [Surrey, BC] \$:460072VE7IDV
From: VE7IDV@VE7SRY.#VANC.BC.CAN.NA

To : RIDER@WORLD
Thanks for reading!

My name is Fred. I live in Surrey, B.C. I am a Motorcyclist who also loves Ham Radio. Wondering if you also ride Motorcycle and have "married" Ham radio to it. Sure is fun when you ride in a group or on a boring stretch of Highway! I would like to assemble a group of "Motorcycle Mobile" enthusiasts who would like to share there ideas and experiences in antenna selection, radio choice, method of mounting and Motorcycle it is used on. I have found that it is not an easy project to mount a VHF/UHF or HF rig to a Motorcycle and achieve results similar to an automobile application. Remember, it is a "High Noise" application and most gear is unsuitable for this type of use.

Some topics of discussion could be:

Your Goal.
Fullface Helmet vs.. Windshield. (in order to decide "set-up" choice).
Vox vs. PTT.

Microphone element type.

Radio choice: (Handheld vs. Mobile)

Receive speakers: (In helmet vs. Dash mounted)

Antenna choice: Quarter wave vs. Half wave vs. Five eights wave (For VHF)
Outbacker vs. Base load vs. Center load etc. (For HF)

I am willing to share some ideas on this subject and offer help.

Do you have some input? Would like to hear it!

If so, you may contact me via Packet.

I will look forward to hearing from you!

73 - Fred, VE7IDV @ VE7SRY

MSG # TR SIZE TO FROM @BBS DATE TITLE
2184 PN 1185 KC6ZHG KB9NNS --- 970225 MARC ???
Forwarding path: K6VE N7SX W6MCV KTOH WB8LYF W8HHF N9LCF

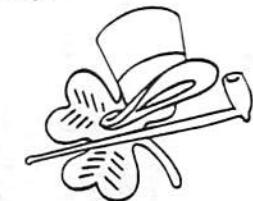
From: KB9NNS@N9LCF.#NEIN.IN.USA.NOAM
To : KC6ZHG@W6QZ.#SOSA.CA.USA.NA

Dave, The name here is Jerry, and I am a newer HAM, May 1, 96, and a 3 year motorcycle rider. Not to bad for a 51 year old. I have been a member of GWRRA

since April 94, when I purchased my Gold Wing, a 1978, GL1000. My call sign is

listed in the 1997 edition of the Gold Book, but I find no places where other mc riders have their packet address listed. If your group has a listing for MC packeteers, please forward it to me. In the winter months, I enjoy packeting any where. Thanks. 73 de Jerry

packet kb9nns@n9lcf.#nein.in.usa.na
e-mail kb9nns@gw.kf9ug.ampr.org



MY BIKE MIC

Using a two way radio on a motorcycle is by definition a hostile high noise environment. We do not have the advantage of an enclosed cabin such as you have in an automobile. The wind, engine, and the passing of eighteen wheelers make it difficult to have clean transmit audio on a motorcycle. Here is a setup, that I have been told, works very well for me. It is very inexpensive and uses a minimum of parts.

THIS WILL NOT WORK WITH A DYNAMIC MICROPHONE!

If you want to use a J&M headset you will have to remove the stock mic and replace it with an electric microphone. Almost any electric mic will work. I bought my mic at All Electronics in Van Nuys, CA. It was a surplus miniature cell phone mic, cost \$4.50. If you are using an open face helmet you will need a boom. I used a military surplus boom. The type found in aircraft, helicopters, and tanks. You will have to drill a hole in your helmet to mount the boom. Positioning is up to you, please be careful when drilling the hole so as not to damage the helmet. If you are using a full face helmet, position the mic just above the chin bar and fasten it with a dab of water glue. Do not mount the mic inside of the helmet as this will make you sound muffled, and your words will be indistinct and hard to copy.

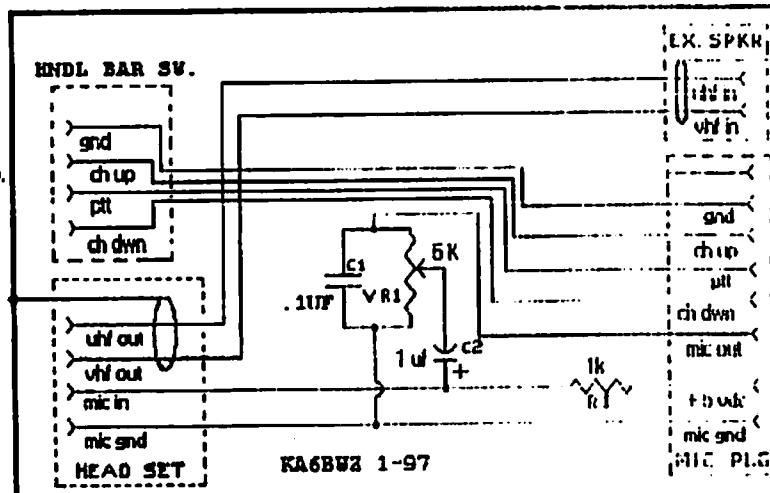
Most of the vhf/uhf radios made in the last 15 years use electric microphones. No modifications to your radio should be necessary. This setup is for an Alinco DR 600 T/B Twin Band transceiver. R1 is a voltage dropping resistor, this gives the mic a voltage that it can vary. C2 is an electrolytic capacitor used as a DC blocking cap. Be sure to get the polarity right. C2 also blocks some of the lower frequency sounds i.e. engine rumble, and wind buffeting, etc. The combination of C1 and VR1 act as a band pass filter and VR1 also sets the microphone sensitivity. It's best to check your radio on a deviation scope because most rigs come from the factory with very hot audio. Make your initial adjustments with the dev scope and then get someone to listen to you as you ride around at different speeds. Set your mic level for the best high and low speed compromise. It is best to error on the low audio side and speak up.

This will give you the best voice to noise ratio.

The PTT, channel up, and channel down switches are the Honda Line CB handle bar control unit. I used 4 conductor flat telephone wire and connectors to go from the switch unit to the circuit box. The headset connector is a 5 pin DIN plug wired to be compatible with the Honda 1500 sound system coil cord, this is the same as the J & M Honda set up. This allows me to have vhf in one ear and uhf in the other ear, and still allows me to use the headset for the sound system. Note the Intercom will not work with the electric microphone.

Wiring is not critical, point to point, perf board, etch a PC board, whatever you want to do is OK. The types of connectors are also up to you, use what you will. Mount it in a small aluminum box and good luck.

I would like to thank Dave Shapiro KD6MSU for the circuit design, and Dave Spilka KN6GZ for the use of his dev scope and the endless patience in listening to me as I drove around to get the thing adjusted.



73 de KA6BWZ Jerry Anthony

PROGRESSIVE article

Product report

GL1500 Progressive Rear Shocks

There I was...heading around a sweeper at the speed limit plus some...when I hit a bump...and the bike began to slowly bounce...except that each bounce took me a foot to either side of my line because I happened to be cornering at the time. Ever happen to you? Well, I am pleased to report that there is a cure out there.

First, let me say that not everyone experiences this situation...perhaps the combination of my weight and how weight is distributed on my bike makes this effect more noticeable to me...so if you don't have the problem...you're in luck. If not..read on...

Apparently the culprit in this case is the asymmetric setup which the GL1500 uses in the rear suspension. One side is an air reservoir, tied into the compressor, which is to be used to adjust for the load of the bike, and the other is a conventional shock. Now when you hit a bump while pointed straight, everything more or less behaves itself and the bike quickly settles down again. However, on a curve, a slow speed frame oscillation can result. The solution, at least for me, took the form of a set of Progressive rear shocks. They avoid the asymmetrical aspect of the stock rear suspension by providing two shocks which are both capable of being "air loaded" using the onboard compressor. Net result...based on my experience over the last few months...is a much more stable and predictable ride. And hotter corners with control is a big part of the fun of motorcycling! I went back to my receipt to check out the cost and sad to say...it wasn't itemized and I had some other work done at the same time. Well, I'm pretty sure the shocks themselves cost less than \$300 which seemed cheap after the \$700 I sunk into an Ohlins for my BMW. Would I do it again? In a heartbeat! Just wish I had done it years ago...maybe I could have kept up with Ray during the 3 Flags....



Dave KC6ZH6

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

FEBRUARYS NET DRAWINGS WERE:

2/5 KE6SVF Lynda, 2/12 we made a slip and drew KE6SVF Lynda again?? 2/19 KE6JWE Carey, 2/26 KO6DL Dick... Remember you have to respond on the net or you can be an early-bird check-in and come to the next meeting to reap the \$5.

Valentine 50/50/door prize winners were:

We had three pots the first won by KD6MVN Mark, the 2nd by KD6OFQ Bonnie and KC6PHI Conrad who was lucky two months in a row...

(1) \$40 gift certificate from Huntington Honda-KD6ERC Dolly
(2) MP-28 Head set from NCG(COMET)-KE6HFF JEFF
(3) A CH-501X 144/430 & 90 MHz ANTENNA from COMET-
KM6UK De Witt

(4) FULL SIZE HANDLE BAR RADIO BRACKET from
ELECTRONIC TIMES- N6EDY Billy

(5) WORLD RADIO SUBSCRIPTION- KF6BEB Mijo

Many other winners of various door prizes.

DOOR PRIZE DONATORS WERE "MARC", Ray & Bonnie, Mike, Mel & Kay, and Ken & Sue.

The ticket pullers had a lot of pressure from the audience but they survived and did a good job, those being Josh, Malori and Shawn. Thank you very much.

Billie and Jenny(a motorcycoe rider) were our waitresses, they are very good, having to take orders on a non-stop basis. Thank you ladies for the superb job.

Don't forget the Special Raffle for the May anniversary meeting-- tickets are being sold now for the RP-300 DC POWER SUPPLY which was at the January meeting. We are testing it at the present time and there will be a tech article on it when finished testing.

**COMMENTS FROM THE SECRETARY/TREASURER:
BONNIE KD6OFQ**

Cupid escorted several new members in February: 2/4 KKSMD Dennis (MS), KC5KAB Kathy(MS), 2/8 KE6LEM Jeff(CA), KE6ONG Kathy(CA), KC5UFV John(OK), 2/13 WD9FHA Garlan(IN), KB9PAE Beverly(IN), KC5YGR Dave(NM), 2/27 KD6FAK Chuck(CA). Welcome to each of you, heres hoping you enjoy the club and the information and updates we provide. If there is anything we can help or assist you with let us know and we will surely try. If you have anything to submit to the newsletter on technical, schematics, rides or trips whatever just send it e-mail or fax it or just plain mail it. All articles are welcome..

The ladies meeting passed with flying "colors"...Many thanks to all ladies for your participation. Those ladies presenting the skits did a great job. KC6ZSH ShEron & KE6BIS Norma presented a "no-no" radio skit with the assistance of KD6ERC Dollie who was a trouble maker

KE6WCA Sue clued us in on what takes place on the day of the HF net at their house, starting at one P.M. Ken (N6KBI HF net control) dons his MARC shirt/cap, clears his desk, lays out all his papers and is ready to go at 4 P.M.

The next skit was presented by two Valkyrie motorcycle riders, KD6AHS Linda(rider) and KF6BEB Mijo(passenger), they did all the wrong things there was to do on a motorcycle, after which they passed out paper to everyone, and they were to see who could find the most errors. KE6JWD Carolyn and N6USO Burt were the top winners.

Kay (MPB Mels xyl) controlled our background music, while

KE6WCA Sue was controlling the cameras.

KE6RDL Pattie is our special crafts lady, who has wonderful ideas and very handy with her tools of imagination.

KD6SBZ Pat & KD6OFQ Bonnie were the program officials.

The ladies gave all the Board & staff reports for the men while the men assumed the ladies positions, along with their reports.

Our ride coordinator KD6AHS Linda & N6MHN Rich led us on a great ride to Barretts Junction for a delicious lunch(all the fish you can eat). Twenty-two very hungry people devoured the meal.

Thank you goes out to all the ladies for their time and efforts, get your thinking caps on for next year, maybe get more ladies involved. Thanks again, it was fun...

April newsletter items due March 27, 1997.....

IMPORTANT ADDRESSES:::::::

MARC LIST ADDRESS::::::KC7MZ-LEWIS

marc-l@teleport.com

MARC HOME PAGE:::::::VE6HGW-DREW

<http://www.spots.ab.ca/~ve6hgw/marc/>

ATTENTION ALL PACKET ENTHUSIASTS:

DAVE KC6ZHG HAS A NEW ADDRESS: SEND TO
Dave- KC6ZHG@W6QZ.#SOCA.CA.USA.NA

This is a new address for Dave as his BBS just upgraded.

73--Dave

UPCOMING 1997 MARC ACTIVITIES

FOR THE BALANCE OF THE YEAR:

**MARCH 08, SATURDAY- BREAKFAST MEETING
MARCH 10, MONDAY TOUR D' OLYMPIAD WALK-THRU**

5:30 P.M.

APRIL 05, SATURDAY-BREAKFAST MEETING

APRIL 12/13 SAT & SUN-CHALLENGE CUPR RELAY RACE

APRIL 26, SAT-TOUR FOR THE CURE(DIABETES)

MAY 10, SAT- "MARC" 5TH ANNIVERSARY MEETING

MAY 18, SUN- RIDE FOR KIDS

JUNE 14, SAT- BREAKFAST MEETING

JUNE 28/29- FIELD DAY

JULY 1-4- WING DING (BILLINGS,MT)

JULY 12, SAT- BREAKFAST MEETING

AUG 09, SAT- BREAKFAST MEETING

SEPT 13, SAT- BREAKFAST MEETING

OCT 4/5, SAT & SUN- MS 150

OCT 11, SAT PICNIC MEETING???

NOV 8, SAT-BREAKFAST MEETING

NOV 9, SUN- LOVE RIDE

DEC 13, SAT- BREAKFAST MEETING



NOTICE

ATTENTION

NOTICE

ATTENTION

ATTENTION

STARTING WEDNESDAY MARCH 5TH, MARC WILL BE HOLDING A MARC WEEKLY WEDNESDAY NIGHT NET ON THE SCARA SYSTEM ON SANTIAGO PEAK ONLY AT 7 PM. THIS NET WILL BE OPEN TO "SCARA MEMBERS ONLY". THE OTHER REPEATERS WILL NOT BE LINKED DURING THIS TRIAL PERIOD. ALTHOUGH THEY MAY BE IN THE FUTURE. THATS WEDNESDAYS AT 7 PM ON THE SANTIAGO PEAK SCARA REPEATER ONLY.

TRAILER WOES

In the summer of 1984, shortly after acquiring a new, 1984 Aspencade, my wife Vi and I set out on a three and a half week, 4,000 mile trip with two other couples to see Canada. One couple, Greg and Karen, rode a 1982 Interstate. The other couple, Roger and Kerry, went on our previous mount, a 1981 Interstate. We pulled three different trailers, none of the same make. Roger had a Coleman Papoose, I believe. He bought it from Greg, and it was about one year old. Looked like a car-top carrier on wheels. Huge thing. At the time, we all lived in Spokane, Washington, and worked for the same company.

Our first fun was at the Canadian border where Roger drew the short straw and had to unload every scrap from the Papoose for inspection. The rest of us stood by while this was going on. We found some amusement in the fact that he, and not the rest of us was selected for audit.

The second day brought us to 100 Mile House on Hwy 97. It was dark, and pouring rain. Although this was to be primarily a camping trip, we couldn't wait to get to a motel to get dry. Unknown to us beforehand, Kerry's uncle lived in town. She gave him a call and we were invited to see his amazing, private car collection. Among other things, he had one of Herman Goering's staff cars. My favorite though, was a 1976 Cadillac convertible with 0 miles. He trucked it in to preserve the new condition. Of course, today they make convertibles again, but in 1984, that was a real gem to own.

The next days took us further north, and we ended up about 100 km north of Dawson Creek. At that point we turned around and headed for Jasper, Alberta. We left Prince George early in the morning. About half-way between Prince George and Jasper National Park, Roger started to hear a squeaking noise from the trailer. It got worse quickly, and finally one wheel completely froze up. It was Sunday, and we were in the middle of nowhere. We pulled off the road into a field, and tried to remove the wheel from the axle. No luck! Vi and I, along with Greg and Karen, headed south to look for help. Amazingly we found a little appliance fix-it shop open in Dunster, B.C. We told him about our problem, and he said that if we could somehow get it there, he might be able to help us. We headed back to talk to Roger. By the

time we got there, Roger had already unloaded the trailer, and unbolted the axle from the trailer. With one wheel removed to save weight, he strapped the axle and frozen wheel to the side of his Gold Wing with bungee cords. A sight to behold!!! Off we went to Dunster about 50 km away.

The fellow at the shop used a torch to get the wheel off the bearings, and everything inside was cooked. Performing another miracle, he got his friend to come down and open up his auto parts store where we found the bearings and races we needed. That's what I call beyond the call of duty.

Back to the shop where everything was put back together. The repairman asked if we would like to get our bearings checked while we were there. Absolutely! He removed one of mine and found plenty of grease inside. He had a terrible time getting the grease cover back on, and kept pounding on it with a hammer until it was barely recognizable. He asked if I wanted him to check the other side. I said, "you might as well, you've already beat the cr*p out of that one!" That brought a roar of laughter from the observers. Never will forget that Sunday. MORAL OF THE STORY...CHECK THOSE TRAILER BEARINGS!!!

Dick Hughes W6CCD

QST de W1AW
From ARRL Headquarters

YLRL founder Ethel Smith, K4LMB

Ethel Smith, K4LMB, of McLean, Virginia—who inspired and helped found the Young Ladies Radio League (YLRL)—died February 5. She was 79. In accordance with her wishes, no services are scheduled..

A ham for more than 60 years, Smith—a Wenatchee, Washington, native—discovered "wireless" as a youngster and became licensed as W7FWB in 1936. A story in QST for May 1940 outlines how Smith's letter to QST encouraged other female hams to form their own organization, which became the YLRL in October 1939 (with Ethel Smith as its first president). Her stints with the Army and Navy during World War II led to an offer from the Naval Research Laboratory in Washington D.C., in 1945 (she joined the Naval Reserve in 1950 and remained in an active reservist for 10 years).

Smith also participated in the formation of the Foundation for Amateur Radio

(FAR) in 1957. Around that same time, she met and married the late John "Tex" De Bardeleben, W4TE (ex-W3CN), who was with the FCC. The couple set up housekeeping in Virginia, and she later served as the Virginia SEC (1966-69) and as an ARRL Assistant Director under four different Roanoke Division directors. Last August, six months after her 79th birthday, she celebrated her six decades in Amateur Radio by passing the Extra Class examination.

In addition to being a member of ARRL, Ethel Smith was a member of QCWA, served as its executive secretary/general manager in 1974-75, and was elected to the QCWA board of directors. Her other recognitions include: Ham of the Year, Washington DC, Mobile Radio Club (1965), ARRL Roanoke Division Service Award (1972), Dayton Hamvention Special Achievement Award (1984), QCWA Roll of Honor (1987), Radio Club of America Fellow (1988), and Foundation for Amateur Radio Ham of the Year (1993).

In an article in last fall's QCWA Journal celebrating Smith's 60 years in the hobby, she was quoted as saying: "Amateur Radio is still the main focus of my life. It has brought me all the good things that ever happened to me. It gave me a challenging and rewarding career. It gave me a wonderful husband and the greatest collection of friends in the world—all over the world. I owe more to Amateur Radio than I can ever possibly repay." The quarterly featured a front-cover picture of Smith in her W7FWB shack.

ARRL Executive Vice President David Sumner, K1ZZ, expressed sorrow at Smith's passing, calling her "a leading light in the ham community." Sumner said that Ethel Smith "never stopped contributing, learning, and growing. I don't think it ever would have occurred to her that she should."

Thank you KA6CYP George for sending this article to us.



ACTIVIST REVIEW

A publication of **AMA**

This Month: Intelligent highways, important regulations, dumb public-lands bans and more.

January 24, 1997

Regulation could end discrimination against riders

Last fall, Congress passed the Health Insurance Portability and Accountability Act of 1996, designed to prevent employer discrimination against various groups of workers in the area of health-care benefits. But the process of ensuring that motorcyclists are clearly protected by that law continues.

Currently, officials in the U.S. Department of Labor are working to draft a regulation that will put this new law into effect. And concerns have been raised that the final wording of that federal regulation could circumvent the intent of Congress to include protections for motorcyclists.

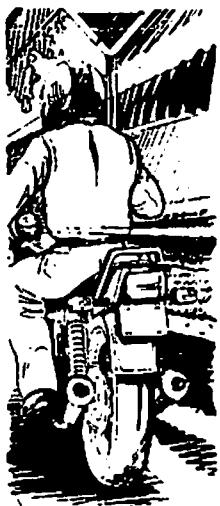
A congressional conference committee report drafted during consideration of the insurance act clearly states that individuals should not be excluded from health-care programs due to their participation in legal off-work activities including motorcycling. But the AMA reports that some health-fund administrators have chosen to interpret the new law in a way that would permit them to continue denying health benefits to motorcyclists.

"The regulation to be issued by the Labor Department should put an end to the current speculation about the status of the law," noted AMA Washington Representative Rob Dingman, who is consulting with Department of Labor officials during this process. "The final language included in that regulation will be crucial in securing this victory for motorcyclists."

"Our opponents claim they can continue to deny injured motorcyclists

health-care benefits under the new law," Dingman added. "But that is not what Congress intended, and we will be working hard to ensure that this discriminatory practice will no longer be permitted."

Designing the roads of tomorrow



Imagine roads where platoons of cars move in formation without input from their drivers, where global-positioning satellites constantly pinpoint your location and where collision-avoidance systems reduce accidents.

Now imagine all these innovations being put into place without anyone considering the role motorcycles will play in the transportation system of the next century.

The Intelligent Transportation System (ITS) is becoming a reality. The first Automated Highway System utilizing hands-off technology is expected to be up and running in five years. But so far, no one seems to be interested in finding a place in that system for motorcycles.

Recognizing the potential challenges presented by these new technologies, the AMA has been participating in the planning process that will lead to the roads of tomorrow. As part of that effort, the AMA has become a member of the Intelligent Transportation Society of America, the organization charged with implementing these transportation technologies.

"We have been monitoring ITS developments for some time," noted Sean Maher, AMA legislative affairs

specialist. "After attending the World Congress on Intelligent Transport Systems last fall, it became apparent that we had to get more actively involved in the planning process to ensure that our interests were properly represented."

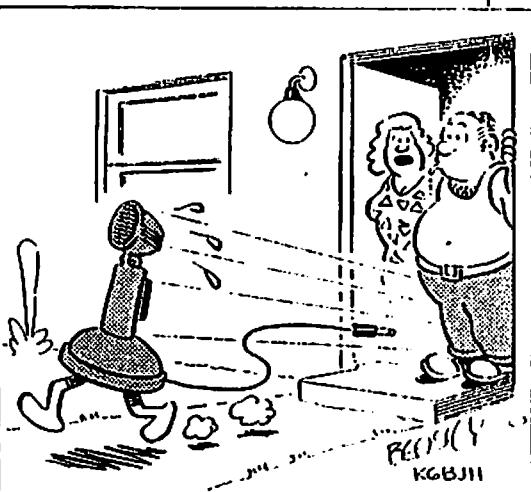
Maher returned to AMA headquarters and met with other staffers to devise a strategy that would maximize the opportunities presented by the proposed ITS system.

"One of our first goals," he said, "is to investigate how collision-avoidance systems might be used to reduce the number of failure-to-yield accidents that are responsible for many motorcyclist injuries and fatalities."

"There are other opportunities as well," Maher added. "Motorcyclists have argued for years that they should pay reduced tolls because of their negligible impact on highway and bridge surfaces. Unlike today's toll systems, which don't recognize motorcycles, automated collection systems could set a variety of tolls for different vehicles."

Robert Rasor, vice president of AMA government relations, says the ITS program also raises concerns about additional issues, including motorcyclist access to high-occupancy vehicle lanes.

"These are just a few examples of why we will be taking a high profile approach to the ITS planning discussions," he explained. "We have to ensure that motorcyclists' needs are recognized and accounted for."



I DON'T BLAME IT --- YOU'VE ALREADY FILLED FOUR LOG BOOKS THIS MONTH!

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SMA **M & M** Goldwing Side Mount Antenna Adapter 24.95

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 Adapter Converter 26.95

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-Heads 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.

ADA0 **M & M** Adapter for Yaesu & Icom Hand-Heads 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

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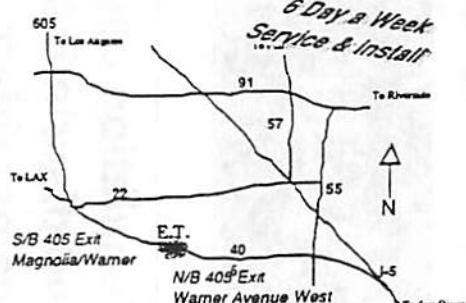
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"MARC" YOUR CALENDARS FOR THE COMING EVENTS!!!!!!!!!!!!!!!!!!!!!!

MAR 4, 11, 18, 25 - "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 (N6KBI-Ken, Net Control)
75 METER NET TO FOLLOW AT 6 P.M. ON 3.875 (WB6STW-Dan, Net Control)

5, 12, 19, 26 - "MARC" 2-METER NET (8 P.M.) 146.985 - (NO PL)

8 - "MARC" BREAKFAST MEETING (8 A.M.) LAKE VIEW CAFE (714-572-8521)

10 - TOUR D' OLYMPIAD WALK-THRU (5:30 P.M.)

16 - TOUR D' OLYMPIAD (6 A.M.?)

17 - ST PATRICK'S DAY (WEARIN' O' THE GREEN)

19 - WHAT'S MY LINE (MISSION VIEJO SENIOR CITIZENS)

30 - HAPPY PEACEFUL EASTER

APR 1, 8, 15, 22, 29 - "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 (N6KBI-Ken)
75 METER NET TO FOLLOW AT 6 P.M. ON 3.875 (WB6STW-Dan)

2, 9, 16, 23, 30 - "MARC" 2-METER NET (8 P.M.) 146.985 - (NO PL)

1, 2 - "MARC" E-MAIL CHECK-INS (KD6ERC-Dollie)

5 - "MARC" BREAKFAST MEETING (8 A.M.) LAKE VIEW CAFE (714-572-8521)

6 - DAYLIGHT SAVINGS TIME BEGINS (DON'T FORGET TO SET YOUR CLOCKS AHEAD)

12, 13 - CHALLENGE CUP RELAY RACE

26 - TOUR FOR THE CURE

(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

MARCH 1997

NEXT MEETINGS:

MARCH 8, 1997 8 A.M. AT LAKEVIEW CAFE,

2099 E. ORANGETHORPE, PLACENTIA

(ON CORNER OF LAKEVIEW & ORANGETHORPE)

91 FWY/LAKEVIEW EXIT

APRIL 5, 1997 8 A.M. AT LAKEVIEW CAFE,

2099 E. ORANGETHORPE, PLACENTIA (ON CORNER

OF LAKEVIEW & ORANGETHORPE) 91 FWY/LAKEVIEW EXIT

