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AUGUST/SEPTEMBER

1997

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**HF NET CONTROL:**  
KEN EDWARDS (20/40 MTRS) N6KBI  
DAN CURRY (75 MTRS) WA6STW  
**440 & 2-METER NET CONTROL:**  
BOARD & STAFF:

### FROM THE PRESIDENT'S DESK:

Picking up from the June/July newsletter... For those who are receiving the MARC LIST/DIGEST, you know I really did go out and buy a Toshiba Satellite Pro 430 CDT(120 MHz, 1.3 gig of hard drive, 16 meg of RAM, internal 8X CD-ROM, external floppy disc drive along with a PN60 Pocket Printer) and I love it. About one half of the total MARC membership is now on the MARC LIST/DIGEST and could follow the two USA 4 Corners(14,294 miles) trips through the reports submitted every couple of days either by Bonnie or myself. Then there were those reports coming from Billings and Wing Ding, too. This computer thing is really growing amongst MARC membership, and we love to see it. During the summer we have discontinued the Weekly MARC Bulletins because everyone is getting updated several times a week just with the normal flow of information on the MARC LIST/DIGEST. We hope to start the Weekly bulletins again when the riding season ends and Ray is home again for awhile...

See Bonnie's report about the June meeting.

Since last we wrote, Ray has completed the USA 4-Corners Ride twice. Yes he rode it from San Ysidro, CA. to Blaine, WA., to Madawaska, ME, to Key West, FL. And then turned around and rode it backwards. 14,294 miles in 16 riding days. I say riding days because on the first trip around I stopped in Mitchell, SD for 3 days

and never turned a wheel. Five days later I had checked in to Key West for the end of the 1<sup>st</sup> trip and out of Key West for the start of the second trip and spent that night in Oviedo, FL(Orlando) at my daughter's place. Spent Saturday and Sunday(Father's Day) visiting my daughter and grandchildren. Again not turning a wheel for two days. Then Monday June 16<sup>th</sup>, got back on the road again and four days later, late Thursday June 19<sup>th</sup>, was in Mitchell, SD. Because of weather conditions, left Mitchell Sunday morning for Blaine, WA and finally San Ysidro to complete the two USA 4-Corners Rides in 16 days riding time. It took me three days to go from Mitchell, SD to Blaine, WA. To San Ysidro, but they were very long days, and the weather was cooperating for the most part on the last three days. During the 16 days I would guess I rode seven days in the rain. If you divide 14,294 miles by 16 days, it averages out to 893.3 miles a day. The daily average would have been much higher then that, but because of the destinations where I wanted to spend time visiting my family, I only put 600 mile days in several times. I had three days of over 1,000 miles, (1071, 1028 & 1021) and most of the other 13 days were between 900 & 950 mile days. Don't bother flaming me for the way I ride. It's just the way I like it, I don't expect other people to understand it and I sure don't put anyone down for the way they like to ride. By the way this bike now has 198,065 miles on it.

Saturday June 28<sup>th</sup> was Ham Field Day. The Corona PD, specifically

MARC member, Sam KE6NTD had invited the MARC members to their annual Ham Field day, BBQ & cook-out. I understand that about 15 MARC members had signed up to attend it, but only half that many showed up. I know I was signed up and did not attend and for that I sincerely apologize. Bonnie and I were to leave for Billings, MT and Wing Ding at 5:30AM Sunday and she never got into the John Wayne Airport here in Orange Co. from Ohio until 3:30 PM Saturday afternoon. Bonnie had the van packed except for a few items which I finish that and the motorcycle for the trip. I had just been home four days from the USA 4-Corners Ride and had spent two of those days at Huntington Honda getting the bike ready again. So Sam, I do apologize for not making your Field Day BBQ & cook-out. I was told the food was good and there was plenty of it.

We arrived at the site of Wing Ding of Wing Ding 1997 (Billings, MT) on Monday June 30<sup>th</sup>. After all the hassle of getting the bike ready after the USA 4- corners, Bonnie getting home on Saturday & leaving again Sunday. We finally had time to relax and enjoy our time together Monday night and Tuesday at the Sheraton Billings hotel, before Wing Ding opened on Wednesday July 2<sup>nd</sup>. We saw at least 40 MARC members at Wing Ding. There were 28 people at our seminar on Thursday and many more who were coming and going all the time but could not make the seminar. We picked up 5 new members and 2 former members. We had the laptop with us at Wing Ding

and kept up a daily report on e-mail while we were there. Others trying it out and contributing to the reports were ZHG-Dave, SBZ-Pat, LI-Terry, and OFQ Bonnie.

The Sheraton Hotel was a great place to stay, the cost of meals were reasonable, the lounge on the 20<sup>th</sup> floor had a spectacular view and parking was easy. If Wing Ding ever goes back to Billings, that's where we would want to stay.

Bonnie left for home in Irvine and I headed east for Mitchell again. When Bonnie was about 95 miles west of Billings and I was on the motorcycle about 65 miles east of Billings, we were talking to each other through a 2-meter repeater. But that's where I could no longer hit the repeater.

After watching the weather channel for a couple of days in Mitchell, I decided to cut my stay short and head back to CA on Wednesday July 9<sup>th</sup>. There were predictions of big storms coming into Colorado from the west so I got out of there. Wednesday night I got into Green River, UT about 8 PM. The next day I got home about 2:30 PM, which gave me time to unpack the bike, change oil and wash it. Total round trip to Billings, Mitchell and home about 3400 miles.

It was good to get home in time for the Saturday July 12<sup>th</sup> MARC meeting. Even though we were home NXC John and BEB Mijo ran the meeting. We're still taking it easy. "Yeah, right". The meeting was lightly attended, as only about 30 members showed up. Typical for a summer meeting. But it was staff and the core group that did show up. There were so many good door prizes that I think everyone went home with at least two. Even Ray won one. John and Mijo did a great job with the meeting, although they had their hands full trying to keep us all under control. It just wasn't to be as we got pretty loud and were just having laugh after laugh. John did manage to get all the important things done and the meeting adjourned to the parking lot. As usual many of us were still in the parking lot an hour or so more later.

Having some time at home Bonnie and I took a day off and enjoyed a full day of exploring and eating junk food at the Orange County Fair. We had so much fun that I decided to join my son and his friend and the 3 grandsons at the fair

again the next day. That was a long day from 11 AM to 8 PM, I got to watch those kids have a ball.

Did I tell you that as of this date, Wednesday July 30<sup>th</sup> the laptop is in the hospital. Seems as I pressed some wrong keys at the right time while exploring some hidden files that I had no business fooling with and made it impossible to run any program because the screen was blank. So after many calls to Toshiba tech support, I was told to take it to their local repair place here in Irvine and they are reinstalling the factory installed software this Wednesday and I leave Saturday for Sturgis. I hope I get it back in time to take it along. Live and learn....

Thank God for having an expert electronic engineer like MARC member KN6P Carroll living but a few miles away. You would have to see it to believe what that man has done for my ham radio wiring harness and my Ashidavox microphone on my helmet. You can hear me breathing with no background noise at 75 mph on my motorcycle with an open face helmet. What a difference it makes to get everything just right.

NXC John and BEB Mijo left for France on Monday July 28<sup>th</sup> and a months vacation. We only wish John and Mijo could have taken a laptop along to send us a steady flow of information from Europe. That would really be fun to follow.

I've got two days after to day to get this newsletter article finished, camping gear out and packed, get a vinyl cover made for the relocated Kenwood 741 detachable head on the motorcycle, check the bike out, pack my clothes and get the laptop back and programmed before this Saturday August 2<sup>nd</sup>. Then on to Hidden Valley Campground six miles south of Deadwood, SD and the Sturgis Rally. I will be camping with about 30 members of WOTI(Wings On The Internet). Now I have never met any of these folks, but they sure sound like a wonderful bunch of people. (WOTI has about 900 subscribers) You pay no dues and all you have to do is be on e-mail to receive their daily bulletins, and a lot of Gold Wing information.

While at Sturgis I plan on swinging on down to the KOA campground near Hot Springs, SD to see the IBMC (International Brotherhood Of

Motorcycle Campers) campout. I'm a member of the IBMC, too, and we have quite a few MARC members in the IBMC.

I obviously will not be at the Saturday August 9<sup>th</sup> MARC meeting. Bonnie says she is going to run the meeting. She has always done the Ladies meeting in February, so that won't be any big challenge for her. She will need help getting the van loaded the day before. John, KC6Z0Z, are you listening??? MARC members John ZOZ and Teri KF6HJT live just a mile from us and are always there for us when we need help.

After Sturgis, its again back to Mitchell for a few days to visit my mom again. The 4<sup>th</sup> time this year already.

See Gary KE6PSD or Pattie KE6RDL's article about the Love Ride 97 Kick-Off Party.

Then after Sturgis and Mitchell, it is the annual SCMA 3 Flags Classic. This year it goes from Nogales, Mexico to Moose Jaw, SK, Canada. We depart for Nogales Thursday August 28<sup>th</sup>. The ride actually starts at 6 AM Friday August 29<sup>th</sup> from Nogales, Mexico. Four days and 2283 miles later we will be in Moose Jaw. It's all back roads and it goes through Cortez, CO, Afton, WY and Columbia Falls, MT then to Moose Jaw. This is the 12<sup>th</sup> consecutive year for me and Bonnie has made the trip 10 times. The Three Flags Banquet will be held Tuesday night Sept. 2<sup>nd</sup>. On Wednesday AM we will depart Moose Jaw and should be home three days later, using the interstate of course.

That way we will be home for the Saturday Sept. 13<sup>th</sup> MARC meeting. We have a special guest speaker for that meeting, so it is a big one. And it starts the season of signing up for the various charity events we do. **PLEASE READ THE STAFF REPORTS** elsewhere in this newsletter for all the details.

That same weekend of the September MARC meeting is the 1997 Hamcom in Riverside, CA. It runs Friday, Saturday, and Sunday.

A couple of days after the September 13<sup>th</sup> MARC meeting I will be back on the road again headed for Mitchell, SD and my mother's 93<sup>rd</sup> birthday on Sept. 18<sup>th</sup>. She keeps telling me every year that she won't be there for the next one. I only get to see her a few hours a day, but it is



quality time and I love it. Last year her birthday was the same week as Corn Palace week. A big festival where they block off 7 blocks of Main Street and set-up carnival rides, bingo and such. Brings back fond memories about growing up there. Well, most people who know me well might argue that point about growing up. They claim I'm still a 65 year old little boy, and I like that just fine. My kids once bought me a sign for my vehicle that read, "I may be getting older but I refuse to grow up." How true that is....

After that I would hope to make it over to Rochelle, IL to the IL/WI chapter meeting if they are going to hold it on Saturday or Sunday September 19<sup>th</sup> or 20<sup>th</sup>. I don't mean to have them change their meeting date just to accommodate me. Too much depends on the weather and other circumstances for them to count on me being there.

I do plan on alighting here in Irvine for good about Sept, 24<sup>th</sup>, that should end the riding season for me.

Never did get a chance to visit any IBMC campouts, MARC Chapters, MARC members along the way, Honda Hoot or any of the other places I mentioned in the June/July newsletter. That is, other than the USA 4-Corners Ride, Wind Ding, Sturgis and the Three Flags.

We want to thank all the MARC board and staff for getting their newsletter articles in on time. **"THANK YOU VERY MUCH."**

Starting in October, we will go back to a monthly MARC newsletter, a sure sign the riding season is over.

Please come to the August and September MARC breakfast meetings so we can get those people signed up who can work the forth coming charity events. This year the MS-150K is the week before our October meeting so we are already on a tight schedule to get members signed up for this event. Again, please read the staff reports for this and the other MARC events.

MARC has been contacted by "Ride For Life" promotions director, Tom Robins about possibly assisting with that ride on Saturday October 18<sup>th</sup>. But we have none of the details at this time and will probably **"NOT"** have a sign-up sheet for this event at the August MARC meeting. If it is determined that we want/can help to assist with this event we will need a volunteer to join with the MARC staff to take on this event. Anyone who would be interested and can assure us that they will be available for all **"RIDE FOR LIFE"** meetings and are willing to take on the responsibility and time needed to coordinate this event, please let myself or one of the other staff members know. Thank you in advance.

N6KBI Ken, our MARC HF Net controller is moving to Prescott, AZ. See his report for all the particulars.

Comet has a new dual band 2-meter-440 mobil antenna that has an open coil on it. It is designated the QE-5. They have given us one to test on the motorcycles. It is of the same design as the HP-32, Z750 and the SB-5. But it has a completely different fold-over mechanism. In fact it doesn't have a fold-over mechanism. It has an air type fitting. You pull up on a sleeve and the mast comes out, completely detached. I will test this antenna on the Sturgis trip and write an article on it for the October newsletter. Of course, I will keep that trusty Comet HP-32 along as a back-up just in case.

Also Comet now has the new dual band 2m-440 beam antenna in stock that John KD6NXC reports on elsewhere in this newsletter. Our two other MARC board members, Billy N6EDY & De Witt KM6UK have both ordered them for themselves after reading John's report.

#### **"SAFE RIDES AND CLEAR FREQUENCIES"**

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#### **SOMETHING TO THINK ABOUT** by Billy N6EDY

I noticed recently that the American Red Cross, RACES, AREC, and various other emergency related organizations that utilize battery powered communications equipment have "standardized" on the use of 'Anderson Power Poles' - for making the DC connection to the power supply. The intent here is to make the interchanging of equipment easier and faster, by eliminating the need to change any 'non-mating' power connection plugs. A situation that can easily happen since there are hundreds of plug combinations. I have discussed this with Ray KD6FHN, and he agrees that this would also be a good idea for our MARC members to adopt. He presently uses them as well as several of us. This procedure would help in the event of some emergency- Especially if we needed to swap our own equipment around, or borrow a piece of equipment, or even to use a specialized piece of equipment that some agency we are supporting might provide. We recommend that you 'retrofit' your connectors, and 'standardize' on the power poles, at your earliest convenience.

New subject: There seems to be a new attempt to 'publicize' and 'universalize' the signal for motorcycle riders to let other

motorcycle riders know assistance is needed. We have all been in the situation where someone waved to us as we rode by (at the legal speed). And, in-as-much as all riders wave to each other because we are a friendly lot; And, since you couldn't hear what they said - You don't know whether they were just waving, or really wanted you to stop. Hence, the ole "helmet on the side of the road" procedure. On discussing this with some of our more knowledgeable riders, some suggestions come to the fore. Place helmet far enough behind your bike to establish that this really is a signal - and not just a helmet that merely taken off and laid on the ground. Place the helmet close enough to the roadway to assure that it can be 'seen' - remembering that it needs to be protected from oncoming traffic. One suggestion that I would like to add is that if you are responding to someone's signal - park your bike to the front of theirs. They presumably will come forward to where you have parked, and their equipment should provide at least some degree of barrier to help protect you from the on-coming traffic. The more this is 'publicized' - the more universal it will become.  
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**QST, QST, QST,** This is N6KBI, Ken, HF Net Control for MARC.

This station will be shut down for awhile due to a relocation to Prescott, AZ where my xyl Sue (KE6WCA) and I are looking forward to joining up with the AZ MARC Chapter.

I have taken a position as District ADA Coordinator for Yavapia Community College beginning August 11<sup>th</sup>.

Several members have indicated they would try to do the MARC HF Net on Tuesdays at 2300Z for 20 meters and 2330Z for 40 meters while we get settled into a new QTH. This is great! I really appreciate the commitment to this Great Club.

PLEASE help MARC keep USB 14.340@2300Z and 7.290 LSB@2330Z on Tuesday's established as the MARC HF Net frequencies.

**ONLY YOU CAN DO THIS** by getting on frequency and calling for other MARC members and holding QSO's EVEN IF there is no HF Net Control station on that day. I will try every Tuesday to be on but I will have to operate HF Mobil until we have found a QTH to buy. I sure don't want to move the BIG tower and antennas more than one time. But as Arnold said in one of his movies "TLL BE BACK" in full force. I love doing the HF Net and will miss talking with all of you on a regular basis. 73's and HELP KEEP THOSE FREQUENCIES FOR OUR CLUB.

N6KBI, Ken HF Net Control

## I KNEW YOU KNEW THAT!

By: De Witt Morgan KM6UK

I reckon all you folks have been out riding this summer. Going places, seeing new and exciting places. Riding hundreds, and thousands of miles. Wind Ding, 4 Corners, Iron Butt, and all manner of other interesting places. 3 flags is coming up. Wow!

Now I know you know this, but just a reminder about a few things. Some of them might be a little late for you, but have you checked to see that all your antenna connections are tight? Have you looked to see if there might be a hairline crack in the plastic that might cause you some grief down the road?

It is extremely frustrating to get somewhere and look at your shining steed, and see that there is an antenna flopping, or worse, missing. Yep, been there, done that! And in Canada at that.

Have you checked the bike over? Looking at all the nuts and bolts for proper tightness. How about those hidden spots. Have you checked inside the side covers, you DO know what is behind the side covers don't you?

In there you will find the place to check the oil, don't forget to add more if needed, the battery is in there too. Check for fluid level, and when doing a lot of hot weather riding, be sure to check it frequently.

Have you looked at your tires? Sidewall cracks plenty of tread, wearing o.k. How about the pressure? Remember, you are probably doing a lot of 2 up, and pulling that trailer that has been sitting a year in the back of the garage. It has tires too. And how about the load. Properly placed for a good ride. Stuff on top properly lashed into place?

Windshield and mirrors cleaned, and cleaning supplies on board? The bugs are out now, so a very soft scrubber or a wad of panty hose makes a good bug scraper. A can of 210 and a couple of diapers make daily maintenance easy.

I KNOW you know this but how about.... How about riding. Do you maintain a good stopping distance from the vehicle in front of you? Do you never ride alongside a 18-wheeler? I always move to the very outside of the lane I am in when passing one of those behemoths. I have

held a retread in my hands and was surprised to learn that a retread can weigh up to 50 to 75 Pounds more. Just think what that can do if it came flying back at you. Do you watch out for them lying in the road? A car can hit one and send it flying too, or running over one can definitely ruin your trip.

What about riding with a group of motorcyclist? I won't go into that very much because GWRRA has some very good stuff on that kind of riding. But "be sure" to allow enough room for the bike in front, AND in the back of you to do emergency maneuvers. Don't be offended if I tell you to back off. Because I will if you are in "my space."

Are you prepared for the "twisties" we all love so much? Do you ride with your head level to the horizon? Watch the racers, their heads are level, even with the bike heeled way over and knees scraping the track. That is one of the secrets of a smooth, rapid "go around the curve."

Do you watch the APEX of your turn? With your head level, and watching the apex of the curve, (the apex being the point of the curve that turns away from you,) when you aim your bike for that point, you can go into the curve faster, safer, and your bike will follow that point right around the curve, and spit you out safely on the other side.

If you don't understand that aspect of riding curves, ask one of us who do. Believe me when I say you will be a safer, better rider when you understand that principal.

I know you know all this stuff, but it was on my mind, and I thought, "what the heck," everyone needs a little reminder once in a while.

Ride safe, ride often, and wave as you pass.

De Witt KM6UK

73's



## The CYA-240, 244MHz/430MHz beam from COMET

This is a dual band yagi on a single boom. Packaging was standard Comet. (Instructions were in Japanese: I realize that at the time I received this antenna, it was only one of two in the country.) Upon opening the package, I removed all parts and laid them out on the floor for an inventory. All parts were located. However one element was listed as being 310mm in length, when the actual length was 320mm (320mm is the correct length for this element). The boom and radials are of high quality aluminum with stainless steel hardware. A coaxial cable yoke to connect the two portions of the antenna was included in the package, as was a duplexer for the radio end of the coax. Assembly was very easy, even though handicapped by the Japanese instructions. I was able to assemble the antenna in 15 minutes. It took another 15 minutes to verify all measurements as given with the instructions.

The antenna was mounted on a 25' pole near my COMET GP6, at the same approximate height. The GP6, also a dual bander, is rated at 6.5dBi gain on 146 and 9.0dBi gain on 446. The beam reputed to have a 9.5dBi gain on 144 and 11.6dBi gain on 430. Mounting of the rotor and antenna was very easy. Before raising the antenna, I checked the SWR. I found that the factory setting was 1.2 to 1 on the low end of the 440 band and 1.25 to 1 on the high end. The instructions said that the optimal should be 1.4 to 1 on both ends and lower at the center. I therefore left this as it was (I did not try to improve on better than good). When tested on 144MHz the meter showed a 1.45 to 1 at the low end of the band and 1.2 to 1 at the higher end. I thought I might be able to even this out, or at least lower the SWR on the low end. So I attempted to adjust the small strap that controls the SWR. Well one of the two stainless steel screws galled (a condition common to stainless hardware where one side, the screw, tries to adhere/weld itself to the other side, the nut). I went into my box of goodies (that all good hams have in the garage) and found another screw/nut and replaced the bad ones after a few, @!#\$%\$@&\*\*\*\*\$# words, as it was seized and would not move either way, on or off. I had only moved the adjusting strap one eighth inch when again I tested the SWR and found it to be 1.35 to 1 across the band, again better than expected when checking the instruction sheet. NOTE: all SWR measurements were made at the radio end of a 50' coaxial cable using a NCG 2000 Power & SWR Meter.

I began using the beam as soon as it was up and operational. However, I had to wait till I purchased a coaxial A/B switch so I could change from the CYA-240 (beam) to the GP6 (omni). As expected, local communications and repeater operation were unchanged whether using the beam or the omni. However, simplex operation is something different! Local stations are clearer on receive, as there is less interference from stations to the side of the beam and those to the rear are almost closed out, unless they are very close. Distant stations, or those normally hard to receive because of mountains, are remarkably improved when using the beam versus the omni. One station 18 air miles away with a 4000' mountain in between had a signal strength of 7 on the omni. This improved to a 9 with the beam. A second station 71 air miles away was being received at a weak 1 on the omni. When switched to the beam, the signal improved to a 5/9, depending upon words being spoken versus just a carrier. A third station 41 air miles away was received at a 3 on the omni, and when switched to the beam, improved to a strong 7/9. I was transmitting and receiving on a Kenwood 733. All stations reported that their reception was remarkably enhanced when I switched from the omni to the beam.

I would strongly recommend this antenna, the CYA-240 to anyone that is looking for a small dual band beam to compliment a omni directional antenna for their station. It is smaller than most TV antennas and therefore should stand up well to the very strong Santa Ana winds that we get here in Rialto. This was a major concern of mine as it is very difficult to keep an antenna of any kind up when mother nature decides she wants to blow through the Cajon Pass.

As this is a test antenna and must be returned to Comet, I will be waiting with baited breath for them to come out on the market, as I have been spoiled. Speaking to friends direct with out interference and not using a busy repeater is a definite plus.

John F. Reynolds, KD6NXC  
2vp MARC

## **TESTING WINDEND:**

John Edwards      KIC6ZOZ

As the Technical Coordinator for MARC, the Motorcycling Amateur Radio Club, I was presented the opportunity to test the WINDEND, (TM.) by the Sauerkraut Ranch, of Frio, Texas.

On our trip to Las Vegas for the Baker to Vegas Challenge Cup Relay Race, a round trip of 800 miles, Teri KF6HJT and I, John, KC6ZOZ, had the opportunity to test WINDEND, courtesy of the SAUERKRAUT RANCH.

This is a toggle switch which is inserted "in line" between the passenger helmet headset, and the bike connector. This is a positive, On/Off, switch. When switched to the "OFF" position the passengers helmet microphone is turned OFF. With the switch in this position, neither the driver, nor the passenger can hear the very annoying wind noise that has been the bane of Goldwing riders, and other users of the helmet headset intercom system because of the induction of wind noise in the mic of the passenger. The passenger can still hear the intercom, stereo music, and the CB. All of the drivers functions including the ability to use the mic remain intact.

When the passenger desires to talk to the driver, or use the CB, it is a simple maneuver to flip the toggle switch to the "ON" position, and they can then converse in a normal manner. This has eliminated the need for the driver to keep turning the intercom volume either UP or DOWN, or in extreme cases, OFF, because of the wind noise inducted by the passenger mic.

This device was also tested by other MARC riders, and was given high marks by all who used it. It does do just what OEM claims it will do, I.E. WINDEND. We all found the device easy to use, the installation and use instructions were clear, and well documented.

The downside to the device is that it may be a little too long, as it adds several inches to the overall cord. However, being a driver rather than a rider, I wonder though if the extra length helps the passenger in locating the switching device for use. We did not explore that issue.

Another question that comes to mind is, whether a "momentary" switch (i.e., push and hold to use, release to turn off,) rather than "on/off" would be useful.

Overall analysis: This is a "must have" for two-up riding. It does deliver just what the OEM promises, WINDEND.

## **HF BLURB:::**

Gary KE6BIT says he will be able to run the HF net for N6KBI Ken.

See back of newsletter for all other info.

We are pulling for you, Gary and will be listening.

## MS 150K

The latest meeting of the MS 150 committee was held July 22<sup>nd</sup>. They have made a lot of progress as we enter the final planning stages before the big event. Several items are of specific interest to MARC. First, Tara is looking into the possibility of MARC members riding our bikes on the bike paths. There are several places during both days of the event where the bicycle riders are off on their own on these paths. Some of this is passable to our bikes, but others are not. We should hear more about this at the next meeting. Next, we hope to issue MARC motorcycle riders with tubes and patch kits to give to riders who have minor breakdowns due to flat tires. We will also try to get a few extra route marker signs to replace those that get taken down the day of the ride (Dana Point police are notorious for doing this). Fortunately, we won't be responsible for putting the signs up....that has been taken care of by some of the other volunteers. Another big improvement this year is the Century route...only riders that make it to Carlsbad within a specific time window will be given the Century route...this should eliminate problems with the riders whose intentions are better than their capabilities.

Tara is planning on making it to the September 13<sup>th</sup> MARC breakfast. The committee itself is planning on pre-riding the course on September 16<sup>th</sup>. John (KC6Z0Z) and I may drive along to point out any areas that need to be given special consideration. The route has been more or less finalized, except for the finish point...it will be in Mission Bay, but the exact area is not known yet. For those of you who rode last years, the construction in the Torrey Pines area should be completed (Ha!).

We will start a sign-up sheet for those of you interested in participating at the next breakfast meeting. The event is two days, October 4 and 5<sup>th</sup> and you can work either or both days. This is a great event to work, the MS folks and the bicyclists really appreciate us, and it's a great cause. Please participate if you can!! We need all the MARC volunteers we can get...both motorcycle mobile and support folks.

Dave Hoffman      KC6ZHG  
MS 150 COORDINATOR  
wingman01@earthlink.net

## LOVE RIDE 14

JUST IN CASE YOU'RE NOT BUSY ON Sunday, November 9, Jay Leno would like you to go riding with him. Well him and about 25,000 other people. You see, that's the date of Love Ride 14, and again this year, Jay Leno will again be the Grand

Marshall. Last years opening remarks by Leno boasted of being one of his funnier, off-the-cuff routines. Jay brings with him much credibility to this event.

If you worked last years Love Ride 13, are you wondering just who attended this event? Profiles of the participants look like this: 67% were 43 year old married, 69% were males, 54% had no children at home and there was a median income of \$68,500.

The Love Ride is the largest motorcycle fundraising event in the world, the largest one-day fund-raiser for the Muscular Dystrophy Association, and makes up the largest one-day caravan of motorcycles in the world. The ride snakes it's way from Glendale Harley-Davidson to Lake Castaic for an afternoon of concerts and trade shows, a real "must do" event. Since the entertainment at Lake Castaic has yet to be finalized, there is nothing to report in that area. However if you have attended the previous Love Ride's or have spoken to members who have you know it is top name entertainers and a lot of fun.

Glendale Harley-Davidson is hosting the Registration Kick-Off Bar-B-Que at their location on August 23. Please also mark this date on your calendar, as it also is an outstanding day spent with entertainment and stars.

In order to have better control on our memberships participation this year, we MUST have the sign-up sheets completed at our September breakfast meeting. Additional sign-ups can be taken **ONLY** if there has been a cancellation of another member. This may seem to be a little harsh, however we must remember that this is a **CHARITY** event and because of our helpful participation we are given our passes into the park. If you feel there is a chance you will be able to participate, please sign up at the August or September M.A.R.C. breakfast meeting.

Pattie Lynch  
Assistant Love Ride Coordinator  
psychob@csnys.com

**DREAM CATCHERS 4<sup>TH</sup> ANNUAL  
'RIDE FOR A DREAM'**  
sponsored by the  
"Lady Motorcycle Riders Association"

On Sunday July 20<sup>th</sup>, about 225 Motorcycles took part in a 150 mile ride from Claremont, NH to Bedford, NH, and back to raise money for the Make-A-Wish Foundation of New Hampshire.

The ride contributed about \$14,000 for the foundation, enough to give about 5 special children their dream.

The ride started (and ended) at the Arrowhead Ski Area in Claremont, NH, at

9:00am. The route took them through Keene, and Peterborough, NH on the way to Bedford, NH (near Manchester).

This is where our group joined the ride; myself, Sandy WB1DRW, and my 12 yr old daughter Jessica, n-x-zed-Fred WAINXZ and his wife Liz, and 7 other (non-ham) friends.

We were escorted by the local police out of the park so we could ride in a group. The side roads, lights, stop signs were all guarded by either the local police, or mostly by the ride's Road Guards. What a sight 200+ bikes riding along as-far-as the eye can see. Which in the hilly southern section of New Hampshire is basically from one hill top to the next.

We were able to ride continuously through all the intersections, thanks to the Road Guards (provided by 3 local MC clubs, 'big guys on big bikes that could stop traffic just by looking at it').

After a brief refueling stop we continued past beautiful Lake Sunapee and on to a hero's welcome in Claremont with many groups of people waving and cheering us on.

Food, entertainment, and awards were all donated by individuals and local businesses.

The award for the largest group attending went to the NH Goldwingers, but at least MARC was represented and maybe next year we can be in the running for that trophy.

The evening brought cool weather for the 100 mile ride back to the NH coast for me, but Jessica was a trooper and didn't say much about it, but when she huddled in behind me I knew it was time to find the next Coffee (hot chocolate) stop.

We arrived home around 9:00 PM, and Jess had to brag to her brothers and sisters that she now holds the title of 'Longest ride with dad' and that we drove through countless Red Lights and Stop signs,(thanks to the Guards), a good memory for a good cause.

Thanks for the opportunity to share the ride with you.

Submitted by,  
Courtland Sandberg "Sandy" WB1DRW  
Hampton, NH  
wb1drw@amsat.org

## TRAVEL INFO:

Just noticed this on my ISP's home page. There are a number of providers banding together to provide access while traveling. The primary address of the group is <<http://www.uws.net/member.html>> It doesn't seem to be wide spread right now, but hopefully the concept will grow. That's especially good for the members that want to do back-to-back four corners:

Norm Huber      N0ZKS (IL)  
nihuber@icc.net

**FROM YOUR 50/50 LADIES:  
PAT KD6SBZ & MIJO KF6BEB**  
(ontherdagn2@juno.com)(MijoBEB@aol.com)

Beautiful June weather drew the following sunbeams for the net with one \$5 winner: 6/4 KC6OAU Jim, 6/11 KC6NDC Steve, 6/18 KE6JWD Carolyn, 6/25 KC6ZSH Sheron (\$5). With firecrackers lighting the air waves we had 3 \$5 winners but two forfeited, one had to work, the other couldn't rise from the bed. 7/2 KD6TIQ Rick (F), 7/9 KE6RDM Jason (F), 7/16 KE6BIS Norma (\$5), 7/23 N6ZLX Hearld, 7/30 KF6KPH Earl. To collect 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.

June 50/50 winners were: KD6NXC John and N6EDY Billy.

Other door prize winners were:

- (1) \$20 gift certificate from Huntington Honda--N6EDY Billy
- (2) \$20 gift certificate from Huntington Honda--N6EDY Billy
- (3) CH-501 antenna donated by NCG(COMET)-KC6NNG Robert
- (4) CH-501 antenna donated by NCG(COMET)-KD6NXC
- (5) World Radio Subscription(MARC)- KD6UZM Alvin
- (6) DPI Power protection donated by Electronic Times-KE6RDL

Pattie

- (7) Radio/Tech Modification/Map Locator donated by HRO-N6EDY Billy

- (8) Radio/Tech Modification/ARRL DXCC Countries donated by HRO-Bob?????

DOOR PRIZE DONATORS WERE "MARC", Ray & Bonnie, Billy, John & Mijo and miscellaneous books from HRO.

Our great ticket pullers were: Matthew and Steven.

Many many thanks to our waitresses Billi and Diane. Thank you..

July 50/50 winners were: KE6RDL Pattie and KC6ZHG Dave.

Other door prize winners were:

- (1) \$20 gift certificate from Huntington Honda-KC6ZOZ John
- (2) \$20 gift certificate from Huntington Honda-N6EDY Billy
- (3) CH-150 Antenna donated by NCG(COMET)-N6EDY Billy
- (4) SPM-301 Microphone/Speaker donated by Electronic Times-KA6CYP George

- (5) Jumper cables donated by "MARC"- KE6BIT

- (6) 90% UV Blockage sleeves donated by "MARC"-KD6NXC John

DOOR PRIZE DONATORS WERE "MARC", John & Mijo, Billy.

Ticket Puller was non-other than KD6OFQ Bonnie.

Thank yous to Billi, our waitress.

\*\*\*\*\*

**COMMENTS FROM THE SECRETARY/TREASURER:**

**BONNIE KD6OFQ**(zyp@juno.com)

Lets see June brings weddings but June and July brought us new members: 6/11 W7ASB Fred Watts-CA, N3SLT Robert Shrier-MD, 7/4 VE6LH Claude Oram-Canada, 7/4 N7MMN Newell Crary-WA, 7/4 KC5NSI Dave Stewart-NM, 7/4 K7UKW Ken Downs-CA, 7/4 KA7VIS Joe Dolwick-WY, 7/9 KF6KPH Earl Lockhart-CA, 7/30 KM4HY Doug Woodruff-GA along with three former members: 7/14 KB6IEM Hugh Cash-CA, 7/4 N0BLU Jim Wiley-CO, 7/12 KC9OO Jon Baker-IL---WELCOME TO EACH AND EVERYONE OF YOU AND REMEMBER WE ARE HERE FOR YOU..

KM6UK De Witt conducted a very good June meeting, in place of KD6FHN Ray. Thank You De Witt.....

**ALERT NOTICE:**

If you have an address change, phone#, e-mail, call-sign, you have to let us know if you want to get your newsletter, e-mail, whatever, PLEASE!!!!

Also when there items for sale in newsletter, I usually run them for three months and take them out for a month, if you haven't sold the articles, I will run them again, but there again if you sell them please let me know.

Those being on the get-well list that I know of are N6BVP Mark, N7TTH Judith, KE6RDL Pattie, KE6UAM John, KC7JMW Bob, KD6MPB Mel's xyl Kay, KM6UK De Witt's xyl Anita, along with the Crary's and anyone else who is or has been recuperating or going through some tough times, our love and prayers are with each and everyone of you. Just get well fast, do as your doctor says!!!!

\*\*\*\*\*

**E-MAIL CHECK-IN REPORT FOR JULY**

I am ecstatic to report that our second e-mail quarterly check-in was a rousing success. Thanks to all 106 of you that found the time in your busy schedules to check-in, despite the time of year ie: vacations, the holiday, the children home from school, and riding season etc.etc. We heard from Canada, WA, OR, PA, NH, IL, CT, FL, AL, GA, OH, OK, MT, CO and other parts of California. If I missed any I apologize.

Thanks to your participation we were able to update the list in several ways. Of course we are still learning how best to manage this quarterly check-in, with the least amount of confusion.. We have made a few mistakes, but that is to be expected when you undertake to start something new.. And we are learning what works and what is cumbersome and confusing. Soooooooo, hopefully the next one in October will have 100% participation and will go as smooth as silk.

Looking forward to hear from each and everyone of you then.

73 to All Dollie KD6ERC (dollieb@juno.com)The checkin lady

\*\*\*\*\*

**IMPORTANT ADDRESSES:.....**

**MARC LIST ADDRESS:.....KC7MZ--LEWIS**

marc-l@teleport.com

**MARC HOME PAGE:.....VE6HGW--DREW**

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

\*\*\*\*\*

**UPCOMING 1997 MARC ACTIVITIES FOR 1997**

**AUG 09, SAT- BREAKFAST MEETING**

**AUG 23, SAT-LOVE RIDE KICK-OFF PARTY**

**SEPT 13, SAT- BREAKFAST MEETING**

**OCT 4/5, SAT & SUN- MS 150**

**OCT 11, SAT BREAKFAST MEETING**

**NOV 8, SAT-BREAKFAST MEETING**

**NOV 9, SUN- LOVE RIDE 1997**

**DEC 13, SAT- BREAKFAST MEETING**

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**FOR SALE:**

Honda Helix 250, red in color, AM/FM radio, 11k miles, looks and runs good. Have all paper work here, clear title, presently registered as non-operational. \$1800

1 Kenwood TS140S hf rig opened up for all freq. works great. I have all manuals. I am 1st owner. \$600

1 Kenwood SP430 speaker used with & matches the TS140S \$25

1 AEA econotuner ET-1(used with TS140S) \$50

1 TEN-3 beam (10 mtrs 3 element beam) \$15

1MFJ keyer mdl MFJ-422B \$50

All setup & capable of transmitting. As complete unit \$675

Robert Lafond KC6NNG cyclenut@linkline.com

## WL,IL MARC GROUP

The IL, WIS. Group had their second meeting today (June 14). Marsha KB9NGN, Doug N9SPF, Norm N9ZKS, Ken, and Don Fout, and myself Paul WA9FFL. Sorry I forgot Ken and Don's calls. We all met at the Iron Skillet Restaurant attached to the "PETRO" truck stop, and had a nice lunch, during which it was decided to try to meet at New Lisbon, WI. Next week and try to get to the "OSH KOSH" airfield and museum. We also decided that meeting places would be announced via marc-1, or nets. Following that lengthy chat in the parking lot, comparing radios and setups etc., then some had previous appointments, the rest of us went riding. We rode through some lush countryside, on "back" roads that a few short years ago were the main highways of transportation, to "Starved Rock" state park, looked around a bit, and headed back to the cycles in the parking lot. There we ran into various interested parties, did some more visiting, and went our separate ways.

Paul WA9FFL  
WA9FFL@aol.com

## MOBILE SHOOTOUT

75m Mobile Antenna Field strength trials will be held August 17<sup>th</sup> (Sunday) starting 8:00AM. Frequency 3995. Antenna height (tip-to-ground) 13.5' max. Location: bluff overlooking Pacific Ocean, south of Carpinteria, CA in Santa Barbara County (11.9 miles south of Santa Barbara and 13 miles north of Ventura, CA 101 freeway to "Hwy 150, Ojai, Lake Casistas exit. From top of exit ramp turn west to Frontage Road. Turn left (south) on Frontage Road marked 'NOT A THROUGH ROAD', continue up the grade of Frontage Road and onto dirt path at the end of pavement to the top of the mesa. Drive with care on the dirt surface. The area is quite passable but is un-maintained and has ruts, dips etc. For questions call Wally (WA6JPR) 805-969-9796 or E-mail: w6kkt@frazmtn.com Not only are these mobile "shootouts" fun, but one can learn a great deal about mobile antenna performance from them.

From Dan Curry WB6STW  
pineapp@netcom.com

## ANTENNA MAINTENANCE 101

by BILLY N6EDY

Maybe this article should really be named  
- what to do when you don't follow

instructions about folding over your antenna. In any event, after hitting my antenna on the garage door (and other low clearance objects) several times - I have a Z780 antenna with the 'fold-over' unit broken off. Since Comet does not have a new base as a separate item- You must purchase a complete new antenna. Welllllllll, you rationalize to yourself, I'll just buy a new one; And, keep the old element for the time in the future that I lose one on the road somewhere. And further, promise myself that O will hereafter and forever more, always fold my antenna before I go under anymore low hanging whatever. I really meant to learn by my mistakes. Guess What!!! I now own two Z780's with broken fold-over units.

In an attempt to salvage as much as possible, I decided that I had a 'use' for a Z780 that was solid and would no longer fold-over. After agonizing over how to 'grab' onto the spring loaded connection, that is down in the innards of the base, so that I could make a soldier connection - We have learned that the electrical connection to the whip element does not 'feed' through the spring loaded fold-over unit. That 'feed' path is through a capacitor network - inside the base housing - and terminating at the metal 'sleeve' in the top of the antenna base. The spring merely holds the 'bottom' of the whip element into this 'sleeve'. The problem now is 'how' to 'solidify' these two units. Several suggestions come to mind: Some kind of clamp to hold the whip into the sleeve - but that might ruin the esthetics of the otherwise beautiful mechanisms. Glue the unit in - but that might effect the electrical connection. Carroll KN6P has some 'Inductive Epoxy' that would have made the electrical connection- but it required babying in a 300 degree to 'cure' it. This would have melted the base. The whip element, and the 'sleeve' have both been chromed - however, filing through strategic spots of the chrome should 'expose' enough base metal to allow soldiering (or silver soldiering) of the whip and sleeve together. This looks like it could be accomplished without too much damage to the non-metal parts (or the Innards) of the antenna base; Or, to the beauty of the antenna. Possibly a hole could be drilled on two side of the 'sleeve' with matching holes in the whip base, and then use metal screws to hold it in (possibly one bolt all the way through). Another solution might be to merely press the two units together and fiberglass over the connection.

I am going to be 'experimenting' with this problem in the near future. Ray KD6FHN suggested that I write this article and request suggestions or solutions from all the MARC members - Then I follow up with an article, compiling and discussing the results.

Sooooooo, if you have any thoughts, suggestions, or solutions - let me hear from you. Even failures that didn't work. It seems to me that this same situation might apply to all antennas with fold-over mechanisms.

E-mail to: billyn6edy@juno.com; or snailmail to Billy Hall, 14131 Deanam Pl, Garden Grove, CA 92843; or phone (714)638-1958.

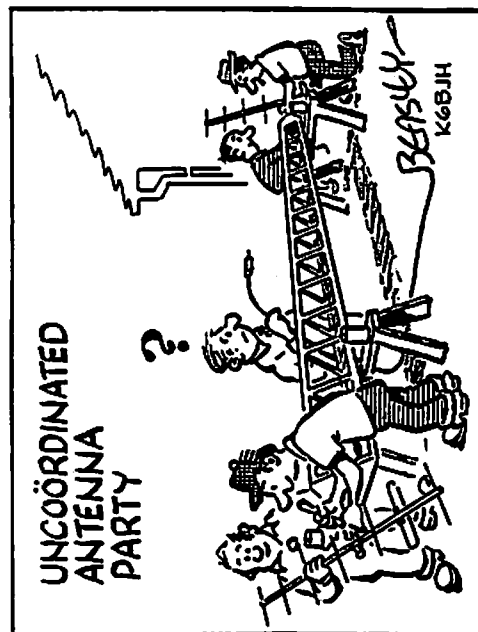
## MICROPHONE EXPERIMENT

The microphones were a complete success. For the first time, our spouse could be heard crystal clear on the CBs at 75 MPH. It was truly amazing to hear everyone so clearly, when before our back-warmers and some of the riders sounded like they had a mouth full of mush. The only person in our group that ever sounded that clear is a fellow with a good communications voice and using an element from a Superex hand mike.

John Lazzaroni has already contacted me and asked help in obtaining some for testing. The good part about all this is that they only cost about \$42. In single unit quantities. The only down-side is that they are designed for using on an open face boom and you need to cut off the mounting tabs to make it fit better in a full face. No big deal. Takes about 2 minutes with a Dremel and a file. I don't have the vendor's name at the moment (I will get it), but the mike is a Microphone Dynamic 9101-CA Acousticcom 59369. The vendor we used (may be more than one) is located in the San Jose area.

I will get back to the group when I have the vendor info.

Dick Hughes W6CCD (OR)  
dhughes@efn.org







A MOTORCYCLE RIDE TO FIGHT AIDS

I want to tell you about a great event that appeals to motorcycle enthusiasts of every level. As both a motorcycle rider and passionate crusader for the fight against AIDS, I am thrilled to tell you about an exciting first of it's kind ride.

On Saturday, October 18, 1997, AIDS Healthcare Foundation of Los Angeles and Shanti of San Francisco present "Ride for Life" a motorcycle ride for the fight against AIDS. This is the nation's first major motorcycle ride to benefit AIDS organizations. This is your opportunity to become involved in a unique statewide event reaching millions of people.

"Ride for Life" begins at 9 a.m. in both Los Angeles and San Francisco. Riders leave from each city at 10 a.m. taking the 101 Freeway. Riders will be meeting in Avila Beach (outside of San Luis Obispo) at the Avila Beach Resort for a party, concert and fair. We are also expecting another 2,000 guests from the San Luis Obispo County area to attend the events at Avila Beach. In addition, activities are planned at the rest stops along the way after kick-off ceremonies in Los Angeles and San Francisco.

It's simple to register- simply fill out the enclosed enrollment form and return it to the Ride for Life Office with your \$25 registration fee. The fee includes all activities at Avila Beach, BBQ, and a commemorative Ride for Life pin. Your Ride for Life registration packet will be sent to you immediately. Once you are registered each rider is asked to raise a minimum of \$500. It's easier than you think. Talk to your family, friends and co-workers and ask them to make a small donation. It adds up quickly. Ask your employer if they have a matching gifts program or create your own fund raising idea. The Ride for Life staff will be happy to assist you with your fund raising ideas or give you a few of our own. Together, we can all make a difference.

Late this year California will hit a milestone as the 100,000<sup>th</sup> case of AIDS will be recorded in the state. Nationwide more than 1,000,000 people are infected with the HIV virus. Every seven seconds someone in the world is infected with HIV. However, for the first time there is hope. People are living with AIDS. HIV is being treated successfully, progress is being made. As more people are living and more expensive drug therapies are being introduced, your help is needed now more than ever.

"If I could turn back time" we would live in a world without AIDS. For now, we have hope. Please register today.

Cher

AIDS Healthcare Foundation &  
Shanti San Francisco  
Present



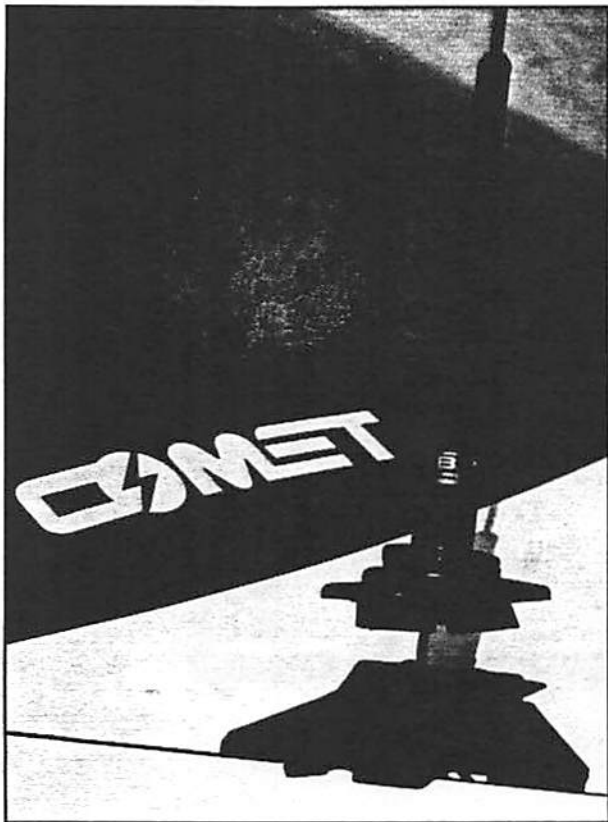
A Motorcycle Ride to Fight AIDS  
Saturday, October 18, 1997

SPONSORS

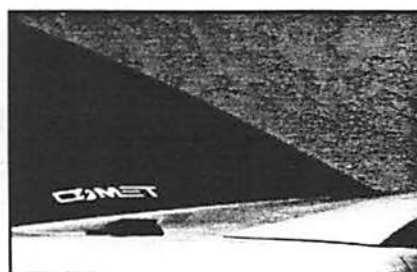


## MOUNTING YOUR COMET ANTENNAS

Comet's newest and most unique trunk-lip mount, the CQ-5M! Shown with the SBB-2 (2M/70cm) dualband antenna mounted.



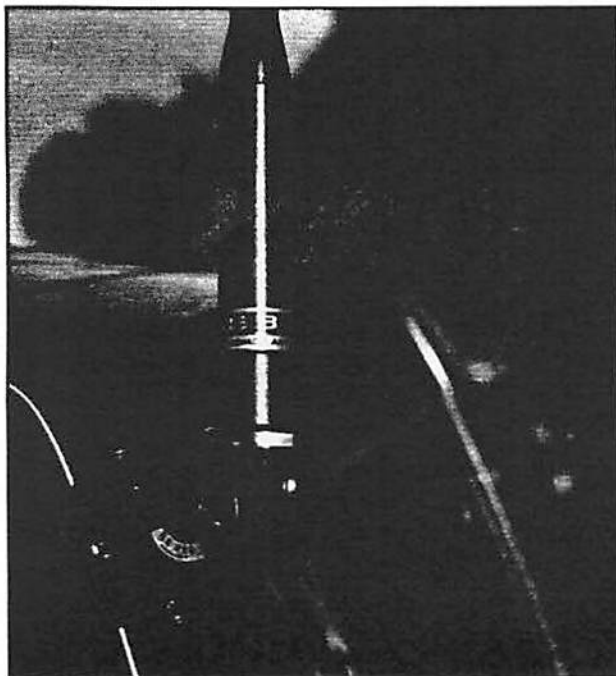
Comet specializes in "no holes" mounting systems. Please choose the best mount, antenna, and location for your specific needs.



### Features:

- Quick-disconnect lever releases the mount and antenna from the base plate for convenient long-term storage in your trunk, easy removal when using a car wash or for theft prevention.
- Two offset washers allow the antenna angle to be adjusted to a vertical position easily.
- The highest quality coax cable is used: 12" of RG-188 style coax (1/8" diameter) allows entry into the trunk without causing a water leak or an impedance bump in the coax. The balance of the coax is RG-8 style (1/4" diameter) double-shielded, with 24k gold-plated connectors.
- The base has a wide footprint to support even the highest gain multi-band or HF antennas securely.
- Soft rubber coats the bottom of the base plate to avoid paint damage.
- Black color matches the most popular antennas.

Comet makes a wide variety of mounts for vans, sport utility vehicles, and hatchbacks. Pictured is the RS-520 mounted on the rear door of a Dodge van. Simply raise the van door, slip the mount over the edge, and tighten the set screws. Rotate the vertical adjustment knob, add the desired coax cable assembly and antenna, and you're on the air.



### Features:

- No holes to drill, and the installation time is only a few minutes.
- Several mounts to choose from:
 

RS-520	Small to mid-size antennas up to 45" in height.
RS-81/RS-21	Will hold the larger antennas up to 60".
RS-820	The lowest profile and largest footprint for extra support.
- The antenna is grounded to the car body (needed if a 1/4 wave antenna is being used).
- The antenna is above the roof line for the best radiation pattern.
- Soft rubber coating protects the vehicle paint.
- Accepts any of Comet's coax cable assemblies:
 

CK-3M:	Deluxe two-step cable assembly, total length 9'9".
CK-3M5:	Deluxe two-step cable assembly, total length 16'4".
3D4M:	Standard low loss cable assembly, 12'9".
3D5M:	Standard low loss cable assembly, 16'4".
CR-5M:	Standard RG-58 cable assembly, 16'4".

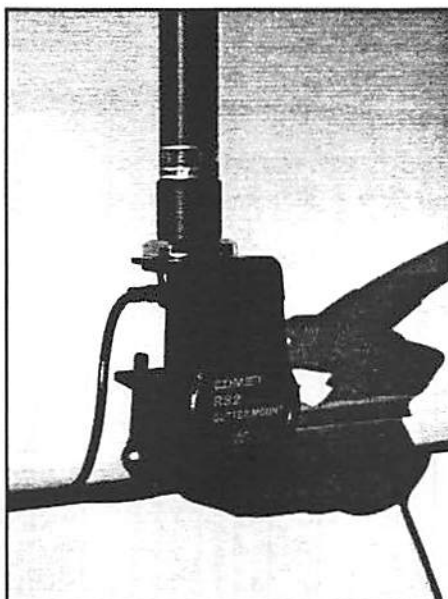


If stainless steel is your mount of choice, the GR-5M is pictured with an "SB" style antenna mounted. It's rounded for a more sleek appearance and uses all stainless steel hardware. Comet's deluxe cable assembly is included; total length is 16'4". Two offset washers adjust the antenna to vertical, and a soft rubber pad protects the vehicle paint. This mount will hold even Comet's biggest antennas.



This is the famous B-10NMO. Although it appears to be a cellular phone antenna, it's actually an excellent 2M/440MHz dualbander. For around town, this antenna can't be beat.

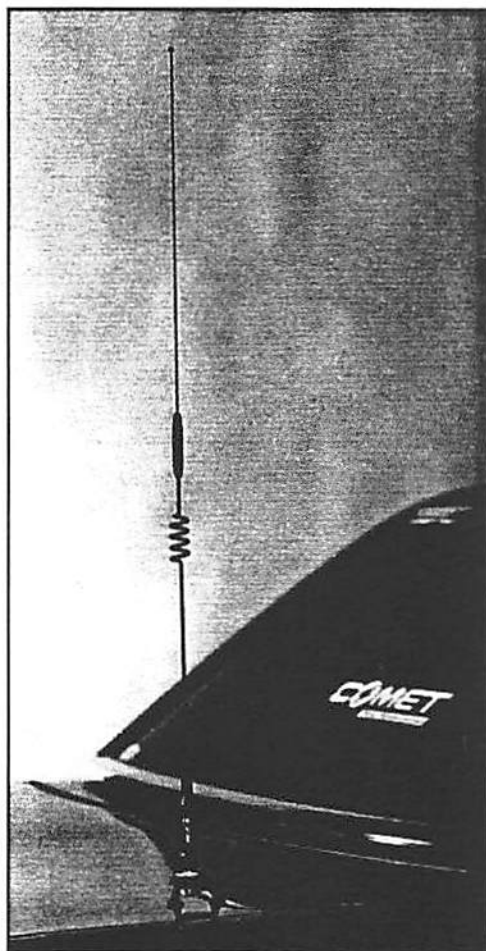
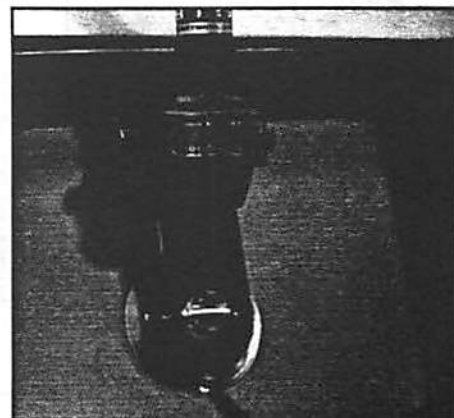
**NOTE:** If you're going to drill a hole in your vehicle, use the NMO style mount. It's easy to install and waterproof. If you **DO NOT** want to drill a hole, there are many more UHF (PO) style mounts to choose from.



Comet has several mounts for use on rain gutters. If your vehicle has one, this may be your best alternative to drilling holes.

- The antenna is above the roof line for the best radiation pattern.
- These mounts are easy to install, and using the CK-3M cable assembly gets the coax inside the door without causing an impedance bump, water leak, or wind noise.
- The antenna remains within reach in order to fold it over for parking garages, low limbs, drive-thrus.
- Several mounts to choose from: •RS-2 -Mount only, no coax. •RS-500-Mount only, no coax.
- CG-4M-Chrome version similar to RS-2, includes 12'9" RG-58 coax w/PL-259 connector.

The WS-1M is a heavy-duty window mount that will hold a gain antenna up to 45" in height. It slips over the edge of either a roll-up or pop-out window. Two suction cups hold the bracket and coax snugly to the window. The problem with most window mounts is they have a BNC connector for a 1/4 wave rubber duck. A 1/4 wave must be grounded to work well. The WS-1M will hold a 1/2 wave antenna, which is independent of the ground plane. It has adjustments for height and angle and has Comet's two-step cable assembly. It works great with non-metal cars and is portable for rental cars, company vehicles, etc.



The RS-9 with the CK-3M5 cable assembly is shown with the B-20 dualbander. The RS-9 is the smallest of all the trunk mounts and the least bulky. It has only one pivot point, so it requires a flat deck for mounting.



# Electronic Times

an M&M Communications Company

• 17054 Magnolia Avenue • Fountain Valley, California • 92708 •  
Phone: (714) 375-0388 • Fax: (714) 375-0389

Michael H. Mercado • KM6NP • Owner

## MOTORCYCLE PRODUCTS

### PRODUCT AND PRICE LIST

BRM-1	J & M Antenna Bracket (Rail Mount)	15.95
	Fits Honda and all other 7/16" or 1/2" Bag or Grab Rails. Unit has 5/8" hole for antenna connector. All Aluminum with Aircraft Stainless Steel mounting screws.	
SMA	J & 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	J & M AM/FM/CB Antenna  Adapter Converter	28.95
	Converts Single CB antenna to provide Combination reception from the one antenna.	
HT-L	J & M Hand Held Radio Bracket (Left Side)	38.95
	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	J & M Hand Held Radio Bracket (Right Side)	38.95
	Same as Above, attaches to Right hand control post.	
HT-U	J & M Hand Held Radio Bracket Universal	44.95
	Fits most other motorcycle handlebars. Attaches directly to handlebar with an all aluminum surrounding bracket.	
AD78	J & 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	J & 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	J & 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	J & M Push to Talk Switch and Bracket	16.95
	Switch and Bracket for all M&M Interface adapters.	
HF	J & 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	J & 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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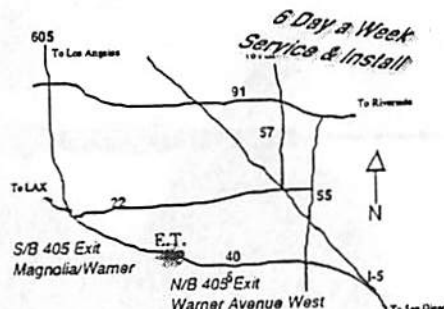
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AUG 5,12,19,26-"MARC" HF NET(4 P.M. PDST 20 METERS 14.340 USB)(4:30 P.M. PDST 40 METERS 7.290 LSB +/- QRM) LOOK UP BEFORE LOOKING DOWN IF WE HAVE TO CHANGE BECAUSE OF QRM(N6KBI-KEN)  
75 METER NET TO FOLLOW AT 6 P.M. AT 3.875(WB6STW-DAN)  
6,13,20,27-"MARC" 440 NET ON THE SCARA/NARC SYSTEM(7 P.M.)  
6,13,20,27-"MARC" 2-METER NET (8 P.M.) 146.985-(NO PL)  
9-"MARC" BREAKFAST MEETING (8 A.M.) LAKE VIEW CAFE(714-572-8521)  
23-LOVE RIDE 97 KICK-OFF PARTY (11 A.M.-2 P.M.) GLENDALE HARLEY DAVIDSON

### AUG. 29TH THRU SEPT. 2ND-THREE FLAGS CLASSIC

SEPT 2,9,16,23,30-"MARC" HF NET(4 P.M. PDST 20 METERS 14.340 USB)(4:30 P.M. PDST 40 METERS 7.290 LSB +/-QRM) LOOK UP BEFORE LOOKING DOWN IF WE HAVE TO CHANGE BECAUSE OF QRM(N6KBI-KEN)  
75 METERS TO FOLLOW AT 6 P.M. AT 3.875(WB6STW-DAN)  
3,10,17,24-"MARC" 440 NET ON THE SCARA/NARC SYSTEM(7 P.M.)  
3,10,17,24-"MARC" 2-METER NET (8 P.M.) 146.985-(NO PL)  
12,13,14-HAMCOM 97 RIVERSIDE  
13-"MARC" BREAKFAST MEETING (8 A.M.) LAKE VIEW CAFE(714-572-8521)  
\*\*GUEST SPEAKER- TARA KEITHLY OF MS-150\*\*

OCT. 1-"MARC" E-MAIL CHECK-IN(dollieb@juno.com)  
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(THE 146.985-NO PL,WB6RSD REPEATER, OUR CALL FREQUENCY 144.370 SIMPLEX, THE CONDOR SYSTEM, SCARA 440 SYSTEM, 145.220 CLARA & THE BARN SYSTEM-ALL ARE MONITORED APPROXIMATELY 16-18 HRS A DAY)



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

## AUGUST/SEPTEMBER 1997

### NEXT MEETINGS:

AUGUST 9, 1997-8 A.M. AT LAKEVIEW CAFE,  
2099 E. ORANGETHORPE, PLACENTIA  
(ON CORNER OF LAKEVIEW & ORANGETHORPE)  
91 FWY/LAKEVIEW EXIT  
SEPTEMBER 13, 1997 8 A.M. AT LAKEVIEW CAFE,  
2099 E. ORANGETHORPE, PLACENTIA(ON CORNER  
OF LAKEVIEW & ORANGETHORPE) 91 FWY/LAKEVIEW EXIT