

Rafa Desk Copy

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NOVEMBER 1997

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440 & 2-METER NET CONTROL:
BOARD & STAFF:

FROM THE PRESIDENT'S DESK:

"IMPORTANT CHANGES. TAKE NOTE"

Effective after the 2-meter net on Wednesday November 5th, MARC will no longer be using the Keller Peak 146.985 or the WB6RSD repeaters to do a MARC NET. MARC is switching to a 440 net only. It's the same frequency and the same time on Wednesday nights as before. That's on 446.650- with a PL of 151.4. The difference is that all MARC members will now be allowed to check-in whether they are SCARA members or not. You must be a MARC member, however, so don't be giving this frequency out other than to SCARA or MARC members. This new experiment will start officially on Wednesday November 12th. The MARC 440 net will start at 7 P.M. on the Santiago Peak, SCARA, 446.650 repeater on Wednesday nights. MARC Board and Staff members who are now SCARA members will be responsible for monitoring the SCARA system for MARC members using the SCARA system for other than the Wednesday night nets. This is especially important since it could/would jeopardize the further use of the SCARA System for the MARC nets and future charity events. Those MARC members who are outside of the coverage of the 446.650 Santiago Peak repeater and have a 440 radio may call me or send me an e-mail and I will give them another SCARA 440 repeater that is in their area that is linked to the Santiago Repeater so you will be able to check in from anywhere in Southern California. We will do this on a person-to-person basis....

This action was voted on by the Board & the First Vice President on Saturday October 25th while at a meeting with Michael Mercado KM6NP at Electronic Times. We felt it was time to make some changes due to

the fact we are being jammed on the Keller Peak Repeater and/or the WB6RSD Repeater by some individuals who won't let us pass our information about our MARC charity activities. All this information or any discussion on "any" ham radio frequencies about the MARC net changes is strictly forbidden, per instructions from the owners of the SCARA System. The MARC Board and First Vice President agreed to this in our meeting Saturday. We know it will be talked about on the air by some individuals, we just don't want SCARA or MARC members to be any part of those discussions and add any fuel to the problem it may create for the SCARA System.

"ANOTHER IMPORTANT CHANGE"

Again, after the Wednesday November 5th MARC net, the MARC simplex frequency will have a PL(Private Line Tone) of 100.0 on it. Those of us in the area experiencing that horrible packet racket will add a CTCSS(Continuous Tone Code Squelch System) to our radios. The PL in your radio will open up those radios with the CTCSS in them and you will be able to talk as we always have. This affects all MARC members using the MARC simplex frequency. "Nearly" all ham radios sold in the USA in the last five years have PL capabilities and "some" of the latest models sold in the USA also include the CTCSS. The CTCSS Unit, TSU-7 for my Kenwood TM 741s and 742 cost \$60 each and took about three minutes each to install myself.

Dollie KD6ERC has come up with a solution to some of the problems associated with the Quarterly MARC e-mail check-ins. See Dollie's report elsewhere in the MARC newsletter for details.

Ken N6KBI and Sue KE6WCA are back on the HF NETS again. On the HF NET Tuesday October 21st I could hear KB6RRX

Doug in Georgia taking check-ins for Ken and passing them on. It was working great. I was at Electronic Times using their big HF system third party and checked in with Doug. But see Ken's report on "all" the MARC HF activity.

See Dave KC6ZHG & John KC6ZQZ's report on the MS150-K bicycle ride held Saturday & Sunday October 4th & 5th.

For those who don't have e-mail and not heard about the flooding in the 85 Dodge van at the MS 150 Saturday night October 4th, here's what happened. We had it parked next to the curb in the parking lot of the Inns of America Friday night through Sunday AM. The 85 van (we also have a 97 Dodge caravan and thank goodness we didn't use it) was used to transport all the equipment for the MS 150 net control and parked on the base plate for the 30 ft tubular push-up tower during the whole time. One of the coax cables was run through the rear left window, leaving it open about 2 inches. Unknown to us someone had walked along the left side of the van and had broken off a sprinkler head. Not knowing this we left the rear window open with the coax cable running inside of the van. The sprinklers must have run half of the night and poured many gallons of water through that small opening. The carpet was totally soaked from front-to-rear with everything near the rear window ruined or soaked. Our driveway at home is on a slight incline and for four days, water was running out the rear of it. After ten days of running two bathroom heaters and a fan to dry it out, we gave up and took it to AAA where they directed us to a local body shop. It cost \$100 us a deductible, but it cost AAA another \$400 to remove all the inside paneling, seats, carpeting and padding. They dried it all out and replaced the padding under the carpet. What a mess that was, another lesson learned.

The Saturday October 11th MARC meeting was an uproarious affair. I guess everyone who had worked the two-day MS event the week before was in a let-your-hair-down mode and really cutting up. It was one of the most fun meetings we have ever had. All reports were given and work for the future events finished in good time. Which proves, you can have fun at a meeting while accomplishing everything that needs to be handled. We also sold a lot of tickets for the Super Raffle Prize, the ICOM W32A dual band 2m/440 handheld that will be drawn for December 13th MARC meeting. Out of state members wishing to participate in the drawing can send their \$1 per ticket for the amount of tickets you want to Bonnie at the MARC address and Bonnie will put your name and call-sign on the back of the drawing ticket and send your half of the ticket back to you. Several MARC members have done this in the past, but I wasn't sure if we have ever made it official.

On Sunday October 12th Bonnie and I attended the meeting of our local GWRRA (Gold Wing Road Riders Ass.) chapter CA1R. MARC member WA6HUS Jim is the Chapter Director. They meet at Carrow's Restaurant about one mile from our house. You talk about some big turn-outs for meetings, well Jim & CA1R gets them. I was told that this meeting was a small turn out with at least 70 to 80 people present. Of course with 60,000 plus members world-wide they really do have a large following, to say the least. There were other fellow MARC members there, too. We do like to stay active with our friends in the GWRRA whenever we can.

The next Saturday October 18th the CA1R GWRRA chapter and the Brea Police Dept. sponsored the Orangewood Home for Abused Children's motorcycle ride. Some of the MARC members, myself included, made the trip up to Brea, CA to support Jim and his chapter efforts to raise money and toys for those needy children. Congratulations to Jim, Chapter CA1R and all the volunteers for a job well done.

The very next day, Sunday October 19th about 25 MARC members attended the De Witt KM6UK and Anita's no-host picnic at Laguna Hills Regional Park in Laguna Hills, CA. See De Witt's article about this event. John KC6ZOZ and I were the Bocce Ball champions in case De Witt doesn't mention it.

Last Wednesday October 22nd, John KD6NXC, this years CCRr coordinator and his assistant (me) attended the first of the meetings for the 1998 Challenge Cup Relay Race. Several things need only be mentioned here now about next years race. (1) The rule to require all of the runner follow vehicles to have a hard-wired CB radio in them is in the rule book on page 20. No more excuses, (that

it isn't in the rule book) so all the citations we write for it will be held valid this year. No, ifs, ands or buts about it. (2) The frequencies the MARC members will be using are already secured as of that meeting. (3) Get your reservations in "now" for the weekend of the race. Which is Saturday & Sunday April 25th & 26th. The finish line and MARC net control will be at the Tropicana Hotel & Casino. Bonnie and I have already made reservations for Friday, Saturday and Sunday nights at the Tropicana. The phone number is 1-800-468-9494. The reservationist will tell you they are sold out that weekend, but tell them you have a reservation code for the CCRr which is "SBVCC98" and you will get a room. MARC and the CCRr net control will be in a suite on the 21st floor that also has a Jacuzzi. Bring your swim suits.!!!! (4) We need more ham radio equipped motorcycles for this event. Some of you MARC members in Central California, Nevada, Arizona and other surrounding states should come down and join us. It's fun.

On Thursday October 23rd Bonnie and I attended the IDEC (Irvine Disaster Emergency Communications) monthly meeting for a great potluck dinner. We were joined by John KC6ZOZ and KF6HJT Teri also MARC members. Bonnie always organizes the Potluck dinners for IDEC twice a year. By belonging to IDEC, it allows residents of Irvine to put up ham radio towers within the city without any hassle. Irvine PD runs IDEC. (I have five antennas up to 40 ft).

On Sunday October 26th KC6ZOZ John and I assisted IDEC with the American Heart Association's "Heart & Sole Classic". He was one of the committee members and I was the communicator at #6 water stop. I understand there were 8,000 walkers and runners. See John's report for greater details.

The weekend trip to Sausalito, CA (north end of the Golden Gate Bridge) and visit to Fisherman's Wharf in San Francisco has been put on hold until a later date. There were about seven motorcycles interested in making the trip for Halloween weekend (October 31st, November 1st & 2nd) But Bonnie and I will be busy that weekend helping my son Rod KE6WOD and his family move into a house in Moreno Valley, CA.

Don't forget the SCARA breakfast the first Saturday of the month. They usually have a good turnout and about half of the people are MARC members. We have many SCARA members who belong to MARC and support our efforts to help charities by volunteering their time and equipment to provide radio relay stations in remote areas where there are no repeaters available. We surely welcome SCARA members to MARC and appreciate their efforts. Thank you..

The next MARC breakfast, Saturday November 8th is a must for those MARC

members who intend to work the Love Ride the following day. If you "work" Saturdays and have "already" had your ham radio equipped motorcycle inspected and approved by Gary KE6PSD or Pattie KE6RDL, and signed the waiver, you do not have to attend. However, if you don't meet the afore mentioned inspection, don't miss the November MARC breakfast if you are planning to participate in LOVE RIDE 14. You must have a working ham radio on a motorcycle to work this year's LOVE RIDE. See Gary and Patties article for more details on how to contact them.

Then of course Sunday November 9th is the LOVE RIDE 14. Be ready, be prepared, for a great day with 20,000 Harley Davidson motorcycles at your heels. See the celebrities, enjoy the camaraderie, eat to you drop type of day. Let's go do it, let's have fun.

Thursday November 25th, Yea Thanksgiving Day, more food, more fat. Don't you just love it???? I promise to eat smaller portions this year, doctor. Yehh Right!

Staff members, December MARC newsletter articles due November 26th. Monday December 1st, MARC newsletters due out.

Saturday December 13th is the December MARC meeting and drawing for the Super Raffle Prize. That little gem of a radio, the ICOM W32A dual band 2m-440 handheld. Plus we are going to have at least one more big prize that will be drawn from the Super Raffle tickets. It maybe a 3-band base station antenna. But that could change.

At times we are still receiving e-mail without at least your first name and call-sign in the signature. When that happens I hit reply and ask who it is. I don't have time to go through 175 e-mail addresses to find out who it is. Thank you very much.

And finally some exciting news about an article being written for the Ham Radio Magazine, "Popular Communications or POP COM". The article is being written by or rather has been written, by Gordon West WB6NOA. It includes something about motorcycling and Amateur radio. It may include at least one picture of my motorcycle, as I have been to Gordon West's house for him to take pictures of my motorcycle. It is for the February 1998 issue.

MARC has already been featured in four other national magazines over the past five years.

"SAFE RIDES AND CLEAR FREQUENCIES"
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IN CASE YOU WERE WONDERING

By De Witt Morgan, KM6UK

There has been a lot of discussion, and possibly some fear, among motorcyclists riding charity events. The fear is that the rider and equipment might be held liable for damages, in the event of an accident.

I extracted the following from Motorcycle Consumer News. Thank you Fred Rau.

A new bill has been signed into law. I don't have the actual date, but it is now law.

It is called the Volunteer Protection Act (S.543, with a related bill, S.544)

It stipulates that people serving non-profit organizations and governmental entities acting within the scope of their volunteer duties cannot be held liable for harm caused to a person unless the harm is a result of willful, malicious or criminal conduct or intent, or gross negligence.

Under Section 3 of the actual wording it specifies "preemption and election of state non-applicability." Language that preempts the laws of any state (with this new federal one) to the extent that such laws are inconsistent with this act, except that this act will not preempt any state law that provides additional protection from liability relating to volunteers or to any category of volunteers in the performance of services for a non-profit organization or governmental agency.

There is a portion that limits/excludes protection(Section 4) that has to do with the volunteer operating a motor vehicle doe which the state requires an operator's license or to maintain liability insurance (this would be covered under individual coverage if so required to have).

However...the new act does not limit the non-profit agency from suit...only the individual volunteer! While this information is not meant to be legal advice, it is simply a passing of information. The definitions are pretty self-explanatory from the language I have read.

This is very good news. I do know that some MARC members have been concerned as to what would happen in the event of an accident. The bill does not exclude the charity organization from being sued; it does protect the individual volunteer, as long as he has done what is reasonable and prudent.

Please note that if your state requires insurance, and if you don't have it, then you could be held liable.

My insurance company sent a letter stating that I was covered, so I had no particular concern over the issue. It is great news though, that the federal government has stepped forward with some very necessary

protection in this sue happy world that we live in today.

NO HOST PICNIC

The first ever NO HOST picnic sponsored by De Witt and Anita Morgan is now history. It was a huge success considering that it was on a Sunday, contending with both Pro Football, and the World Series.

It was for sure a learning experience. One of the things I learned is that Sunday doesn't start until an hour or two later.

We had a beautiful spot, and the food and in particular the company was GREAT. There was a lot of talking and laughing. But how did JAKE get so dirty???

I am already thinking about where I want to 'NO HOST' next time. Notice I said, next time, I may not wait until October. You folks in other areas can easily throw an event such as this. It is a great event, and, it's easy to do. I am thinking about some other places that I may 'NO HOST.'

So remember folks, we are a CLUB, let's get out and do fun things together.

Again I URGE you folks who are away from the hub to write your experiences. Tell us about your rides, your picnics. We know that you must do fun things. Let us hear about them.

73 De Witt KM6UK

dewitt@home.com

LOVE RIDE 14

By the time you have your newsletter, we will be just a few days away from the Love Ride for this year. It's amazing how fast the time goes by, seems just yesterday that we were reporting our event to be several months away, now only a few days.

Now some information regarding a couple "Pre-Love Ride" events, all monies raised from these events will also go directly to the MDA and their work.

On Friday, 11/7/97, there will be a Pre-Love Ride party at the house of Blues, 8430 W. Sunset Blvd, West Hollywood. Performers will begin at approximately 8:30 p.m. Although exact price has not been established, the tickets will be either \$20 or \$25. Then on Saturday, 11/8/97, The Otis Chandler Vintage Museum is hosting a Pre-Love Ride party. The museum is located at 1421 Emerson Ave in Oxnard, the event runs from 9 a.m.-3 p.m. cost is \$7. Because of the finalizing of the event, Pattie and I will not be attending the Saturday event but thought maybe some of you would like to make the ride after breakfast.

**REMEMBER: YOU MUST HAVE
ALREADY SIGNED UP FOR THIS
EVENT AND YOU MUST BE AT THE
NOVEMBER 8 M.A.R.C. BREAKFAST**

IN ORDER TO PARTICIPATE ON SUNDAY NOVEMBER 9.

We will be verifying that all participants have **WORKING HAM RADIO EQUIPMENT** installed on their motorcycles. The information regarding frequencies, where and when to meet will also be discussed that day. Due to insurance reasons all volunteer participants in this years ride must also sign a waiver. These will be provided at and must be signed at the M.A.R.C. meeting. We must have 100% cooperation from Love Ride participants.

Gary Rutherford KE6PSD

Love Ride Coordinator

imanimal@csnsys.com

Pattie Lynch KE6RDL

Assistant Love Ride Coordinator

psychob@csnsys.com

HF NET

Well, I'M BACK! I have finally installed a Hustler Mobil antenna so I can now operate the HF Net on Tuesdays 2400 (4 pm PST) for 20 meters and 2430 for 40 meters(4:30 pm PST) which makes it 5 pm AZ time.

My sincere appreciation to all you operators who have worked to keep the MARC frequencies open. There seems to be a couple of guys who have set schedules at "OUR TIME" but I think once we get active they will move.

Being back on Frequency just two weeks the list of check-ins is small.

On Oct. 21 we had KB7RRX Doug in Auburn, GA, Ray KD6FHN Irvine, CA,(checking in from Electronic Times) Bob N0XCT, Columbia Heights, MN and two visitors Gene WB7DBJ, WA and Sam KC5JMV, TX?.

Oct 28 brought Ed AB5GR Ed in Rogers, AR and Bob N0XCT in Columbia Heights, MN.

I apologize for only having the Mobil to operate from but if you could see the place I park you would be impressed. It is atop a hill about 6,000ft about 5 miles East of Prescott, AZ with a view "TO DIE FOR" I can see almost to the Grand Canyon. I sure wish I could buy the top of the hill but I bet it would cost a million bucks.

Lets see how much larger we can make each month.

So listen up, turn on those preAmps, and lets meet on the MARC HF NET.

73 Ken N6KBI

ken6kbi@goodnet.com

CHALLENGE CUP RELAY RACE

Hello all,

As promised here is some news from our Baker 2 Vegas meeting (22 Oct. 97). This years race will be on 25 & 26 April 1998. (Saturday and Sunday) The headquarters this year will be at the **MGM GRAND**. Call 1-800-929-1111, Rates: \$95 Sun-Thurs. \$105 Fri. & Sat. Group Code: **EMS004**. This will be the location for the awards Ceremony after the Race. (The after race party will be at the Racket Club, the same as it was last year.)

The finish line will be at the **TROPICANA**, as will our Net Control, 1-800-468-9494, Rates: \$79 Sun-Thurs. and \$105 for Fri. & Sat. **GROUP CODE: SBVCC98**.

OTHER HOTELS IN LAS VEGAS:
VACATION VILLAGE 1-800-658-5000,
\$38 Sun-Thurs. & \$61 Fri. & Sat.
GROUP CODE: G6322

BOOMTOWN 1-800-588-7711
\$44 Sun-Thurs. & \$66 Fri. & Sat.
GROUP CODE: EMS 0423

BEST WESTERN MARDI GRAS
1-800-634-6501 \$50 Sun-Thurs. & \$65 Fri.
& Sat. **GROUP CODE: BLC98**

IMPERIAL PALACE 1-800-351-7400
\$55 Sun-Thurs. & \$75 Fri. & Sat.
GROUP CODE: 316870

HOLIDAY INN BROADWALK
1-800-635-4581 \$65 Sun-Thurs. & \$85 Fri.
& Sat. **GROUP CODE: CUP**

SAHARA 1-800-634-6078
\$65 Sun-Thurs. & \$ 85 Fri. & Sat.
GROUP CODE: LAPD98

SAN REMO 1-800-522-7366
\$69 Sun-Thurs. & \$89 Fri. & Sat.
GROUP CODE: VCCR

LUXOR 1-800-260-5095
\$69 Sun-Thurs. & \$119 Fri. & Sat.
GROUP CODE: 12396-EMS BAKER

NEW YORK NEW YORK
1-800-852-6061
\$79 Sun-Thurs. & \$129 Fri. & Sat.
GROUP CODE: S04 EVEN

MONTE CARLO 1-800-311-8999
\$89 Sun-Thurs. & \$149 Fri. & Sat.
GROUP CODE: XBAKRLY

TREASURE ISLAND 1-800-944-7444
\$109 Sun-Thurs. & \$149 Fri. & Sat.
GROUP CODE: BAVE

This is all of Las Vegas "MON".

Now for our out-of-town:

CANV STATE LINE:
BUFFALO BILL'S 1-800-FUN-STOP
\$20 Sun- Thurs. & \$40 Fri. & Sat.
GROUP CODE: SBV423B

PRIMM VALLEY 1-800-FUN-STOP
\$20 Sun-Thurs. & \$40 Fri. & Sat.
GROUP CODE: SBV423P

WHISKEY PETE'S 1-800-FUN-STOP
\$20 Sun-Thurs. & \$40 Fri. & Sat.
GROUP CODE: SBV423W

Then there is Parhump:

THE SADDLE WEST 1-800-433-3987
\$39.95 Sun-Thurs. & \$52.95 Fri. & Sat.
GROUP CODE: BAVE98

As you can see there are locations and rates for almost all tastes and budgets, you just have to work out what fits you best. It is best to make reservations early. As soon as you confirm that you will work the B 2 V in 1998.

We were told that the Start Line will be the same as last year. However this year there will be 8 start times from 10 AM to 5 PM. This means a much longer day for all of us and also that is imperative that we have more volunteers to "break up" the work load. The Finish Line will be beside the Marquee at the Tropicana in Las Vegas with only the last few block of the final leg behind changed from last year, to accommodate this new finish line.

So start planning now for the 1998 Baker to Vegas.

I have another meeting scheduled for 19 November so please stand by for more information and "Think Baker 2 Vegas".

I do have a copy of the '98 rules book and will try to field answers to your questions as I get them. "We were also told that before our next meeting the LAPD would have a Baker 2 Vegas Web Page up and running. So as soon as I can get the URL I will pass it on, or you can "start surfing" and find it for all of us.

John Reynolds KD6NXC
Johnkd6nxc@aol.com

MS 150K

Well, the MS150 is over for another year, and the MARC members who participated in this year's event have every reason to be proud of themselves!!

First, the bottom line. Tara, with the MS Society, tells me they expect to raise \$250,000 for this year's event. That's \$43,000 more than last year's final tally of \$207,000. Needless to say, they are very pleased!!

Second, all MARC members came

through intact, except for Ray's van, which got a soaking, and DeWitt's bike, which developed a dead battery.

Third, we were there when we were needed. **EVERYTIME**. Unfortunately, there were a number of accidents this year, some serious, but **MARC** members as well as **EMS** response units were on scene within moments. I am very proud of the way our members handled themselves in these situations. Not only did we handle communications, but members skilled in first aid were able to respond while **EMS** units were on the way. The good news is that the worst injuries were some broken ribs, a concussion and some nasty road rash which will probably require plastic surgery. It sure could have been a lot worse.

Our communications this year were absolutely terrific, and from what we have been hearing, they will be even better next year. We were able to utilize the **SCARA 440** repeater on Santiago Peak for both days. For those of you outside the S. California area, we were communicating using a repeater that was over 75 miles away using both mobile and handheld radios. The group working communications for the sag and rest stops were using different repeater systems and had a much harder time communicating.

Ray KD6FHN, brought along the **MARC** antennas that extend over 40 feet in the air, so our simplex communication was outstanding as well. Here's one anecdote to give you a feel for how well our communications worked: Ray responded to a call on an accident that took place in Camp Pendleton, the Marine Base. One of the bicyclist sideswiped a car while rounding a corner. I was still on base, so I did a quick U-turn and arrived on scene. As I was relaying rider numbers back to net control, the captain of the engine company that responded came over and asked me how we were communicating with the ride organizers. When I told him I was speaking on my HT through a repeater in central Orange County to our Net Control in Carlsbad, he was amazed. He said our communications were better than what he had available to him on the base! A huge **"THANK YOU"** goes to Michael, KM6NP, and the **SCARA** system, owners and members for allowing us the use of the great system.

Our net control operators were so good, I'm afraid we may lose these folks if they decide to become professional dispatchers. Pattie KE6RDL, Bonnie KD6OFQ, and Jeff KE6LEM did an outstanding job of communicating with the motorcycles, the sag net control operators and each other. Great job gang!!

One of our **MARC** members John Helms, WH6BJ, got to experience the ride at two very different velocities. On Saturday, John

rode the bike path north of Camp Pendleton on his mountain bike and provided much needed coverage for an area we couldn't get the motorcycles into. Then on Sunday the good Reverend climbed on his BMW and rode motorcycle escort with the rest of us.

However when we first saw John that Sunday morning he was wearing a grin that wouldn't quit. Seems a Ferrari was heading in the same direction and the two of them decided to compare top ends. John says that at about 140 the Ferrari driver just shrugged his shoulders as if to say "that's all I got!" John watched him disappear in his rear view mirror.

We got a lot of very nice feedback from both the ride coordinators and the bicycle riders themselves. One of the things we have to remind ourselves is that some of the riders themselves have MS. So when these folks come up and thank us for our efforts, after having made incredible efforts themselves just finishing...well..it brings a lump to your throat.

I would like to close this report with a listing of the wonderful folks who participated in this year's MS150. I can't thank them enough. I have to give special thanks to KC6Z0Z, my very able assistant...John, I couldn't have done it without you!

Bonnie	Davis	KD6OFQ	Base
Pattie	Lynch	KE6RDL	Base
John	Helms	WH6BJ	Bicycle/MC mobile
Tom	Guthrie	K2QGT	M/C mobile
Steve	Silsbee	KC6NFF	M/C mobile
Conrad	Sillars	KC6PHI	M/C mobile
Dave	Hoffman	KC6ZHG	M/C mobile
John	Edwards	KC6Z0Z	M/C mobile
Ray	Davis	KD6FHN	M/C mobile
Mark	Eskridge	KD6MVN	M/C mobile
John	Reynolds	KD6NXC	M/C mobile
Gary	Thomas	KE6BIT	M/C mobile
Gordon	Lewis	KE6IDG	M/C mobile
Gary	Rutherford	KE6PSD	M/C mobile
Bob	Trader	KE6TVT	M/C mobile
Bill	Douglas	KE6UUD	M/C mobile
Terry	Lewis	KJ7LI	M/C mobile
Dewitt	Morgan	KM6UK	M/C mobile
Billy	Hall	N6EDY	M/C mobile
Mike	Naron	N6QZT	M/C mobile
John	Naron		Passenger
Matthew	Morgan		Passenger
Susan	Malaspino	KF6NCF	Passenger
Dollie	Batchelder	KD6ERC	Portable
Norma	Thomas	KE6BIS	Portable
Mijo	Reynolds	KF6BEB	Portable
Teri	Edwards	KF6HJT	Passenger/Portable
Don	Krakauskas	NY9N	Portable
Jeff	Bredenhoft	KE6LEM	Portable/Base

Oh, One last thing, I called Tara to get some updates for this report, and she wanted me to add the following, and I quote, **WE LOVE THE MARC RIDERS!!!**

Dave Hoffman KC6ZHG
wingman01@earthlink.net

FROM JOHN KC6Z0Z

Hello to all MARC members.

Well, it has been a very busy October.

I would like to thank all the MARC members who helped with this year's MS150 Ride. Tara Keithly, with the Orange County MS Society, said that she was expecting this year's ride to bring in \$250,00. She said to send along a "BIG THANKS" to all MARC members for such a successful event.

See KC6ZHG Dave's report on the MS150 Ride for greater details.

The weekend of October 25th and 26th was also very busy.

On Saturday I helped a group of Amateur Radio operators with the Mt. San Antonio College 50th anniversary, cross country invitational. There were some 350 High Schools with over 7,000 runners. The course was three miles long with one switch-back hill, one relatively steep hill along with lots of hill running. I manned a position at the top of the switch-backs, from 7:15 AM straight through to 3:45 PM. The races ran continually with the regular races starting 7 1/2 minutes apart. It was an exciting day with no major problems.

On Sunday October 26th, I was again an assistant coordinator. This time with the Irvine city communications group IDEC(Irvine Disaster Emergency Communications). Another Irvine resident and IDEC & MARC member, Ray KD6FHN and myself helped with the American Heart Association's "Heart & Sole Classic" 5K walk and 10K run. With Sunday morning being the Daylight Saving Time change, we started the day with a beautiful sunny day.

The 10K run started at 8 am with the 5K walk starting shortly after 8:15 AM. The event went off with no major problem. This event is the quickest event I help with. All the participants were finished with the course by about 10:45 AM with the debriefing & equipment pick-up we were finished and out the door by noon.

This was the wind-up for the month for me. I am looking forward to the November meeting and the Love Ride.

John Edwards KC6Z0Z
kc6z0z@juno.com

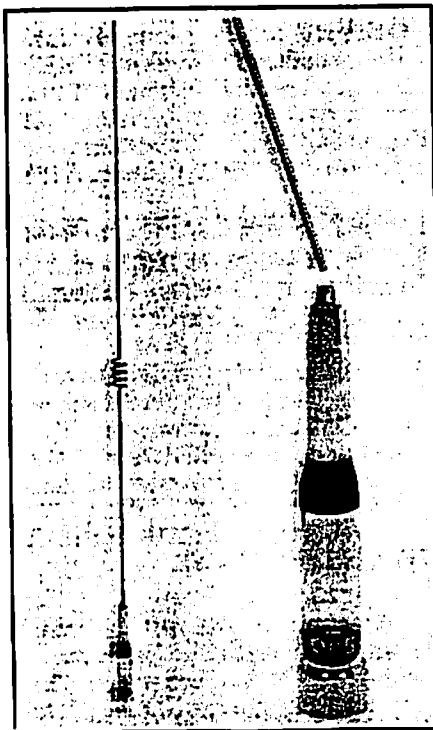
COMET "QE-5" 2M/70cm Mobile Antenna

The QE-5 is a 2M/70cm dualband mobile antenna, with a unique quick-disconnect whip. On top of the power feeding coil is a spring-loaded collar. Pulling up on the collar will release the whip from the coil. The whip can be instantly removed to prevent theft/vandalism, or to conveniently allow entry into parking structures, or use an automatic car wash.

The QE-5 radiates a 1/2 wave on VHF and a 2 5/8 wave on UHF, providing 2.15dBi gain and 5.5dBi gain respectively. Its length is 38" and has a PL-259 connector.

The QE-5 quick disconnect feature avoids the problems sometimes found

in fold-over type antennas. There is no hinge to break, no spring to weaken, allowing the antenna to fold over by itself at highway speed, and the vehicle can be taken through a car wash without removing the entire antenna. The QE-5 is now available from the major Amateur Radio dealers. For more information contact NCG Company at 800/962-2611; 1275 North Grove St., Anaheim, CA 92806; or visit the COMET website: www.cometantenna.com



(ontherdagn2@juno.com)(Mijobeb@aol.com)

Other door prize winners were

- (1) \$40 gift certificate from Huntington Honda--KF6BEB Mijo
(2) SMA503 Dual band antenna donated by NCG(COMET)-
KE6PSD Gary
(3) M-24B Dual band Mag Base antenna donated by NCG-
N6QZT Mike who donated it back and KF6MOH Jay
was the lucky winner

DOOR PRIZE DONATORS WERE:

"MARC", Mel & Kay Johnson, Mike Naron.
Our great ticket puller was: Josh Johnson.
Miss Autumn "Billi" was our great waitress. We "Thank you" so
much for your time. Most of you don't know this but Billi comes
in on the Saturday morning of our meetings just for US...

DON'T FORGET OUR SPECIAL RAFFLE!!!!!!!

The drawing will be held at the December 13th meeting. This is for the IC-W32A HT dual band radio. Tickets are \$1 each. Also for that same meeting we are having a special children's drawing featuring a Motorcycle jacket, and several other interesting things for Kids. Tickets are 2 for 50 cents or 5 for \$1.

COMMENTS FROM THE SECRETARY/TREASURER:

BONNIE KD6OFQ(zyp@juno.com)(zypkd6ofq@earthlink.net)

Escorted into "MARC" as new members were: 10/3 K6PJL Don Edlund & KF4NUP Dannielle Edlund of Purcellville, VA, 10/7 KA7QQV Don Weber of Oakland, CA, 10/7 NY9N Don Krakaukas of IL & CA, 10/9 KF6NCF Susan Malaspino of La Habra, CA, 10/11 KD6ICM Ron Sarfaty & KD6TBP Jean Sarfaty of Reseda, CA & 10/18 KC6IJE T.M. Vandenheede of Palo Alto, CA. Also we have another new ham Francine Hesser KF6NQL. Welcome to "MARC" and if you need any assistance just remember we are just a radio call away and are here for you in case of any questions or problems we or the board & staff may assist you with.

PLEASE IF YOU HAVE AN ADDRESS, ZIP CODE, AREA CODE, PHONE , E-MAIL CHANGE PLEASE TRY TO GET THOSE TO ME BEFORE THE END OF THE YEAR SO I CAN GET MY RECORDS CAUGHT UP. I HAVE ASK FOR THIS AND I KNOW SOME HAVE HAD AREA CODE CHANGES ETC AND THEY FAIL TO GET THEM TO ME, SOMETIMES I GET THEM BY ACCIDENT!!!!!!

LADIES!!!!!!!!!!!!!!!!LADIES!!!!!!!!!!!!!!!!LADIES!!!!!!!!!!!!!!!!

Hop on the "MARC" bandwagon and join the board & staff ladies for a fun filled February 14th(Valentine's) Ladies meeting. Come join the fun in presenting an interesting program for the

fellows and a little ????????!!!!!!% % % % % % %.....

We are planning a meeting for the "LADIES ONLY" November 15th at the Lake View Cafe at 9 AM to lay the plans and get organized and start practicing. All Ladies are invited....

December newsletter articles due November 25, 1997.

Talking of newsletters I want to thank KF6HJT Teri & KC6ZOZ John for helping me finish off the August/September newsletters and then KD6ERC Dollie who after the MS-150 stopped by to slap stamps & labels on the October newsletters. Thank you so much.

To those who need some TLC & Get Wells "Sometimes the things that seem the worst turn out to be the best, So think of this as just a time to get a little rest".....Love to you all, we are here for you....

FROM THE E-MAIL CHECK-IN LADY

Hi everybody out there in MARC LAND. Have a couple of things to share with you all this month.

First a report on the October quarterly check-ins. We had a rousing 106 check-ins this time. Had several additions, changes etc so it seems to be accomplishing what it was intended to do. Thanks to all of you.

We are working on a new system that should be quick, easy and painless for everybody. From preliminary tests with the staff it should be a big improvement. We are trying to work out all the bugs, before I send out a test to the entire E-mail list. More on that later.

Hope you all have a wonderful Thanksgiving, go ahead and stuff yourselves, after all it only comes once a year!!!!

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

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

NOV 8, SAT-BREAKFAST MEETING

NOV 9, SUN- LOVE RIDE 1997

DEC 13, SAT- BREAKFAST MEETING



ALTERNATOR

For those of you out there that ride the GL1500 Gold Wing there is nothing worse than having something break. I realize that it takes a long time for this to happen, but it does happen on occasion. Having a high mileage 1500 I have had a few things start to go. You can guess by the title what the latest thing to go wrong has been.

I started to hear a grinding noise from the rear of the engine and was afraid that I was starting to lose a clutch bearing. On the way back from Barstow I noticed that my instruments were not functioning, and then the digital readout started to flash on and off. It was at this time I knew that I was running on a very low battery. I was able to coast into an ARCO station in Victorville, and call for help. The battery was dead, and with no battery no radio, Ma Bell to the rescue.

BEFORE DOING ANYTHING REMOVE THE NEGATIVE LEAD FROM THE BATTERY!!!!

The GL 1500 has a great advantage over previous Gold Wings. The alternator is mounted external to the engine case, and I was able to disassemble it in the gas station parking lot. When I pulled the alternator case apart a bunch of little round things fell out and all over the asphalt. The rear bearing was shot, and the alternator was dead!

Honda will let you replace the rear bearing, but my alternator had two hundred and fifty thousand miles on it, and the front bearing was also in need of replacing. Honda will not let you replace the front bearing without buying a whole new rotor and front housing assembly, \$192 + the rear bearing. At this point I did not even think about a new alternator, and what it might cost (\$352).

Following the procedures in the repair manual I ascertained that the rotor and stator coils were good. All I needed were the two bearings. The rear bearing races were semi-welded onto their respective housings. A hydraulic press and some judicious pounding removed them. The rotor shaft was pressed out of the front bearing and the mount disassembled. There are three Phillips head screws that hold the front mount, and oil seal to the alternator housing. You will need to remove the screws and mount to access the front bearing. These screws may need an impact driver to loosen and remove. Pry the two pieces apart. This gives you access to the front bearing, and oil seal. Press the bearing out of its mount, inspect the oil seal, replace it if it is worn, according to the repair manual.

You will not find a front alternator bearing at your Honda shop. It is not sold separately! I am fortunate that Lancaster has a Motion Industries, they sell or can order almost any kind of roller, ball, or needle bearing that has been made. The front bearing is a 60 X 22 X 14 mm sealed bearing, this is not available, but a shielded unit is and should work just as well. Assemble in the reverse order and as per the Honda Shop Manual, reinstall the alternator and hook everything up and if nothing else is wrong it should work.

The total cost of this project;

1. Rear bearing from Motion Ind.	\$15
2. Front bearing from Motion Ind.	\$29
3. Labor M&J's M/C shop	\$10
TOTAL	\$64

Honda would have been in excess of \$200 just for parts.

73 de KA6BWZ Jerry Anthony

COMPU-TOON



ALTERNATOR II

When I wrote the last alternator article I did not know that a part II was going to be required. Live and learn.

After installing the alternator and reconnecting the wiring I started the Wing expecting everything to be back too normal. Have you ever heard the saying "WISH IN ONE HAND AND SPIT IN THE OTHER AND SEE WHICH ON GETS FULL THE FASTEST"? I was wishing. The alternator was NOT alternating!

I checked, rechecked, and then re-rechecked everything. The stator tested good, the rotor tested good, and the rectifier regulator assembly tested as maybe. Honda gets \$125 for the diode regulator assembly, and it is not sold in parts. A trip to a local alternator rebuild shop was a waste of time. They did not work on MOTORCYCLES. Another shop Pacific Automotive agreed to test the regulator. The bad news, bad regulator, the good news, they had a replacement for \$25. I had to install it myself. They did not work on Motorcycles!

The regulator appears to be molded into the diode ring. It is not. Hitachi, the manufacture, uses great gory gobs of RTV (silicone seal) to hold the regulator in place. Using a sharp knife cut around the top of the regulator, and remove the end cap, this requires more cutting. Under the end cap you will find more RTV, start cutting it away and you will find the regulator connections. Unsolder the connections, and pry the regulator free, this may destroy the old regulator but it's broken anyway, clean out the old RTV and remove any old stuff from around the solder connectors.

TRANSCO makes a replacement regulator, model TRI 140, it's a 12v 35A unit. To install it fill the area that you cleaned out with High Temp RTV, it is messy but what the heck, seat the regulator and let it cure for 24 hours. Carefully resolder the connections using a heat sink on the regulator leads. The leads are in order with the solder connections, check for solder bridges, replace the end cap, and fill the area with RTV.

Reassemble the alternator, reinstall it on the bike, and if nothing else is wrong you are back on the road.

Does anybody know the 1st corollary to Murphy's law? It goes like this, "MURPHY WAS AN OPTIMIST!" My alternator was like a first date. It did not put out either. I checked, rechecked, and re-rechecked everything again. Everything was within Honda tolerances according to the service manual! HELP!!!

Dave, KN6GZ, to the rescue. Again! We assumed the diode regulator assembly was good. The rotor created a nice magnetic field when current was applied to it, and the stator tested within tolerance for resistance. We tried spinning the alternator with a drill motor and external excitation to the field coils (rotor). The drill would hardly spin the alternator. Something was rotten in stator city. We then checked the stator on an inductance meter, two of the coils tested at 20uh, and one coil was at 45uh. When the rear rotor bearing failed it created enough vibration that two of the stator coils shorted, but it still tested good according to the Honda manual.

Replacing the stator is a straight out of the manual job. Unsolder the diode ring from the stator, and resolder the new stator in its place. Reassemble the alternator, reinstall the alternator, and reconnect the wiring. IT WILL WORK.

The total cost not counting ulcers, and hair replacement will be about:

TRANSCO TRI 410 regulator chip	\$25	vs. Honda	\$125	diode reg. assembly
front bearing	28		192	rotor assembly.
rear bearing	15		15	rear bearing
stator (M&J's M/C)	50		65	I did not check
labor (M&J's M/C)	10		?	
TOTAL	\$128		\$397	

A new alternator from Honda will run you about \$352 plus installation. If you are willing to put forth the time, labor, and effort you can save over \$200 if you do it yourself.

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NEW SBB-15 • Tri-band 52/146/446MHz w/fold-over
Gain & Wave: 52MHz 0dBi 1/4 wave • 146MHz 4.5 dBi 6/8 wave • 446MHz 7.2dBi 5/8 wave x 3 • Length: 58" • Conn: PL-259 • Max Pwr: 120W

NEW SBB-7/SBB-7NMO • Dual-band 146/446MHz w/fold-over
Gain & Wave: 146MHz 4.5dBi 6/8 wave • 446MHz 7.2dBi 5/8 wave x 3 • Length: 58" • Conn: SBB-7 PL-259/SBB-7NMO NMO • Max Pwr: 70W

NEW SBB-5/SBB-5NMO • Dual-band 146/446MHz w/fold-over
Gain & Wave: 146MHz 2.5dBi 1/2 wave • 446MHz 5.5dBi 5/8 wave x 3 • Length: 39" • Conn: SBB-5 PL-259/SBB-5NMO NMO • Max Pwr: 120W

CX-224/CX-224NMO • Tri-band 146/220/446MHz w/fold-over
Gain & Wave: 146MHz 2.15dBi 1/2 wave • 220MHz 3.5dBi 5/8 wave • 446MHz 6.0dBi 5/8 wave x 2 • Length: 36" • Conn: CX-224 PL-259, CX-224NMO NMO • Max Pwr: 100W

B-20/B-20NMO • Dual-band 146/446MHz w/fold-over
Gain & Wave: 146MHz 2.15dBi 1/2 wave • 446MHz 5.0dBi 5/8 wave x 2 • Length: 30" • Conn: B-20 PL-259/B-20NMO NMO • Max Pwr: 50W

SH-55 • Super Flexible 146/446MHz HT Antenna
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B-10/B-10NMO • Dual-band 146/446MHz cellular look-a-like • Gain & Wave: 146MHz 0dBi 1/4 wave • 446MHz 2.15dBi 1/2 wave • Length: 12" • Conn: B-10 PL-259/B-10NMO NMO • Max Pwr: 50W

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GWSM	M & M Goldwing Side Mount Antenna Adapter Converts Honda Stock antenna mount, to accept ham or CB antennas that use a standard HF style Connector. Provided with 10' 50 ohm coax and easy 15 min assembly instructions.	24.95
AFMCB	M & M AM/FM/CB Antenna Adapter Converter Converts Single CB antenna to provide Combination reception from the one antenna.	28.95
GWHT-1	M & M Hand Held Radio Bracket Fits Honda GoldWing. 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.	38.95
GWHT-2	M & M Hand Held Radio Bracket Fits all motorcycle handlebars. Attaches directly to handlebar with an all aluminum surrounding bracket and stainless steel screws.	44.95
AD78	M & M Adapter Harness for Kenwood Hand-Helds This all custom adapter allows for conversion, via the speaker and mic plugs, to many popular Helmet Speaker/Mic assemblies.	39.95
ADAO	M & M Adapter for Yaesu & Icom Hand-Helds Same as the AD78 for Yaesu and Icom Radios. (Will fit others call with your specific application.)	39.95
GWHP	M & M Handle Bar Full Size Radio Bracket Fits Honda GoldWing. 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 any radio under 10 lbs.	64.95

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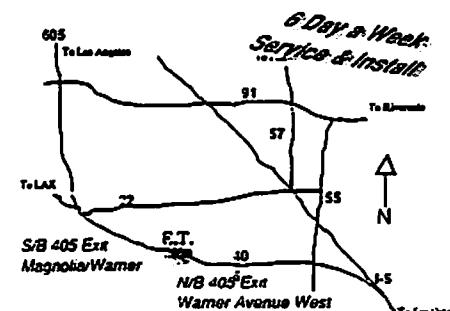
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5,12,19,26-"MARC" 440 NET ON THE SCARA/NARC SYSTEM (7 PM)KE6RDL PATTIE
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8-"MARC" BREAKFAST MEETING (8 A.M.) LAKE VIEW CAFE (714-572-8521)
9-GLENDALE HARLEY DAVIDSON "LOVE RIDE 14" FOR MDA
9-RIDE FOR KIDS(PHOENIX, AZ)
27-THANKSGIVING DAY(HAVE A THANKFUL, HEALTHY, HAPPY DAY)

DEC 2,9,16,23,30-"MARC" HF NET(4 P.M.~PST 20 METERS 14.340 USB)(4:30 P.M. PST
40 METERS 7.290 LSB +/- QRM) N6KBI-KEN NET CONTROL
3,10,17,24,31-"MARC" 440 NET ON THE SCARA/NARC SYSTEM(7 PM) KE6RDL-PATTIE
NET CONTROL
3,10,17,24,31-"MARC" 2-METER NET ON THE 146.985 REPEATER(8 PM) STAFF
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2099 E. ORANGETHORPE, PLACENTIA(ON CORNER
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