

"Rays Desk Copy"

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## JANUARY 1998

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### FROM THE PRESIDENT'S DESK:

#### "A HAPPY NEW YEAR TO ALL MARC MEMBERS"

First I want to thank all our MARC members and advertisers for their continued support through out the past year.

Some major developments took place in 1997, we went to a 440 net only on Wednesday nights at 7 P.M. Started a once a quarter e-mail checkin procedure and picked up a couple of new charity events.

We had a good turn out for our December 13<sup>th</sup> meeting. You can always tell when it's Christmas. Everyone was having fun and was in the Christmas spirit. John KC6ZOZ & Teri KF6HJT won the I-COM W32A HT while George KA6CYP won the 9 lb smoked ham. ( I never did get over to his place for a ham sandwich, but he said it was good, real good.)

I understand that the old MARC Web Page was closed down December 23<sup>rd</sup> and the new one is up and running at <<http://www.calgary.shaw.wave.ca/~dpushie/marc/>>. Drew VE6HGW is still waiting for me to scan and send him the new MARC staff member's pictures. I have most of the pictures taken, but not all. However I will get the ones I have developed and send them to him for installation. All members are encouraged to send in your mini-bio and a picture to Drew at <[ve6hgw@shaw.wave.ca](mailto:ve6hgw@shaw.wave.ca)> Also, if you have a home page, please send information to AJ Friesen VE6KI at <[Wing-rider@bikrider.com](mailto:Wing-rider@bikrider.com)> I plan on

having a personal home page of my own in the next couple of months and will send it to AJ to have it connected to the MARC WEB PAGE.

As long we're on the subject of email, let me share this with you. Last year at this time we had approximately 300 members, with 119 of those members on our MARC E-mail roster. At this years end we have 176 members on our email roster. That's a huge increase in members who are coming on line. What a welcoming sight it is, 176 members on line means nearly half of our total membership now receive the MARC/LIST DIGEST.

Starting on Tuesday January 13<sup>th</sup> Dollie KD6ERC will institute her new program for the MARC quarterly e-mail check-ins. On Tuesday January 20<sup>th</sup> yours truly will again start sending out the MARC bulletins on e-mail, however, once a week got to be too much. So I will now send one out once a month in between newsletters.

There were no nets held Christmas eve December 24<sup>th</sup> or New Years eve December 31<sup>st</sup>.

As all those on email know, Bonnie & I spent a wonderful three days in Las Vegas with her daughter and her son and his family over Christmas. We took the Toshiba Laptop with us and stayed in touch with the MARC LIST/DIGEST, De Witt's "Just for Fun" feature and the Wing's Digest.

When we got back I came down with a cold and spent New Years in a recliner watching the College Football games

On Wednesday January 7<sup>th</sup> the MARC 440 net will resume it's regular 7PM

airing on Wednesday nights. Hopefully it will pick up where it left off with about 35 to 40 check ins on Wednesday December 17<sup>th</sup>. In case you have forgotten our 440 nets are held on the SCARA 446.650-PL151.4 repeater. For those who live in So. California and cannot hit this repeater you may call me or email me and I will give you the information on the local SCARA repeaters your area so you can check into the MARC 440 net on Wednesday nights. Again a reminder that non-SCARA "MARC" members may use the repeater to check into the MARC net on Wednesday nights, but may "NOT" use the SCARA repeater system at any other time. This is not and has not been a problem in the past, just a reminder.

Saturday January 10<sup>th</sup> is the next MARC meeting.

Tuesday January 13<sup>th</sup> is about the last day to send in your money for the 1998 Three Flags Classic. Must be postmarked no later than January 17<sup>th</sup>.

On January 20<sup>th</sup> we will again start a once a month email bulletin.

On January 24<sup>th</sup> at 6:30 PM is the SCARA Dinner and meeting at the Countryside Inn in Costa Mesa. The new SCARA documentation and repeater codes will be handed out at this meeting.

At 12 noon on January 31<sup>st</sup> will be the drawing for the 1998 Three Flag tickets at Moffett School in Norwalk, CA. This years Three Flags route appears to be about the easiest route they have ever selected in the 14 years we have been riding it. It starts on Friday September 4<sup>th</sup> (Labor Day weekend) from Tijuana,

Mexico and ends September 7<sup>th</sup> in Kimberly, BC Canada. We have been over everyone of these roads in the past at one time or another, and it is a beautiful ride. But it does not cross the Continental Divide and the highest pass I could find is only about 5,000 ft. So if you haven't tried this particular ride, this would be a good year to go for it.

Saturday February 7<sup>th</sup> SCARA goes back to their regular first Saturday of the month, monthly meetings. This meeting will be held at 8 AM at the Sanchez Restaurant at 12151 Harbor Blvd in Garden Grove, CA.

Then of course on Saturday February 14<sup>th</sup> is the now famous MARC "LADIES" meeting that has become a great tradition. The Ladies always put on a wild affair. It gets scary sometimes.

On Saturday February 21<sup>st</sup> is the SCMA Four Corners Banquet. This year it is being held at the Ontario Airport Marriott Hotel at 5 PM, \$30 per person. People who have completed this ride, fly in from all over for this banquet. At least Bonnie and I don't have far to go. I think I still lead the pack, having done the USA Four Corners Ride 10 times. That's approximately 105,000 miles just doing this one ride.

On Saturday March 14<sup>th</sup> is the MARC March meeting, but it is also the date of the IBMC Oak Grove Forest Campout in San Diego County. We may go down on Thursday March 12<sup>th</sup> and set up camp, stay down there Thursday night. Then come back to town Friday, load the van and get things ready for the Saturday MARC meeting, then go back down after the meeting and spend Saturday night and come home Sunday. The last time we camped down there we had a big MARC turn-out for the event. We'll see if anyone is interested in going.

Our MARC membership has been steadily increasing since we first started MARC. Like all clubs we lose a few each year and gain new ones as the year progresses. As it happened in the last two months of last year we got many new members then lost a few right after the first of the year. At the end of 1997, the same thing seemed to happen. We got this sudden rush of new members who signed up for the last of 1997 and all of 1998. So we surely welcome all our new MARC members and again thank those members who continue to support MARC year after year.

The membership donations will remain \$10 through 1998 and change to \$12 for 1999. For those of you who have already paid your dues ahead, no further contribution is necessary. In fact for anyone who wants to make their 1998 and 1999 donations now it will still be \$10. We are letting everyone know early. At the end of 1998 the MARC membership requirement will go to \$12.

Another email subject. For those changing their email user address or those coming on line for the first time, please consider using your first name and ham call in your user name, such as <raykd6fhn@earthlink.net> or something to that effect. It sure makes identifying who is sending the email easier. Also don't forget to use a signature using your name and call sign. Thank you so very much.

Of the 12 people that I received their email back from the letter I sent out to the entire MARC email roster (not the MARC LIST/DIGEST) and included their names in the December newsletter, not one of them sent me a test message to see if we needed to correct any email problems that exist.

For planning the 1998 motorcycle trips I think it is time for a change. Instead of doing the Four Corners this year, it appears that the Old Route 66 trip from Santa Monica, CA to Evanston, IL may get done this year. We have a book and maps showing the Old Route 66 roads that still exist to day, most streets or roads have been renamed, some sections are impassable but the book and maps tell you how to get around them.

Another ride under consideration is the Oregon Trail which leads from Independence, MO west to Oregon. I read an article about a new bridge that was built up in North Eastern Canada that now attaches the main land too, I think, Prince Edward Island. It is 8 miles long or some other great distance and replaced the ferries that had provided the link for a hundred or more years. Anyway it was opened last May with great fanfare, and thousands of people walked over it the first day. Well, now I want to see that bridge. So if anyone can give me more information on it, please do. I may have to go find that article. Another thought came to mind, I may go around and visit any of our members who have indicated

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they would like to meet us. It would be fun to just travel about meeting our MARC family members. What do you think about that idea?

February newsletter articles will be due Wednesday February 4<sup>th</sup>.

MARC members will receive 10 newsletters again this year. You will receive one each month except July & September. We will do a June/July and an August/September newsletter. We plan on doing a lot of riding again this year.

The summary for all the charity events we did in 1997 will be in the February 1998 newsletter. Some of the charities we worked were not open Friday January 2<sup>nd</sup> when I tried to contact them for statistics.

More computer stuff...No one can subscribe or unsubscribe you from the MARC LIST/DIGEST except Ray, De Witt or Bonnie. And only because, in order to keep any structure in our different email rosters(three of them) it simplifies some of the confusion we were having before. Every quarter Lewis K7LVO sends us a list of all those receiving the MARC LIST or DIGEST. Non-members are removed and new members are added regularly. We were pleasantly surprised at the sudden rush of new members and new email participants the past several months.

Please read the 1997 January newsletter for my newsletter resolutions. I promised Pattie KE6RDL I would not put the same ones in again this year. But for those new members who joined since last January, here they are.

1. Get to 13 WPM on Morse Code and pass my General ham test.
2. Lose 30 lbs.
3. Get back in shape exercising on the ski machine.

I've had the same resolutions the last four years, it's easier that way. Here's some I kept over the years. Give up smoking(never smoked), ride the motorcycle this year, (two days gone out of the year and its not been out yet)watch the Super Bowl on Super Sunday,(missed it one year at the Fire Station, had a fire).

The 1998 Challenge Cup Relay Race is to be held on the weekend of April 25<sup>th</sup> & 26<sup>th</sup>. If you don't have reservations in Las Vegas by now, get it done soon. There may be a World Heavy Weight Boxing match the same weekend.

We don't know if anything was signed for it yet, but that was the date first given by the promoters. Net Control will be located at the Tropicana on the 21<sup>st</sup> floor. The awards ceremony is across the street at the MGM's new convention center. It cost \$40,000 to rent it for Sunday afternoon. Ray is the CCRR(Baker to Vegas) coordinator for this year, but you will be receiving all your mailings from John KE6UAM, the assistant coordinator. This will be the biggest CCRR ever. Last year they had 187 teams start the race. This year they expect 215 to 230 teams. That could make for more than 4500 runners and approximately 7500 volunteers to support the race. We get to ride our motorcycles and talk on ham radio, oh what fun. Not only that, but we get to write police officers citations, too. Come out and try it, at least once. You then can always say, been there, done that.

I don't know if the Ladies are going to take us on another outing after their meeting as they did last year. It's all a big secret. But we are planning on going to the Date festival in Indio, CA in February. It has not been decided which weekend as yet. But will let you know as soon as we do.

Geez I almost forgot.....

Many of us are now on a program on the computer called People Link. It can be downloaded for free at <<http://www.peoplelink.com/v1/download/download.html>> It's sponsored by the Earthlink server, but anyone on any server, but Juno, can use it. The past few days we (De Witt & myself) have been logged on all day. That way any MARC member can get on it and the peoplelink window will show us who logged on. Like I say, anyone with any server except Juno can use this program. In the past week we have had some great typewritten conversations with MARC members who have put this program on their computers. We've also had several conference calls with it. It is easy, simple to use and quick. While logged on your messages go immediately and directly to the person or persons you have highlighted on the friends list. So far I have had no trouble staying logged on for 8 to 10 hours a day. If you have questions about Peoplelink and it's use, send email to <[helpdesk@peoplelink.com](mailto:helpdesk@peoplelink.com)> or see the users guide to peoplelink at <<http://www.peoplelink.com/v1/help>>.

The HF conditions have not been kind to Ken N6KBI and Sue KE6WCA. The frequencies, times and days remain the same, so hang in there with Ken & Sue. Things have got to get better soon, we hope.

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

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#### **HONDA RIDE FOR KIDS SCHEDULE:**

May 18, will be the 1998 date for the Annual Honda Ride for Kids.

We have just received word from the National Headquarters from The Pediatric Brain Tumor Foundation of the U.S. - That this date has been scheduled for our local 1998 ride.

They also announced the 1997 Ride for Kids Task Force - Who had proclaimed the goal of raising \$1 Million Dollars for the Foundation - Had reached that amount in September during the Vallejo, CA Ride. And Further, that the new first time ride in Phoenix, AZ on November the 6<sup>th</sup> had increased the years total to an impressive \$1,100,000.00. It should be noted here that unlike most of the charitable events raising money - All the money raised goes directly to the Foundation. There are no administrative expenses or salaries deducted from the amount collected. This is rather unique, especially since it has been recently publicized in the newspapers that most charitable organizations receive only a portion of the funds collected - Some getting only 10% to 15% of the total collected. The Foundation thanked everyone who "worked" on the program and helped the Task Force achieve this important turning point.

The Pediatric Brain Tumor Foundation of the U.S. currently has ten active pediatric brain tumor research grants in the nations leading research institutions, and additionally provides the funds for the creation and continued operation of the Central Brain Tumor Registry of the U.S. The Registry has now become the largest single source of data available on the patients and disease of brain tumors in the U. S.

The Ride for Kids program has literally changed the face of the disease of childhood brain tumors and brought hope to every city and hamlet across America where thousands of young children are currently battling brain cancer. This charitable program of the motorcycling community has generated over \$5 million dollars in support of the search for a cure to childhood brain tumors. The Foundations research is developing therapies that extend the lives of children and/or improve the quality of their lives.

We as MARC members can be justly proud of the administrative support that we provide for this most worthy endeavor .... And I recognize that we cannot financially support all the charitable activities and

events that we provide service for .... However, In as much as this IS a fund raising event of our OWN "Motorcycling Community" ..... We should probably also be a part of the "Fund Raising" as well. There will be fund raising kits available soon. Please take one and "hit up" some of your fellow workers, neighbors, relatives, strangers, etc - And collectively turn that money in under the MARC banner. Lets make an effort this year to be recognized along with the other motorcycle clubs.

I happy to announce that Dave KC6ZHG will be joining the committee and will be serving as the Assistant Coordinator for 1998.

See you on May the 18<sup>th</sup>.

Billy N6EDY  
Ride for Kids Coordinator  
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[billyn6edy@juno.com](mailto:billyn6edy@juno.com)  
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#### **HAPPY NEW YEARS**

from the Owners of the SCARA System

Over the past year we have had the opportunity to make many new friends in Ham Radio. None of the friendships that have been formed can possibly compare to type of relationships built here on the system.

Over the period of the past year we have had the pleasures and sadness that only a family could share and endure. On the positive sides the efforts towards public service, self-help, and community involvement have been a paramount part of everyday life on SCARA. The trials and tribulations that we have faced as individuals over the past year, seem to have been lightened by the involvement of the extended family of SCARA.

We salute on this evening of remembrance, the men and women, boys and girls, family and friends of the system, for all of the blessings that have fallen us.

Least we ever forgot.....especially us as owners....SCARA is a name that represents a dream, turned reality, tempered with obstacles, perfected by it's members.

God Bless and Happy New Year

Michael Mercado-KM7NP  
Jim Guest-N6QLB  
Don Wolter-KD6OFD  
Bob Johnson-KC6WTL  
Gary Labb-KM6VC  
Steve Wilkins-N6KDD

**1998 ALREADY????**  
by: **KM6UK DE WITT**  
dewitt@home.com

Jeez, seems like We just kicked off 1997. Oh well, I'll still be in 1997 for the next month or two, every time I write a check, or date a document.

Boy, 1997 was a banner year for **MARC**. So many things going on. We had some **GREAT** events. We helped earn millions of dollars for charity. Strange, we help earn so much money, yet no one talks too much about that.

We talk about the events. We talk about the fun. We talk about the picnic's, the party's, and the 'just being together,' but **MARC** riders helped earn over 3 **MILLION DOLLARS** for charity.

Our charity events are well balanced too, like the event we did for the Saddleback School District. A fun little event, with benefit for the local community. The bigger event, the Challenge Cup Relay Race, benefiting Los Angeles Police Widows and Orphans Fund.

Then the whopper, the **LOVE RIDE**. The Love Ride is one of my favorites, another of my personal favorites is the **MS-150**. Of all the events we do, I think I feel closer to the **MS-150** than any other. Of course the reason is the people who participate in that event.

More often than not, that person, or group that are riding slow, has **MS**, or one of the people in the group has **MS**. This year I saw SO many signs on the backs of participants, reading "**RIDING FOR—MY SISTER, BROTHER, MOTHER, FRIEND, WHO HAS MS**". That folks is what **MARC** is about. I sat in a tent at the midway point and just watched the people as I ate dinner. Some were in wheel chairs, some on crutches, some struggling to walk, and some, well, did they have it, or didn't they??? The one thing they **ALL** had, was bright smiles, a friendly word, a hug, and most of all, attitude.

Over the years, we folks who get the privilege of escorting the **MS-150** have seen the same folks out there working maybe harder this year, but out there doing their bit to help conquer their disease.

Next year at the **MS-150**, there may be some missing faces, but new faces will have joined, because the disease is not yet beaten. But I'll be there for one simple reason.

As I was walking around watching the sign-ups, wearing my **MARC** shirt, vest and hat, I have no idea how many folks shook my hand, gave me a hug, or just simply smiled. But the thing that made all my puny effort worth while, was one guy said to me, "**If MARC** wasn't out here, I wouldn't even

ride this event. You folks make us feel so safe. You guys are wonderful!!"

So if someone asks you, "why should I join **MARC**?" all they have to do is see the folks after the **CCRR**, Ride for Kids, Tour de Cure for Diabetes, the **MS-150**. Those smiling faces say much more than I ever possibly could.

Oh yes, don't forget the **MARC** meetings, picnics, rides to fun places. Riding, being with the folks of **MARC**.

**HAPPY NEW YEAR EVERYONE!!!!!!**  
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**IBM beats 10 billion bit barrier in storage**

**Computers:** the breakthrough density will be used in portables for sale in 2001.  
By Lawrence Fisher(New York Times)

**IBM** plans to announce to day that it has broken the magnetic disk-drive storage barrier of 10 billion bits of data a square inch. The company said the new technology would first appear in products in 2001.

**IBM** passed the 1 billion bit level in April 1996. Like that advance, the new technology will first be used in 3 1/2-inch, nonremovable disk drives intended for use in portable computers. At this size, a single-platter disk drive will be able to hold 6.5 gigabytes of data, making possible ultra-slim laptop computers that will nevertheless have vast storage capacity. A 3 1/2-inch platter will hold 12 to 13 gigabytes. A gigabyte is a billion bits, equivalent to 62,500 double-spaced typewritten pages - which would be 21 feet tall if stacked. At the new record density - actually 11.6 billion bits, or gigabytes, per square inch (1.8 billion bits per square centimeter) - every square inch of disk space could hold 1,450 average-sized novels or more than 725,000 pages of double-spaced typewritten pages, which would make a stack taller than an 18-story building.

While in the past such advances in storage technology were driven by high speed supercomputers and huge main-frames, in recent years it has been the ever-increasing demands of desktop and laptop computer users that have spurred the disk-drive industry on to new record densities. Downloading graphic images from the Internet, or loading CD-ROM games to the hard disk for faster play, used up vast amounts of storage capacity.

**IBM** introduced the world's first disk drive in 1956, with 5 megabytes of storage at a cost of \$10,000 per megabyte. Over the past six years, the average data storage capacity of disk drives sold worldwide has increased 18-fold, while the price per megabyte of such capacity has dropped 52-fold.

Average disk-drive capacity in 1991 was 145 megabytes; in 1997 2.65 gigabytes.

## **NEVER HEARD OF MARC**

I never heard of **MARC** until **WINGDING**. Had to join, Was my first **WINGDING**, too. It was a great time. The **XYL** and I enjoyed every minute of it. It was her first long trip on the bike, although I've been winging it for 6 years now. We took the long way and did some sightseeing. Got some great pictures and a whole bunch of memories. Seems like every time we go someplace, I always end up wishing I had taken more pictures. The only trouble is, if I stopped every time I saw a great picture, we would never get anywhere. Looking into a small point and shoot, the **XYL** can handle this from the back seat..

Anyway, on the way home there were 5 bikes in a group. I was riding in the #3 position about 10 bike lengths behind #2. I see the left hub cap come off #2's trailer. It comes by me on my left, no problem. I let everyone know by CB about the hub cap and that I will stop and get it. We are in a long sweeping curve to the left with an on ramp on my right and about 3 feet of shoulder. So I turn on my right turn signal and start braking, trying to stop quickly but not close to locking up the wheels. I am keeping track of the hubcap in my rearview mirror(oh, oh, big mistake) while glancing at my road position as I slow I am leaving my lane and moving to the onramp. Everything under control, as I am ready to put the foot down I am also close to the shoulder, the hub cap has gone into the weeds, I marked the spot, and turn my full attention to stopping. I see the gravel as I pull onto the shoulder. No skid. The wheels stop turning, the bike is on it's side before I can blink. We were probably going less than 10 mph, we slide 2-3 feet after we hit. No injuries for me, I had my hands on the controls and my feet tucked on the pegs. The **XYL** tried to break her fall and broke the wrist and chipped several bones in her hand(she is right handed). This was in St. Regis, MT. Luckily the car behind us had an EMT and skidded to a stop beside us. Ambulance took wife to Superior, MT where they took x-rays and told us she would need surgery on the wrist. They put a cast on after a lot of argument(which the wife won) we got back on the bike and came home to Tri-cities, WA. **XYL** said it was like horseback riding, she needed to get back on the bike, and needed to know she still trusted me. Quite a lady....

Did you all see what I did that was so stupid? Even after **ERC** training I let a \$10 hubcap get my attention. Never again. When the bike is stopped, dead, then we will look for hubcaps.

The wife has a steel plate in her wrist and the guy never did thank me for the hubcap.  
73's Newell Cray N7MMN

## THE USA FOUR CORNERS TOUR

by: Dean Tanji

KD6HEL

Well I made it! I have the honor of completing my first SCMA USA 4 Corners Motorcycle Tour. Myself and Harley rider friend Jim Valentine completed the event in 15 days and took 6 additional days to get back to Tustin, CA. The 15 days includes 2 non-riding days playing tourist in Washington DC and 1 1/2 days repair and service days. This is nothing compared to my hero, Ray Davis' back-to-back USA 4 Corners a month earlier but his on-the-road mile-by-mile e-mail inspired me to make this trip happen.

I first hear of this ride in 1990. The rules are simple, in 21 days, ride a motorcycle to these four cities around the country; San Ysidro, CA, -Blaine, WA, -Madawaska, ME, and Key West, FL. Started in any one of the corners, any time of year, take any route (clockwise, counter-clockwise, X or Z pattern) but complete it in 21 days. At each corner city obtain a computer printed gas receipt with date and city on it, take a Polaroid photo of me and my motorcycle in front of a local landmark and find and record "secret phone" numbers. Then mail all this stuff to the organizer from a local post office. The USA Four Corners Tour is operated by the Southern Californian Association(SCMA). The application for the Four Corners Tour is \$75.

### Original Plans:

I originally planned to do this tour on my 88 FXSTS Springer last year...my 50<sup>th</sup> birthday year. However, I ran out of time and settled for the '96 Three Flags Rally from Mexicali to Kelowna. The ol' Springer had 112,000 miles and in October '96 was rebuilt. It's now healthy, strong, and fun to ride. However, the draw of a Harley "touring" motor has been in the back of my mind for some time now. A smooth rubber mount with lots of room for stuff and a big wind blocking fairing made lots of sense to my riding style. On Saturday, August 2, I started researching the availability of a "98 FLH style motor with fuel injection" by calling all the So Cal Harley Dealers. The response was the same. "HA! HA!... All I can do is put you on a waiting list. ...Probably 2-5 months!" By Monday August 4<sup>th</sup>, I was calling San Diego dealers when I talked to Oceanside HD, the guy who answered the phone said, "Yea, I've got a black 89 FLHTCI Electra Glide Classic that I put in the show room this morning.".. "No, no waiting list for this one.. The price is \$15,850 (HD's MSRP) .."No we close in 30 minutes...OK, we'll see you tomorrow at 9." On Tuesday, August 5<sup>th</sup> it was mine. By Saturday, August 9<sup>th</sup>, I had 500 miles on it under 50 mph and took it in for the 500 mile service. On Sunday, August 17, 13 days

after I bought the motor, with no license plate and 747 miles on the odometer, I headed down to San Diego to make the first corner ..San Ysidro, CA.  
GPS- Technology Toy?

Although I ride Harley's so I'm kind-of-a retro techno-user. I work with high end graphic computers all day and communicate with modem file transfers and e-mail. Among the stuff that I packed was my 2-meter HT, radar detector and cel phone. So when a friend showed up Saturday with a GPS (Global Positioning System) and said, "Here try this and see what it's good for." It got shoved into the saddlebag, too. That night I log onto the WWW and found the positions of San Ysidro, Blaine, Madawaska and Key West.

San Ysidro, CA	Lat N 32° 33' 07"
	Long W 117° 02' 32"
Blaine, WA	Lat N 48° 59' 53.7"
	Long W 112° 45' 02.7"
Madawaska, ME	Lat N 47° 21' 19"
	Long W 68° 19' 20"
Key West, FL	Lat N 24° 33' 19"
	Long W 081° 46' 58"

I entered these into the GPS unit and through out the trip I was able to get a reading on the straight line direction and distances to each corner with amazing accuracy. As an example, after traveling clear across the U. S., the Madawaska Post Office was .4 mile from the above position. The GPS does a lot more but I don't have time to connect it to the bike correctly and figure out how it all works. While moving, the GPS can track your position, ground speed, distance and ETA to goal. If it's linked to a laptop, it will tell you where and when to turn. This is "data overload" for a Harley rider.

### My Country...on 2 wheels

It's hard to explain to non riders why something like this is pleasurable. Most think of it as a grueling experience, sitting on the saddle for hours on-end on a road that never ends. This is actually a laid back, go with the flow, discover America ride disguised as a long distance point-to-point tour.

We had more fun than illegally possible! Both motors ran great except when they weren't running. My new FLHTCI blew it's stator on day 5, (3,260 mi.) near Beach, ND. Jim's motor shorted an ignition switch module in Day 10 (5,649 mi) Clinton, CT. Local HD dealers handled all repairs.

Weather was great. Very little rain and when we encountered it we just plowed through it. Rain is very different in the east. There's usually several big black clouds moving across the scene and under it is concentrated column of rain. All these columns of rain are moving in the same direction so you can plan if you want to enter one or wait until it passes. As you drive up

to the wall all hell breaks loose and for 2-5 minutes you're in this deluge with water everywhere and then you pop out the other side and its back to blue sky. Had a neat show of lightening and thunder in Montana and Florida. We actually rode through the Florida electrical storm with 3-4 lightening strikes within a mile from us. Ate lobster 4 times, had hush puppies, catfish, alligator, po' boy sandwiches, fried clams, steamers(steamed clams), mussels and oysters, chicken fried steaks, fried crayfish, crayfish balls, crayfish pie, jombalaya, grits, biscuits and gravy, 10-15 different brands of beer.

Made the whole trip with no vehicle license. Crossed into Mexico and back again, Canada and back again, and was never stopped or questioned at a border crossing or in the U.S. My only stop was by a Canadian Highway Patrolman near Toronto who looked at my papers and said "Have fun."

Renewed old acquaintances and made many new ones. Talked to Indians in North Dakota, cowboys in a pick-em-up truck in Montana, French speaking waitress in Montreal, Iron Butt contestants at the post office in Madawaska, ME (they were on a poison points leg heading from Naperville, IL to Gorham, ME), visited the Vietnam Vets memorial, made a rubbing of the name of one of my high school classmates to take to my next reunion, watch the changing of the guards at the Tomb of the Unknown Soldier in Washington DC, shot a "cloud curl" on a one lane road cut out of the vertical cliff in Glacier Park, visited the International UFO Museum and Research Center, Roswell, NM(actual had a close encounter but can't confirm it), the Texas State Hog Rally in Corpus Christi, TX, listened to Blues in a café on Bourbon Street in New Orleans, LA, and shopped at the upscale L.L. Bean 24-hour store in Freeport, ME.

Three weeks after we got home, we received a nice "USA 4-Corners" binder with our original entry, all our corner documentation in it and the largest completion patch - 10" wide. And in February, '98 we get to go to a "USA 4-Corners Banquet where I'll get to throw food at Mr. "I've done the 4-Corners more times than I got fingers" Ray Davis.  
USA 4-Corners- 7,421 miles  
Completed Task: 15 days(including 3.5 non riding days)  
Average miles per riding days: 7,21/11.5 days=645 miles/day  
Longest day: 785 miles  
Shortest day: 239 miles  
Average miles per gallon: 42.1 MPG

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

Santa jumped out of his sleigh to give away the \$5 for the net drawings for December. Pulling from his sack of toys he drew KD6MVK Maxie on 12/3/97, 12/10 KD6SBZ Pat (\$5) and on the last net night of December(12/17) he drew this little piece of paper with KE6PSD Gary on it for (\$5). 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.

**SPECIAL DRAWING:**

IC-W32A HT RADIO won by KC6ZOZ John  
HONEY SLICED HAM DONATED BY NCG CORP slid across the table to KA6CYP George.

Billi our monthly waitress drew the tickets for those prizes.  
REGULAR 50/50 drawing was divided between KD6NXC John, KD6OFQ Bonnie & KD6MPB Mel.

Other door prize winners were:

- (1) \$40 gift certificate from Huntington Honda—KD6MPB Mel
- (2) Code deck of cards donated by Electronic Times--
- (3) World Radio Subscription donated by MARC-
- (4) DPI SERIES Surge Suppressor donated by ET-
- (5) Desktop Calculator donated by ET--
- (6) Electronic Tool set donated by MARC-KJ7LI Terry

Amidst all the confusion we failed to get the winners of # 2,3,4, & 5. Those people who won those article would you please let us know. Thank you.....

**DOOR PRIZE DONATORS WERE:**

"MARC", Mel & Kay Johnson, Mike Naron, Billy Hall and Ray & Bonnie Davis, Terry & Pat Lewis.

**TICKET DRAWERS WERE:** Tiffany, Emily and Matthew.

**SPECIAL CHILDREN'S DRAWING**

Harley Davidson Leather Jacket winner was Matthew. Matthew looked like Billy Hall with his wad of tickets. Matthew won several other prizes along with Tiffany and Emily winning prizes, too.

Ticket Drawer: N6QZT Mike

**A GREAT BIG "THANK YOU" FOR everyone who has donated door prizes and assisted in any manner for our meetings.**

Plenty of "HUGS" for Billi our waitress for her efficiency in serving the MARC members. Makes for a good breakfast. "Thank You Thank You"

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**COMMENTS FROM THE SECRETARY/TREASURER:**

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

The membership dues are still rolling in. Remember if your dues are not paid by the end of January, there will be no February newsletter. Again the ones who have not paid yet, will have the year on the labels highlighted. Don't get excited if you have sent in your dues and not been credited for them as this is what was received when the newsletter was finished on Saturday January 3rd.

Establishing their place on the MARC membership Roster for December are 12/8 KE6GYC Michael Pryzbylo & KF6IXB

Gweneth Pryzbylo of Yorba Linda, CA, KD6EXM  
Tal Hooker also joined the roster from Yucaipa, CA.  
Welcome to "MARC", remember we are just a phone call away and are here for you if any need for assistance. We have had lots of inquiries the last two months.

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

Please think over which date would be best for the January Ladies meeting, Saturday January 17th or 24th???? And where maybe KE6RDL Pattie or KE6BIS Normas. We can car pool and we will make sure lunch is available. Be sure to bring your equipment if you were to supply some.

Thank you to KF6HJT Teri, John KC6ZOZ, Ray KD6FHN for assisting with the newsletter for December. Thanks goes out to all who have contributed articles and who have sent some to use when I have the room.

To all of those out in this cold cruel world fighting to get their health back, we are thinking about you and wish we could make you well. There is a lot of cold & flu going around in circles these days, try to keep yourselves well. We wish you a more healthy year ahead and send you lots of cheer and love. WE CARE.....

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**QST!!! QST!!! QST!!! QST!!!**

The first quarterly E-mail check-in for 1998 has been postponed till **JANUARY 12, 1998**. we figured that by that time everybody will be back in their "normal" routines after the busy holiday period, including yours truly.

On or about January 12, I will be sending all members with e-mail addresses a message. All you will have to do is click reply, type in your name(s), call sign(s), and any additional e-mail addresses that you want on the list and send it back to me.

I apologize in advance for not getting the new system tested, but have been unable to due to health reasons and a computer crash. Thanks all for your cooperation, patience and understanding.

**Dollie KD6ERC The Check-in Lady**  
dollieb@earthlink.net

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From the Love Ride Coordinators, KE6PSD Gary & KE6RDL Pattie; MS 150 Coordinators, KC6ZHG Dave & KC6ZOZ John, the HF Net Control, N6KBI Ken & KE6WCA Sue, we wish you all a Happy, Healthy Prosperous New Year.

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**IMPORTANT ADDRESSES:.....**  
**MARC LIST ADDRESS:.....KC7MZ-LEWIS**  
marc-l@teleport.com

**MARC HOME PAGE:.....VE6HGW-DREW**  
<http://www.calgary.shaw.wave.ca/~dpushie/marc/>  
\*\*\*\*\*

**WANTED:**

I need the control head for an antenna rotor (I have a rotor but no control); or, I could be interested in a complete unit if the price is right.

**Billy Hall N6EDY (714) 638-1958**  
billyN6edy@aol.com (or) billyn6edy@juno.com

## ACTIVIST REVIEW

A publication of AMA

### YOUR FEDERAL TAX DOLLARS AT WORK?

The list of well-funded organizations that lobby fervently in favor of mandatory helmet laws for all motorcyclists includes groups from the insurance, health-care and highway-safety community. But now, all of us will be joining them in that effort, whether we want to or not, through the tax dollars we send to the federal government.

The AMA has learned that the National Highway Traffic Safety Administration (NHTSA) will be using your tax money to produce videotape and related materials promoting mandatory helmet laws and opposing repeal efforts at the state level.

We found out about this campaign when a video production company called the AMA looking for assistance in submitting a proposal to the NHTSA for the videotape. The production company didn't realize that the AMA opposes mandatory helmet laws.

When confronted, NHTSA officials stated the video was not intended to promote helmet laws. Instead, they said, it would favor a comprehensive approach to motorcycle safety, encouraging riders to wear helmets, but not promoting helmet laws themselves.

However, AMA Washington Representative Rob Dingman recently learned that the NHTSA has awarded a contract worth nearly \$150,000 for the production of a video detailing ways to defeat bills that would weaken state helmet laws.

"While it is disturbing that a federal agency is spending taxpayer dollars on such an endeavor," noted Dingman, "it is more disturbing that they have not been up-front about it.

"This has only strengthened our resolve," he added, "and for that matter, our case before Congress, to do what it takes to get NHTSA officials out of the lobbying business. I would urge our members to contact their elected officials and voice their opinion on this issue."

### IN GOOD HANDS

Despite earlier reports from AMA members that Allstate Insurance Company was engaged in the practice of excluding coverage on certain models of sportbikes, Allstate executives deny any practice of blacklisting.

In fact, they say their intentions are just the opposite. They have instituted a new policy line specifically designed for motorcyclist's needs after holding focus groups with riders from all over the country.

"We think motorcyclists are under-served by the industry," explained Carl Rockman, Allstate's Motorcycle Product Manager, "Many large insurance companies write policies on motorcycles as an accommodation for customers who also carry auto and home coverage. We did that in the past as well, but that is changing."

"We think a company that understands motorcyclists needs can provide a valuable service and we see a tremendous opportunity here. We have a real commitment to growing that line of our business."

Allstate's new policy offers discounts to motorcycle safety course graduates and members of some nationally recognized motorcycle organizations, and coverage can extend to accessories and even your helmet.

### NATIONWIDE: NOT ON YOUR SIDE

Some people lobby because they care deeply about an issue being considered by public officials. Some people lobby to earn a living. And at the Nationwide Insurance offices near Harrisburg, Pennsylvania, some

people have been lobbying because it gets them the right to wear jeans to work. The lobbying effort represents the insurance giant's novel attempt to generate opposition to SB279, a bill that would repeal Pennsylvania's mandatory helmet law for adult motorcyclists. Nationwide officials clearly don't like this development, so they circulated a memo encouraging employees to participate in a "phone blitz" to persuade state legislators to vote against the repeal legislation. And to sweeten the deal, company executives came up with an incentive plan.

"Anyone participating," the memo said, "will receive a casual dress day to be used at their discretion."

It's a wonderful example of democracy in action—a group of employees who really couldn't care less about motorcycle helmet laws coming across as concerned citizens because they get to throw away the tie for a day.

What's next, a free day off if you vote for the presidential candidate of our choice?

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### UPCOMING 1998 MARC ACTIVITIES

JAN 10, SAT-BREAKFAST MEETING 8 AM

FEB 14, SAT-LADIES BREAKFAST MEETING 8 AM  
FEB ??, RIDE TO DATE FESTIVAL ??

MAR 14, SAT-BREAKFAST MEETING 8 AM  
MAR ??, TOUR D' OLYMPIAD ??

APR 11, SAT-BREAKFAST MEETING 8 AM  
APR ??, TOUR FOR THE CURE??  
APR 25/26 CHALLENGE CUP RELAY RACE

MAY 09, SAT -ANNIVERSARY MEETING 8 AM  
MAY 18??HONDA RIDE FOR KIDS

JUN 13, SAT -BREAKFAST MEETING 8 AM

JUL 11, SAT-BREAKFAST MEETING 8 AM

AUG 08, SAT- BREAKFAST MEETING 8 AM

SEPT 12, SAT-BREAKFAST MEETING 8 AM

OCT 03 & 04 ,MS 150  
OCT 10, SAT-BREAKFAST MEETING 8 AM

NOV 14, SAT-BREAKFAST MEETING 8 AM  
NOV ??, LOVE RIDE

DEC 12, SAT- BREAKFAST MEETING 8 AM



## IRONMAN RACE

by: Ron Pulsipher N7OIQ

I had the pleasure of working the IRONMAN RACE in Penticton, B.C. It's a race that I will not forget in the sense that I watched a human being swim 2.4 miles, change cloths-jump on a bicycle, ride 112 miles in all sorts of terrain, come back to the staging area, change again and then take off running for 26.4 miles. (Eight hours and 45 minutes it took him to do this) That was the top male runner, the female runner came in about 12-15 minutes later if I am not mistaken.

What a ride it was to follow the top contestant. Only in the next ten life times could I think about coming close to being in that kind of shape.

My story began late Saturday afternoon as I decided to drive up to Penticton and have dinner with a lady friend from Vancouver B.C. She was one of the volunteers for the race. The group she is with are from the same area and are all hams on wings and a few other bikes (she is not a ham yet). They furnished her with a co-rider, (locally) who was a ham.

The group has done this function for at least 5 years, and yes most of them know about MARC. On with the story, I arrive at the motel site and found her, as we were about to say hi, some of the group that were sitting out front of the motel rooms visiting, had watched me drive in, we hadn't even had a chance for a much needed hug and 4-5 zeroed in on my antenna and came over to check out the radio system, that they thought they would get to see, but I fooled 'em I had left the control head home (solder joint came loose) and could not hear anything through the speaker system. Did not discover the cold solder joint until too late Saturday, so I said the heck with it, and headed north. Boy what a mistake that turned out to be. They immediately ask me to join them for tomorrow's event, because they were short of motorcycles and ham operated motorcycles this year. They furnished the room for the night and I got up the next morning and joined them for the day with a co-rider ham operator. I did have the pleasure of being the first bike out with the first male contestant. Eight hours and 45 minutes later we returned to the finish line for the last time. My lady friend was the chaser-escort for the first female out. She has done this before and has really enjoyed it. A number of us, mostly Canadians are going to work on her this winter to get her ham ticket.

She has been riding a 85 Goldwing trike now for about 4 years.

The contestants were still coming in to the syaging area, finish line, when I left at five for home, and many would still be till midnight. It is my intention to do this again next year and be totally set-up to be my own operator. There were 1700 contestants and about 1400 volunteers to help put this event on. Not like the charity events that we put on, but one still worthwhile. They had ham operators at major turning areas, rest areas, and at intersections. Very well put together.

It was a learning curve for me also to have worked something this big and also learn what I really need to do to my radio system. Adding extra power connection points for back up when MY system is down. Easy access to antenna, so if I have a co-rider again, they can tie into my antenna and have power to their equipment, while riding with me.

Interestingly enough, they were using Larsen Marine type antennas on home-made brackets, that they could fold over and they worked real well for them. The brackets were mounted on the luggage rack. Nice group of people.

We had probably 12 bikes total and could have used more. Some of the hams that I had the pleasure of working with were: Tom VE7IEL and Ron VE7ING.

If you should see movie footage of the race, I am the Goldwing always behind the first male contestant, three antennas, two of which have red, white and blue sleeves on them, our chapter colors. Ride safe and enjoy.

## Hidden Turners

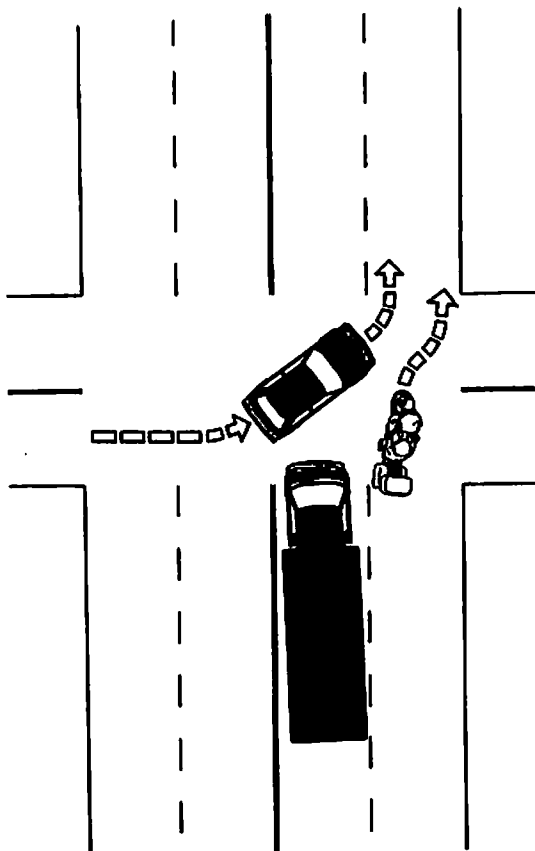
**Y**OU ARE RIDING an arterial street. Traffic is light. You are aware that intersections, alleys and driveways are locations where accidents occur more frequently, so you watch traffic around you. When you spot vehicles on side streets that might pull out, you cover the brakes and prepare to make a quick stop if needed. You watch especially for oncoming cars that might turn left across your path, because you know that left-turners are a major motorcycling hazard.

As you approach an intersection, you look for potential left-turners. There is a large truck waiting to turn left, and the truck temporarily blocks your view of oncoming traffic. You are relieved when you can see that there are no cars that could turn left, so you accelerate into the intersection.

But, just as you enter the intersection, a car shoots out from behind the truck, directly into your path. You roll off the throttle and swerve hard to avoid a collision. You miss the car, but the rear end slides out and the bike crashes on its side, skidding into the curb in a trail of sparks and broken plastic. The driver speeds away, leaving you to pick yourself up and survey the damage to your bike.

You were wise to understand that intersections are dangerous locations, and smart to look for left-turners. But you failed to predict that a left-turner could be hidden behind a large object such as the truck. You should always be prepared to stop within your sight distance, which in this case was limited. Even though you had the legal right-of-way, you should have slowed down and looked around the front of the truck before proceeding.

Also, when faced with a hazard, you should choose between braking and swerving. Rolling off the throttle while attempting a swerve caused the slide-out. A quick stop in a straight line might have been a better maneuver.





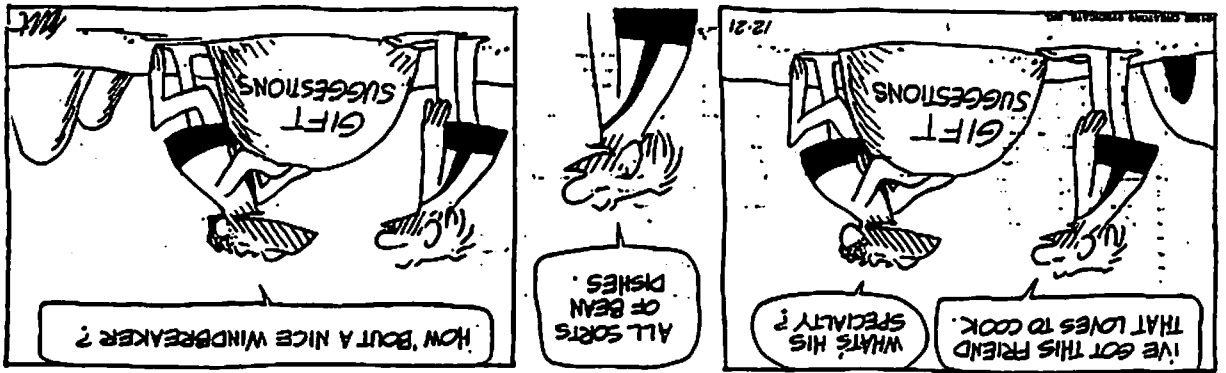
MARC LIST ADDRESS		MARC HOME PAGE		http://www.calgary.shaw.wave.ca/~dpushie/marc/	
WG6	A	Bill Hooker (KD6EXN-Marne*)	bhooker@ccmail.liv.edu	(BIGBESCH@EZNET.COM) (bigesch@worldnet.att.net)	CA
KE 7	AA	Bob Beschel (Jean)	williams@acsu.buffalo.edu		WA
N 2	AE	Jan Williams (Diane)	redroot@koalas.com		OR
KD 6	AKA	Gene Gilliat (Sue)	ggilliat@aol.com		CA
AF 4	AM	Don L. Boyer	ardam@juno.com		KY
W 7	ASB	Fred Watts (Toni)	fwatts@ccts.com		CA
K 7	AUX	Charles Scott	cscott@vni.com		OR
KC 7	AYX	David Mc Carthy(Roxanne)	david.kc.byx@mc2000.com		AZ
N 0	BAR	Bruce Shaetter	nobar@mwarz.com		CA
KE 6	BEB	Mijo Reynolds	mijobeb@aol.com		CA
KE 6	BIT	Gary Thomas (KE6BIS-Norma*)	(kebbigary@juno.com) (Xqdd63B@prodigy.com)		CA
WH6	BU	John Helms (WH6CVJ-Libby*)	jghelms@wavenet.com		CA
N 0	BLU	Jim Wiley	egesta@ix.netcom.com		CO
KD 5	BP	Glenn Overlander (N5GOV-Georgia*)	kdsbp@iobo.net		NM
VE 7	BUR	Sid Burget (Shirley)	SID@VIP.NET		CANADA
N 6	BVP	Mark Rosenthal	mrosen@ndgcrest.ca.us		CA
WC 3	CFI	Fred Kiltan (Bonnie)	fred@cke.com		PA
KG 9	CT	Chuck Brichon (Janice)	(charles.e.brichon@uwr.edu) (cbrichon@wn.bright.net)		WI
KA 6	CYP	George Rocheleau	george@esoca.com		CA
WB 5	DBV	Roy Bonwilliam, Jr	102075.230@compuserve.com		LA
KD 6	DGJ	Ken Johnson (Tam)	hblocals@aol.com		CA
KF 6	DGL	Tom Scanlon (Karen)	wa91@sdcc12.ucsd.edu		CA
KF 6	DGM	David Collins MD (June)	tmped@ave@aol.com		CA
KD 4	DOP	Mark Zimmerman (Donna)	zimmiz@bellsouth.net		FL
WB 1	DRW	Courtand Sandberg	wb1drw@amsat.org		NH
N 6	EDY	Billy Hall (Louisa)	(billynbedy@juno.com)(billynbedy@aol.com)		CA
AB 6	EI	Stuart Klein	stuk@juno.com		CA
KE 6	EKD	Bob Steinberg	keekd@emergency.com		IL
KD 6	ERC	Dollice Batchelder (W6JKO-Mory*)	(doliceb@earthlink.net) (dolicekdberc@juno.com)		CA
N 9	FEB	Michael Palmer	wingit@indy.net		IN
WA 9	FFL	Paul Plasters (KB9NGN-Marsha*)	peplasters@rockford.com		IL
WD 9	FHA	Willie Wilson (KB9PAE-Beverly*)	williewd9ha@juno.com		IN
KD 6	FHN	Ray Davis (KD6OF-Q-Bonnie*)	(raykdo@earthlink.net) (raykdo@juno.com)		CA
KD 6	FLP	Danny Velderrain(Eleanor)	dvkdlp@northlink.com		AZ
KF 6	FOT	John Lapointe (Vicki)	johnklot@worldnet.att.net		CT
W 1	FSM	Curt Seaton (KA1NVH-Rita*)	curtseaton@worldnet.att.net		CA
G 4	FUJ	Graham Wright	100436.2232@compuserve.com		ENGLAND
N 6	FXK	Steve Johnson (KD6UYE-Cathy*)	firebat@aol.com		CA
KE 6	GCA	John Humphrey (Malinda)	(john@humphrey.net) (john@twosox.com)		CA
VE 2	GDF	Denis Genest	vezgdf@total.net		CANADA
KE 6	GDJ	Nick Banyoczky (Ida)	nbdanyo@earthlink.net		CA
CA	GDJ	Doug Werner (Sandra)	rdwerner@apple.com		CA
KE 6	GLW	Timothy Ikeda	bmi@mendel.berkeley.edu		CA
KE 6	GXG	Ron Castner (Diane)	rcast@delanet.com		CA
KE 6	GYC	Michael Pzybylo (KF6IXB-Gwen*)	ke6gyc@aol.com		CA
WG6	H	Bill Milner	wg6h@pacbell.net		CA
KD 6	HEL	Dean Taji (Susan)	(dtaji@aol.com) (dtaji@abrawizard.com)		CA
VE 6	HFW	Jeff Heggstrom	NHEG6G@aol.com		CA
VE 6	HGW	Drew Pushie (Aline)	ve6hgw@shaw.wave.ca		CANADA
KF 6	HJT	Ten Edwards	tedwards@juno.com		CA
WA 6	HUS	Jim Wissman (Mary Lee)	jimwissman@aol.com		CA
KM 4	HY	Doug Woodruff (Mary)	km4hy@mindsping.com		GA
KD 6	ICM	Ron Sarfaty (KD6TBP-Jean*)	PC.Gunn@bbs-LA.com		CA
KB 6	IEA	Hugh Cash	cashhughn@juno.com		CA
KD 6	IKX	Dick Speedy (Anne)	dspeedy1@bigfoot.com		CA
KE 4	IQI	Art Lowery (KE4MDH-Joan*)	alowery@xawind.net		FL
AC 6	IV	Ralph Morrow (Cheryl)	morrow@vic.net		CA
N 4	JBW	Mich Louis	Mich96@earth.net		FL
KE 6	JFO	Gary Fnye	bikroz@pacbell.net		CA
KF 6	JNJ	Ron Tye (Dayna)	rdtye@earthlink.net		CA
N 6	JPS	Bob Hancock	BobH619@aol.com		CA
KD 6	KAH	Wally Hesser (KF6NQL-Francine*)	(wallyhesser@juno.com)(as713@iafn.org) (wallyhesser@pacbell.com)		CA
N 6	KBI	Ken Edwards (KE6WCA-Sue*)	kenkbi@goodnet.com		AZ

## JANUARY 3, 1998 E-MAIL ROSTER

KF	6	KDV	Robert W. Smith (Debbie)	hsranch@ctainforms.com	CA
KB	9	KE	Joseph Malec, Jr (Janice)	josephm515@aol.com	IL
KE	6	KGQ	Jim Appleby (Anne)	stapps@gte.net	CA
VE	6	KI	Al Friesen	Wing-rider@bikerider.com	CANADA
KB	9	KJ	Ken Norwood (KA9WEN-Sandy*)	kenkb9kj@juno.com	IL
KD	6	KSP	Mac Garrett	mgarrett@pacbell.net	CA
KF	4	KYY	Bill Kramer (Judy)	(wkrkramer@juno.com)	GA
KE	6	LEM	Jeff Bredehoft (KE6ONG-Kathy*)	b_and_b_svs@earthlink.net	CA
VE	6	LH	Claude Oram	oramc@telusplanet.net	CANADA
KJ	7	LI	Terry Lewis (KD6SBZ-Pat*)	(terrykj7li@juno.com)(kj7li@pe.net)	AZ,CA,OR
KE	6	LNQ	Joe Berkman	JBERKMAN@sonic.net	CA
N	6	LSA	Tom Griswold (KC6YTI-Gail*)	griz@thevision.net	CA
K	7	LVO	Lewis Osborn(KC7MZ) (Marilyn)	losborn@teleport.com	WA
AF	7	M	Gary Ashkenazy	(garylee@king.cts.com) (garylee@cts.com)	CA
VE	6	MCM	Andy Robichaud	lanes@spots.ab.ca	CANADA
KK	5	MD	Dennis Hull (KC5KAB-Kathy*)	emphrogs@netdoor.com	MS
N	6	MHN	Rich Martin (KD6AHS-LINDA*)	(n6mhn@pacbell.net) (richn6mhn@aol.com)	CA
KB	0	MJD	Doug Marsh	kb0mjd@iw.net	SD
N	7	MMN	Newell Crary	ncrary@3-cities.com	WA
KF	6	MOH	Doug Jay	doug.jay@earthlink.net	CA
KD	6	MVK	Maxie McIntosh (KD6MVJ Pam*)	red96wing@aol.com	CA
KD	6	MVN	Mark Eskridge (KD6MVO-Debbie*)	mark148@ix.netcom.com	CA
WB	6	MVU	Joe Law (Linda)	joe_law@wssagw.chinalake.navy.mil	CA
NY	9	N	Don Krakauskas	dpkrak@snds.com	CA/IL
KF	6	NCF	Susan Malaspino	smalaspino@earthlink.net	CA
KE	6	NCS	Stu Brantly	mauiboy2@pacbell.net	CA
KC	6	NDC	Steve Young	redhog@loop.com	CA
KC	6	NFF	Steve Silsbee	(silsbee@ni.net) (71640-3621@compuserve.com)	CA
KB	6	NMW	Don Cooper (N6TUZ-Sharon*)	coop@got.net	CA
KC	6	NNG	Robert Lafond, Jr (Susan)	cyclenut@linkline.com	CA
KM	6	NP	Michael Mercado (KD6DDH-Tracy*)	km6np@electronictimes.com	CA
KB	7	NQT	James G. Vey	jimvey@msn.com	WA
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K 8	SG	Speed Gray	speedgray@aol.com	MI	
WA 5	SKM	Dan Danz	(danz@primnet.com) (danz@az.status.com)	AZ	
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N 9	SPF	Douglas Elliott	(dell@juno.com) (elliott@aol.com)(DAQZ44A@prodigy.com)	IL	
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KB 8	ZSH	Sharon Ames			
WB 9	ZRA	Burt Wagner (WD9GYG-Heiga)			
KB 6	ZOZ	John Edwards (KF6HJT-Ter)			
N 9	ZKS	Norman Huber (Patricia)			
WA 1	ZKN	Steve Phillips (N3IGI-Pat)			
KB 6	ZHG	David Hoffman			
KD 6	YW	Don Smith (KC6LVI-Barbara)			
KB 5	YGR	David Ward			
KD 6	YBT	Bob Oserkis			
N 1	XUO	Linda Julien (Joel)			
KS 4	XI	Earl Childress (KF4RAI-Linda)			
N 5	WXD	Johnny Jennings			
KE 6	WOD	Rod Davis			
KB 9	WD	Dale Landis (Jo Ann)			
KK 4	W	Jack Coffin			
KE 6	VDY	Windy Foss			
KD 6	VBO	"Butch" Macy & family			
KD 6	VAN	Bob McNally (Jan)			
KB 0	UWX	Chuck Ballos			
KE 6	UUD	Bill Douglas			
N 6	USO	Burt Brink (KE6SUW-Gen)			
KJ 7	UN	Laura Lubner			
KM 6	UK	De Witt Morgan (Antia)			
KB 5	UFV	John Hambrick (KD5BDA-Deanna)			
N 6	UBW	Michael Bryant (KC6DXR-Deborah)			
KE 6	UAM	John Wilson (Jean)			
KE 6	TVT	Bob Trader			
KE 6	TVQ	Chuck Morse			
KD 6	TTL	Jack Hamilton			
N 7	TTH	Judith Rogow			
N 2	TQW	Jonathan Leventhal			
W 2	TQA	Bill Michaels (Sandra)			
KE 6	TLT	John Pico (KE6YTG-Don)			
KD 6	TIQ	Richard Bowers (KE6QOL-Judith)			
WB 5	THZ	James Wright (KE6HRK-Barbara)			
K 9	TG	Tom Gulekunst (WB9SCO-Brenda)			
KB 6	TE	Victor Knott (Carole)			
KE 6	TE	Gere Brink			
WB 6	STW	Dan Curry			
K 4	STE	Paul Lily (Betty Jo)			
N 9	SPF	Douglas Elliott			
N 3	SLT	Robert Shier			
WA 5	SKM	Dan Danz			
K 8	SG	Speed Gray			
KD 6	SBZ	Pat Lewis			
KU 9	S	Jerry Alberts (Shirley)			

B.C. By Johnny Hart



## HAND SIGNALS FOR COMMUNICATING WHILE RIDING

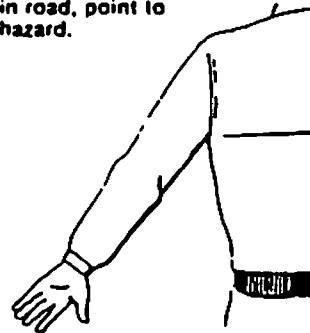
These signals will not cover every communication need, but they should fill in a lot of gaps. Remember, these signals must be seen to be understood. Acknowledge comprehension with a nod of the head or a flick of the dimmer switch.

The rider in the rear can turn off or flick the headlight to attract the attention of the forward rider; the forward rider acknowledges with a nod or "come alongside" signal, then rear rider makes signal.

These signals have been purposely kept left-handed to keep the right hand on the throttle-brake controls for safety's sake.

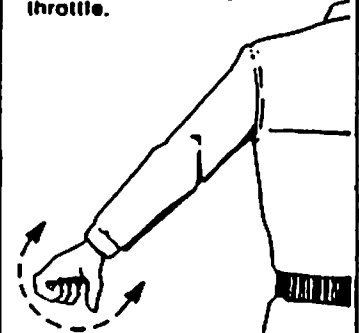
### STOP (slow down):

Arm extended straight down, palm back. Animal or physical hazard in road, point to hazard.



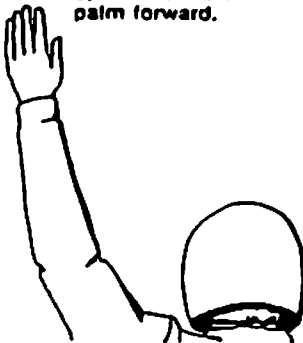
### SPEED UP:

Arm down to side, fist clenched with twisting motion as if turning throttle.



### FOLLOW ME:

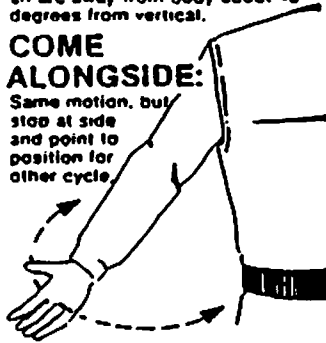
Arm extended straight up from shoulder palm forward.



**YOU LEAD:** Arm extended (palm forward) down. Begin behind hip and swing forward in an arc away from body about 45 degrees from vertical.

### COME ALONGSIDE:

Same motion, but stop at side and point to position for other cycle.



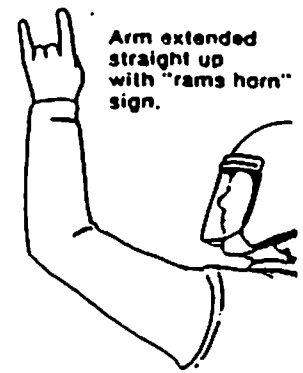
### SINGLE FILE:

Arm and index finger extended straight up.



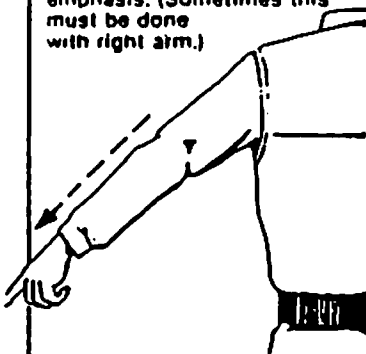
### DOUBLE FILE:

Arm extended straight up with "rams horn" sign.



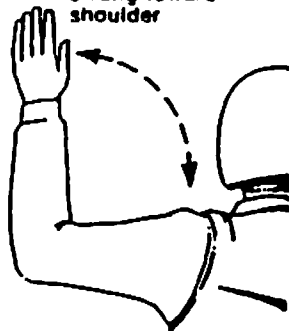
### HAZARD IN ROAD:

Point immediately with emphasis. (Sometimes this must be done with right arm.)



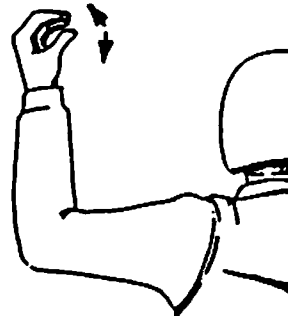
### PULL OFF:

Arm positioned as for right turn, forearm swung toward shoulder.



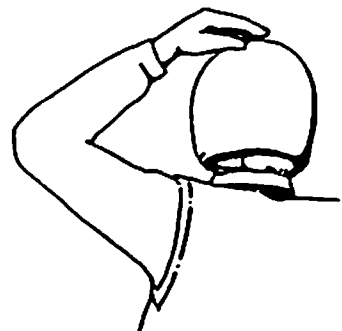
### TURN SIGNALS (accidentally left on):

Open and close hand with fingers and thumb extended.



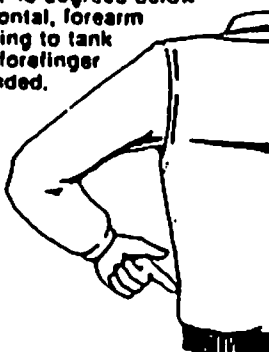
### HEADLIGHT:

Tap on top of head open palm down.



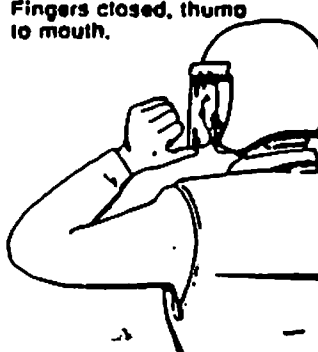
### FUEL:

Arm out to side, upper arm about 45 degrees below horizontal, forearm pointing to tank with forefinger extended.



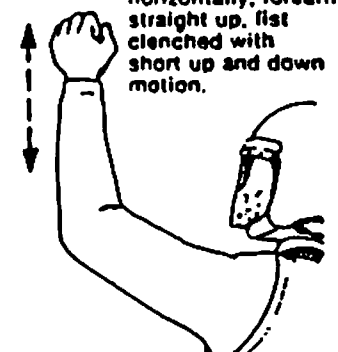
### FOOD, COFFEE STOP:

Fingers closed, thumb to mouth.



### COMFORT STOP:

Upper arm extended horizontally, forearm straight up, fist clenched with short up and down motion.



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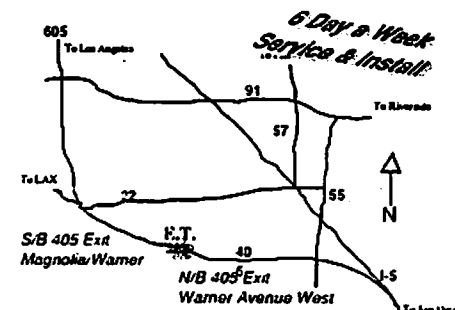
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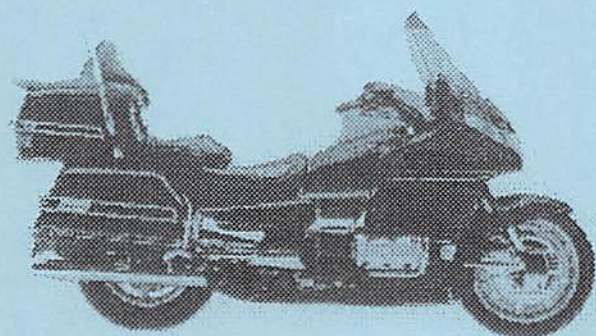
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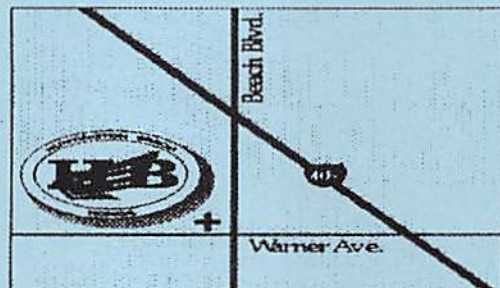
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# "MARC" YOUR CALENDARS FOR THE COMING EVENTS!!

JAN 1/98-NEW YEARS DAY  
6,13,20,27-"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  
7,14,21,28-"MARC" 440 NET ON THE SCARA SYSTEM (7PM) BOARD/STAFF NET CONTROL  
10-"MARC" BREAKFAST MEETING 8 A.M.(LAKE VIEW CAFE 714-572-8521)  
12-QUARTERLY E-MAIL CHECK-INS(dollieb@earthlink.net)  
31-SCMA THREE FLAGS DRAWING

FEB 3,10,17,24-"MARC" HF NET(4 P.M. PST 20 METERS 14.340 USB)(4:30 P.M. PST 40 METERS 7.290 LSB +/- QRM)  
4,11,18,25-"MARC" 440 NET ON THE SCARA SYSTEM (7 P.M.) BOARD/STAFF NET CONTROL  
14- HAPPY VALENTINE'S DAY(DON'T FORGET YOUR SWEETHEART)  
14-LADIES MEETING(WATCH YOURSELF) 8 AM(LAKE VIEW CAFE 714-572-8521)  
21-SCMA FOUR CORNERS BANQUET(ONTARIO AIRPORT MARRIOTT) 5 P.M.

(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-MOST ARE MONITORED APPROXIMATELY 16-18 HRS A DAY)



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

## JANUARY 1998

### NEXT MEETINGS:

JANUARY 10, 1998-8 A.M. AT LAKEVIEW CAFE,  
2099 E. ORANGETHORPE, PLACENTIA  
(ON CORNER OF LAKEVIEW & ORANGETHORPE)  
91 FWY/LAKEVIEW EXIT

FEBRUARY 14, 1998 8 A.M. AT LAKEVIEW CAFE,  
2099 E. ORANGETHORPE, PLACENTIA(ON CORNER  
OF LAKEVIEW & ORANGETHORPE) 91 FWY/LAKEVIEW EXIT