

Ray's Desk Copy

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## MARCH 1999

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MICHAEL MERCADO KM6NP

### FROM THE PRESIDENT'S DESK:

It has been an interesting month, to say the least. I shall start by reviewing and updating a few statements made in last month's newsletter. Ken, N6KBI, has contacted me and said that at present he is going to keep the HF net going from Prescott Valley, AZ. There has been a lot of interference on the bands of late, but if you do have HF, feel free to check in with Ken on net night.

Don't forget our Birthday meeting on Saturday, 8 May 1999. We will be taking pictures, so be sure to wear your MARC gear (shirts & hats). Don't forget that we will be having a "SPECIAL" drawing at this meeting for a Yeasu VX-5R tri-band hand-held radio, a Sanyo Fax/telephone machine and an Addonis headset.

Tickets are \$1 each and may be purchased at the March, April or May meeting or by sending your \$\$\$ to Bonnie. She will record the numbers from your tickets, and send you your part of the duplicate ticket. Good luck to all.

I unfortunately have had to notify the organizers of the LA/Inland Empire Ms 150K bicycle ride that MARC will be unable to assist them in this year's event. This is due to the fact that the event is less than two months away and they still cannot tell us what the route

will be, where the overnight stop will be, what hotels/motels or camping facilities will be available. Nor can they tell us how many rest stops/first aid stations they will have and how many sag wagons will need communicators. Under these conditions, it was decided that until the event is better organized, we would be unable to provide the type of assistance MARC customarily gives for this complicated of an event.

Don't forget the weekly unofficial meeting at Huntington Honda, that is on the first, third and fourth Saturday of the month. Several MARC members usually show up to indulge in the free coffee and donuts along with some good old fashioned tire kicking and rag chewing. Come on down and meet with friends.

I hope to see you at this month's MARC meeting, Saturday 13 March 1999 (no that is not Friday the 13<sup>th</sup>) at the Lake View Café, on the corner of Lakeview and Orangethorpe in Placentia. Remember the meeting starts at 8AM.

John Reynolds KD6NXC  
<johnkd6nxc@aol.com>  
Home Ph# (909) 820-0509

### AFTER MEETING RIDE

If the weather holds and we have a nice sunny day, Mijo and I shall ride down to Long Beach harbor after the March 13<sup>th</sup> meeting. We intend to go to Ports o' Call, do some window shopping and have lunch. We might even take a boat tour of the Port of Los Angeles. We have done this before and it is a lot of fun, but the weather has to be warm. So come and join us for a fun afternoon.

Please make sure that you have a full tank of gas and we request that the MARC simplex frequency be kept clear for the first few minutes of our ride.

Thanks.  
John Reynolds KD6NXC

### Dear Friends,

As you are reading this little article, because it will be a small one this time, I will be with Anita up on the Central California Coast in Morro Bay, celebrating our 45<sup>th</sup> wedding anniversary. We just finished celebrating the 18<sup>th</sup> birthday of our eldest grandson. I think I may be beginning to feel just a little old.

But what a great life it has been. I had a wonderful career, have been able to ride motorcycles for a l-o-t of years, had

3 great kids and now Anita and I have 8 grandchildren. Anita quit riding with me a few years back, she used to want to be on the back of that bike if it was going somewhere. After a back injury that kept me from barely riding, she became frightened to ride.

I rode for several years and several hundred thousand miles alone. Then a while back, things changed at our house. Never mind what, it is the b-e-s-t. Guess who is doing the ride planning? Right, we are leaving May 24<sup>th</sup> to do the USA 4 Corners ride. Her idea.

So you won't see me at the March meeting. I am out enjoying my wife.

De Witt Morgan                      KM6UK  
<dewitt@home.com>

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### A MERCY MISSION GONE BAD

Case in point, one day about the 3<sup>rd</sup> week of February about 2:15 PM I was sitting at my desk when I heard a call for help from one of our MARC members stating that he had a flat rear tire on his motorcycle out on the freeway on his way home from work. I got the necessary information from him and discovered the location was about 50 miles from the house and it would take us (Bonnie & I) at least an hour to get the Kendon Trailer out of the backyard. (It's a fold-up and stands on it's tail to be able to get through the walk through gate and hooked up.)

I made a callout right away on three different frequencies to see if Bonnie and I could get someone to help us hook up the trailer and go make the mercy mission, but no one volunteered to help.

So Bonnie and I (me with a new hip and one about to be replaced) struggled to get the trailer out to the street, then we had to try three different 2" hitch inserts before we found one that would make the trailer level. Then we had to use the 3/4" drive socket set with a three foot pipe to change the balls around. The wiring wouldn't plug in with the hitch we were going to use, so we had to take the wiring harness apart to make it work. Finally we got the trailer hooked up and the lights working. Bonnie's 97 Dodge van is lower to the ground and this is the first time we pulled a trailer behind it. Needless to say we were off and into the 3:30 PM traffic. I had just purchased a 93 Dodge Caravan and it

doesn't have a hitch on it. The 85 Dodge Caravan we had, did all the trailer towing before.

At least the traffic was such we arrived at the pick up point in about an hour. Luckily there was a tow truck driver there when we pulled up so he could help our member get the bike on the trailer. While we were tying the bike down the tow truck driver was trying to help and evidently did not know too much about tying a motorcycle down. As he did not get it tied down correctly, thinking he had it tied down on that side we left go and the bike fell over and broke the right tail light off the trailer and broke some fairing parts on the motorcycle, too.

All this is going on while cars were zooming by several feet away, going 70 & 80 mph.

When we finally got the motorcycle properly tied down, we found a break in the traffic and were able to enter the freeway. By then it was getting dark, so we turned on the lights and found out we only had headlights. When the bike tipped over and broke the taillight it shorted out the taillights on the trailer & the van.

Luckily we got to the dealership who was open until 7PM, without any taillights and no ticket. While at the dealership we managed to get the taillights working on the van which had a blown fuse. So towing the empty trailer, no lights on it and sixty miles later we managed to arrive home about 8PM safe and sound.

We were extremely lucky someone didn't get hurt out there on the freeway and not getting a ticket. I have told Bonnie that we would never again put ourselves in such a position out there on the freeway. It is too dangerous and at our age and condition something else will have to be figured out.

We have loaned the trailer out many times and gone out to pick up members and their motorcycles from as far away as Prescott, AZ but nothing compared to this "Mercy Mission." Just about everything that could happen, did.

So in the future, it will be our policy "**NOT**" to pick up motorcycles that are actually out on the freeway. If a member has a flat tire or breaks down on the freeway, get the motorcycle to a wide spot at an "**ON**" or "**OFF**" ramp

or on to a side street. If you have to ride on a flat tire or push the motorcycle to a safer place, so be it.

The taillight was replaced free but we still have no taillights on trailer as yet.

### "SAFE RIDES AND CLEAR FREQUENCIES"

Ray Davis                                      KD6FHN  
raykd6fhn@earthlink.net  
MARC #/Home # 949-551-1036  
949-551-2010  
FAX #                                      949-551-3042

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FROM the Orlando Sentinel and the Chicago Tribune thru O C Register  
Q: My computer will suddenly freeze up when I am running a program (no set length of time) and it takes Control +Alt+Delete several times to unfreeze it, and sometimes it has to be cut off and turned back on. Is there someplace I could look and try to fix this? Thanks for your time.

A: I winced when I saw your note because I must offer the pathetic answer that such annoying breakdowns are commonplace and usually beyond repair.

The insane dance known as Control-Alt-Delete will be required on many days (maybe on most days) by perhaps 50 million people like yourself.

The fact is that PCs were crashing out of the blue for no apparent reason when they were invented two decades ago and even the costliest and best-maintained computers continue to crash for no visible reason, despite every high-tech triumph that has transpired in the meantime.

So, some lame but very important advice along with the sadly lame answer: Seize-ups happen. No matter what you're doing on that computer, save everything you've done every five or ten minutes.

Whether you're writing a letter or plotting a Fortune 500 company's budget, hit Alt+File+S or whatever the save command might be on whatever software is running, and do it often.

Save and save and save. Do it every five or ten minutes, and at the end of a year you'll be able to say that all you ever lost was maybe a hundred words or so a day to cranky hardware that doesn't quite work running buggy software that doesn't quite fit.

## **"TO CHARITY, OR NOT TO CHARITY"**

When MARC was first "conceived", the purpose was to perform "Public Service" for the community, utilizing the combined skills of Amateur Radio and Motorcycling.

In fact, it might be more correct to say that - MARC was "formed" to be the organization of a small group of Motorcycling Hams - who were getting together and performing "Public Service" support to Community events - Generally working in coordination with whatever Ham Radio Club that was supporting the event.

As we grew, and the public became more aware of our capabilities, it became obvious that we could not "support" every request for our assistance. We are after all, a volunteer organization with limited resources - And must "work" within the constraints of our volunteer's availability. It therefore became necessary for the Board of Directors to determine which organizations and events would receive MARC support. The best course of action at that time seemed to be to limit our support to only the Charity Organizations and Events. This and the availability of volunteers has basically been the criteria utilized in the selection process.

### **THE PROBLEM:**

Although this selection procedure has "worked" for several years, there now seems to be some question as to "who" and "what" constitutes a "Charity."

The plan to provide support for the "Tour d' Olympiad" met with some opposition at the last breakfast meeting.

It is appropriate to indicate that when the initial request came in, the question that members of the Board raised - was that even though we did provide support for this event two years ago - it didn't appear to be a "charity event" under the "present" guidelines. Subsequent inquiry to the organizers provided information that it was, in fact, a charity event - and the Board had prepared to support it.

However, since it has created so much controversy, the Board had determined that it will not be a sanctioned MARC event this year.

In the mean time, several of our members have indicated that they still wish to provide mobile communications for that event. And, as in the case of other non-MARC events, they are completely at liberty to do so. They may even wear the MARC colors as individuals and function as a group. But with proviso that it is not a MARC sanctioned event. The MARC-List, and Nets will be available for use by those coordinating the support for this particular event.

### **POSSIBLE SOLUTION:**

The Board of Directors had planned to appoint an "Ad Hoc Committee" to study the situation and make recommendations to the Board - So that the Board may establish more definitive guidelines for its criteria concerning the selection, or rejection, of "public service" requests in the future.

A request was made to the membership at the meeting for anyone desiring to serve on this committee to indicate that desire to the MARC secretary. Unfortunately we received only one volunteer to serve. Consequently this committee appears to be nonfunctional at the moment.

### **INTERMIN PROCEDURE:**

The MARC Board of Directors are responsible for the Administration and business of the MARC Organization. The Board will continue to administer the operation of the organization in much the same manner that has worked so very well since MARC was formed seven years ago. The Board of Directors will continue to decide which events MARC will support - or reject - based upon the best interests of the club and the club members.

The Board may solicit "INPUT" from the officers, staff and general membership in gathering information to help it make the necessary decisions to administer the clubs activities. However, the Board is still responsible for making the final decision.

The Board of Directors will establish basic policy for administering the MARC organization. They will also be the appointing authority for the President, Vice President and the Secretary/Treasurer.

The President of MARC will join the Board of Directors in making the decisions concerning the operational aspects of the organization. The President is also the appointing authority for the staff members.

In as-much-as MARC is made up of volunteers - we will continue to follow the procedure that has worked well in the past: Which is if an individual member desires to support a particular club event - then they may do so. If however, for any reason - an individual does not want to support a particular charity, event, or endeavor - that member is completely free to exercise the prerogative of "not participating."

### **FUTURE CONSIDERATION:**

As a result of this, the Board will reconsider the "criteria" for determining MARC's support of Public Events. And will look at the possibility whether some "public or community events" - even though they are not recognized as a "charity" - should be allowed as a Club sponsored activity.

Since serving on a committee does not appeal to anyone, if you have any feelings about this matter - Please submit them in writing to the Chairman of the Board for future consideration.

For the Board of Directors:

Billy Hall

N6EDY

<billyN6edy@aol.com> <billyn6edy@juno.com>

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## **RIVERSIDE TOUR de CURE (SATURDAY MAY 1<sup>st</sup>, 1999)**

We have had two meetings to prepare for this event and I am scheduled to attend another on Monday 8 March. Mijo and I have ridden each of the three rides, the 25, 50 and 100 mile and checked the directions to insure that they are correct. A few of the streets have been renamed or signs replaced, requiring changes to the route sheets. These changes will be submitted to the committee at our next meeting. I now have ten volunteers to work motorcycle mobile, and six volunteers to help with the first aid/rest stops. I will have sign-up sheets at the March and April meetings, as all the available help will be needed for this event. Please come and join me for a TOUR of our part of California and a good lunch provided for all participants and volunteers by the Lyons Club of Riverside.

John F. Reynolds KD6NXC Coordinator, Riverside T de C

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## **THREE FLAGS CLASSIC 2000**

The start and finish for the 2000 Three Flags Classic will be Tijuana, Mexico and Edmonton, Alberta, Canada respectively! The Northbound route will leave Tijuana at 6:00 AM Friday, September 1, 2000 and the finish will close at a TBD on Tuesday September 5, 2000. This hopefully will be a real special and challenging five day route that will average 575 miles per day to complete in celebration of our 25<sup>th</sup> tour! Maybe not a tour for the non touring rider.

All this preliminary planning was approved by the unanimous vote of the 2000 TFC committee in its first session in San Diego on Saturday February 27, 1999.

We hope to be able to attract some of the long time multiple finishers of many past events?!

Ray Davis had better get in shape for my 2000 route! I want to see him lead the pack again!

Rev. John Helms WH6BJ <jghelms@earthlink.net>  
2000 TFC Route Chairman

**NET CONTROL INFO**  
**Wednesday 440 Nets 7PM**

March 3-Bonnie Davis-KD6OFQ  
March 10-Jim Rodrigues-KC6OAU  
March 17-Mike Naron-N6QZT  
March 24-Bill Beeson-KE6WIX  
March 31-Matthew Morgan-KF6QPH

April 7-Mike Naron-N6QZT  
April 14-John Reynolds-KD6NXC  
April 21-DeWitt Morgan-KM6UK  
April 28-OPEN

You don't know what a pleasure it is to work with such wonderful friends in MARC. I only wish that more of our members would get into helping with the 440 Net. It is not too hard and we always have someone who can jump in and take the net over in case you have a radio problem.  
Many thanks to all who have contributed to the 440 net on Wednesday nights at 7 PM.

Mike Naron N6QZT  
miken6qzt@juno.com  
HOME PH # 909-599-5845

**"MARC" YOUR CALENDARS FOR  
THE CHAIN OF EVENTS FOR 1999**

**MARCH 13<sup>TH</sup> - BREAKFAST MEETING**  
**MARCH 31<sup>ST</sup> - APRIL NEWSLETTER**

**ARTICLES DUE**

**APRIL 10<sup>TH</sup> - BREAKFAST MEETING**  
**APRIL 28<sup>TH</sup> - MAY NEWSLETTER**

**ARTICLES DUE**

**MAY 1<sup>ST</sup> - TOUR DE CURE(RIVERSIDE)**  
**MAY 8<sup>TH</sup> - ANNIVERSARY MEETING**  
**MAY 22<sup>ND</sup> - TOUR DE CURE(ORANGE)**

**JUNE 2<sup>ND</sup> - NEWSLETTER ARTICLES  
FOR JUNE /JULY NEWSLETTER**

**JUNE 12<sup>TH</sup> - BREAKFAST MEETING**

**JULY 10<sup>TH</sup> - BREAKFAST MEETING**

**AUGUST 4<sup>TH</sup> - AUG/SEPT**

**NEWSLETTER ARTICLES DUE**

**AUGUST 14<sup>TH</sup> - BREAKFAST MEETING**

**SEPTEMBER 11<sup>TH</sup> - BREAKFAST**

**MEETING**

**OCTOBER NEWSLETTER DUE DATE**

**IS A QUESTION AT THIS TIME AS  
OUR MEETING WILL BE OCTOBER  
2<sup>ND</sup> DUE TO THE MS150 IS ON  
OCTOBER 9<sup>TH</sup> & 10<sup>TH</sup>.**

**NOVEMBER 3<sup>RD</sup> - NEWSLETTER**

**ARTICLES DUE**

**NOVEMBER 13<sup>TH</sup> - BREAKFAST  
MEETING**

**LOVE RIDE IS USUALLY IN  
NOVEMBER**

**DECEMBER 1<sup>ST</sup> - NEWSLETTER**

**ARTICLES DUE**

**DECEMBER 11<sup>TH</sup> - BREAKFAST  
MEETING**

**THIS IS HOW OUR CALENDAR  
STANDS AT THIS TIME. CHANGES  
MAY ARISE....**

**ALOHA Ray & Bonnie and all  
MARC Dudes & Dudettes**

February 20- 27: Spent the last week here at the Mauna Lani Bay Hotel directing a 5-day meeting for a pharmaceutical company. Couple of client guys wanted to go ride Harley with me. Same group as last year on Maui and they all have Harleys at home. Agreed that Sat., February 27 would be our only opportunity.

Sat., February 20: Heard that renting motors could be difficult. Only two rental facilities on the Kona side of the island. The first place I talked to was DJ Rentals. They had a '99 Dynawide Glides (88ci) \$195. and '98 Springers, Fat Boys, heritage Classics for \$165 and '98 Sporties for \$125 for a 7 hour day. I found a better deal at the new Kona Harley Davidson in Kailua Kona. "89 Springer for \$100/day with 10% HOG discount...\$90/day. I did have to leave a \$1,500 deposit. I ended up getting the motor at 9:00am Sat and returning it 9:00am Monday for \$180 total. The other three guys had to rent from DJ Rentals. We ended up with two Springers, 1 Heritage Springer and a "99 88-inch Dyna. Hawaii has no helmet law so we are all face and hair in the wind! Sat., February 27: By 10:00am our paperwork was done and we were on our way. Four of us rode North up State 19, Queen Kaahumanu Hwy along the Kona Hihala Coast. This area is black lava for 30 miles. It's very hot and dry along this part of the island. Went West on Kawaihae Rd (State Rt 270) to Kawaihae (where the movie WaterWorld was shot) and up the coast to the little town of Hawi (northwestern most tip of the island). We then headed east along the top of the island 10 miles to Pololu Valley Lookout. The view from this lookout east is beautiful. This is the virgin Hamakua Coast with towering lava cliffs and precipitous valleys chiseled by wind and pounding surf. The only entrance into this area is backpack. Since this is a dead end we backtrack the 10 miles to Hawi and stop at the Bamboo Restaurant. Beers, burgers and a seafood combo takes care of lunch. We are treated to a hula by the local hula expert. By 1:00 pm we head southeast on State Rte 250 which takes us over a small range to the town of Waimca. This part of the ride took us up to 2,500 ft and it was cool. I had my leather jacket but the other guys were cold. In Waimca, we turned southwest on State Rt 190 back towards the Kailua Kona area. It's a 40-mile trip through lush tropical vegetation, historic lava flows and slow traffic. We get into Kailua Kona in time

for a beer and the other three returning their motors. I'm keeping mine for another 24-hours and ride the 30 miles to Mauna Lani Bay Hotel.

Sun., February 21: I leave the hotel at 9:00am and head back to Kailua. Meet up with Calvin Hashimoto, a friend that I have known for over 50 years, and spend the day riding the area above Kailua and Keauhou. Most tourists stay at the beach area but there are miles of residential twisty-turnies above the beach area. The higher we get the cooler and wetter it gets. Cal's an architect and points out numerous unique homes perched on high flat plateaus and steep mountainsides. We stop at two of the houses he consulted on and are warmly welcomed and given great tours. Tomorrow I return the motor and just kick back with Cal. For a small tropical island, this place is packed with Harleys. Saw over 200 motors today, largest group was 30 riders. These are not tourists but local boys.

Mon., February 22: Spent the day snorkeling and basting on a remote beach. About a dozen folk on the beach. Swam with turtles.

Tues., February 23: Spent the day snorkeling and basting on a second remote beach. We were the only humans on the 200 yard beach! All day!

Wed., February 24: Planning to spend the day snorkeling and basting on a third remote beach. Tomorrow I get sent home. Having too much fun... Sue is getting concerned that I may not come home.

Dean Tanji KD6HEL  
<Dtanj@aol.com>

**TOUR de CURE ORANGE CO.**  
**( Saturday MAY 22, 1999)**

Still trying to get the routes confirmed but due to construction and street closures there has been some altering. I rode the 60 miler last weekend and it is one of the most gorgeous routes in Orange County. The 25 miler was also ridden last weekend with many changes to be made due to construction. Rest stops have not been designated at this time for the same reason.

We will need motorcycles and non-motorcyclists so please sign up at the next 3 meetings.

If you know of someone who would like to donate a major prize for a good cause have them contact myself or Bonnie. This is a loop route, begins and ends at Lake and Barranca in Irvine. Lunch will be served by Chevy's.

Michael Pryzbylo KE6GYC  
<ke6gyc@aol.com>

For those of you that are from out of town or are new to MARS, I thought I would start out by explaining what is the MS 150 Bike Tour. The MS 150 Bike Tour is a 150K or 150 mile two-day bicycling adventure that takes participants down California's beautiful southern coastline from Newport Beach to Mission Bay, San Diego. The MS 150 Bike Tour, unlike a racing event, is designed to provide a scenic, challenging ride for both the experienced cyclist and the energetic novice.

The first meeting of the 1999 Orange County MS150 Planning Committee was held Tuesday, February 9<sup>th</sup>. We will be meeting once a month at the MS chapter office in Irvine, CA. The meetings are a forum for the Committee members to address issues pertaining to the ride and to report on their progress of the month preceding the meeting. The Orange County MS 150 Bay to Bay bike tour is scheduled for October 9<sup>th</sup> & 10<sup>th</sup> this year. In the meeting we did a little recap of the 1998 MS 150 ride. There were 878 riders and over \$350,000 in revenues. Lunch on the first day was a bit of a problem (not enough food for everyone) and we got that worked out for this year. On day two we are planning to ask Carl's Jr. Back and also see if we can get one of the buffet restaurants to donate some salads. This will add to the lunch and not over burden one restaurant.

Our goals of the 1999 MS 150 is to have 1000+ riders with a fundraising of \$400,000+. The committee had Laura Houston the chapter programs coordinator talk about what it is to live with MS and about where the money goes that is raised in events like the bike tour. Laura

## De Witt Morgan, KMSUK

I may race across the California and Nevada deserts. Start in Las Vegas and head toward Baker, California. When you have traveled 120 miles, draw a line across the road. Now add a 20-person relay team of sworn law enforcement officers, a ton of support personnel, and tell them to run in relay, with legs of 5-7 miles, back to Las Vegas. Oh yeah, add 202 more teams, that's 4,060 runners, a whole bunch of alternates, and another 6-10,000 support personnel, on a narrow two lane highway, and do it all in less than 24 hours.

Team radio plays a huge part in this law enforcement only event. Many of the teams keep in contact with their team members by team radio. They track the teams with team radio and GPS/APRS. There is a even committee who do nothing but coordinate the team radio frequencies for the event. To help maintain control of this huge mass of humanity surging across the desert, there is need of "cops" for the cops. Because of the narrow roads, the race, and local traffic, the obvious choice is motorcycled. For many years the race was patrolled by CB-equipped motorcyles, with the obvious limitations. Four years ago the Motorcycling Ann-

four Radio Club, MARS, lent its considerable expertise to the event.

MARS, the Motorcycling Amateur Radio Club was formed six years ago, and its founding board members, President, Ray Davis, KJ0GFTN, Billy Hall, NG6JY, and De Witt Morgan, KMSUK, decided that its motorcycling radio work would be done for charity. In that six years, MARS has helped earn over \$7,000,000 for charities. That is an enviable record in any organization.

MARS has even a chapter in the U.K. MARS members have equipped their motorcyles with team radio, using all types of radios, with the Kenwood 741/742 being most used. Locally the Kenwood Blue Face 74A has been gaining favor. After extensive testing and many broken antennas, the (Jomel III-32, and the 7-780 seem to be favorites. Club President Ray Davis is the recognized expert in motorcycling team radio antenna applications.

MARS riders patrol the race legs, helping to keep the race moving safely, maintaining support traffic, and race control. The race is a 24-hour event. It starts at 10:00 a.m. sharp. The last teams leave the start line at 6:00 p.m. There are runners and support vehicles strung out the entire 120-mile course. Motorcyclists ride shifts of approximately 10-12 hours. It is a grueling

# Motorcycle Teams assist police

will be coordinating the Whicclimates program (this is where people in the ride are riding for someone with MS (that can't ride). The hotels that were used last year will be the same for Saturday night (October 9<sup>th</sup> this year. The MS 150 planning committee is shopping for 1000+ riders this year, that's about 150 riders more than last year, so hotel rooms will be going fast. Here is a list of the hotels and their phone numbers: At this time the host hotel is The Inns of America same as last year. Prices have not been set at this time but they should be about the same as last year. I will let you know when we find out.

The Inns of America  
751 Rainier Dr.  
Carlsbad, CA 92009-3206  
760-931-1185

Best Western  
85 Encinitas Blvd.  
Encinitas, CA 92024-3625  
Phone: 760-942-7455

Days Inn  
133 Encinitas Blvd.  
Encinitas, CA 92024-3641  
Phone: 760-944-0260

Hotel 6 (next door)  
750 Rainier Dr.  
Carlsbad, CA 92009-3206  
760-431-0745

If you think you can make this year's MS150 ride you need to make your reservations early.

JOHN EDWARDS  
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kczdz@juno.com  
714-762-8382

even for the motorcyclist, too. Daytime temperatures can be very hot, and the winds can bring bumps in the 20s. MARS Motor Officers look out for violations of race rules, and cite the violators via team radio, calling in violations from the race course via team radio. From the race course via team radio, beginning to end. The violation is actually written in Las Vegas, thus freeing the motorcyclist from trying to find a safe place to stop to write the violation. With the dark, cold, and traffic, the motorcyclist must be extremely alert. The penalty for violations is time, the least penalty is 5 minutes. For 20 violations who have turned for months, a penalty can be devastating. But with 203 teams on the race course, penalties do occur. Any alcohol on the course is cause for immediate disqualification, and lifetime disqualification for that offense. But hey, do they party HARD in Las Vegas. We also use a lot of non-motorcycled team radio operators as relays for signal operations and Las Vegas Net Control. We have a great time and we do a lot for the officers of the Los Angeles Police Department.

## IL/WI

Report on the Motorcycle Trade Show, Chicago style.....

James N9UZC, Deb N9YFB and Jim whose call escapes me at the moment, plus myself were in attendance. It is the first time I remember paying more to park, than I did to get into the show.

We looked at all the new motorcycles, including the new brand names (Victory, Confederate and Henderson). There are certainly a lot of choices out there, unlike it was, back in the early to mid 1950's. A couple of English brands, an American brand and an American name stuck on an English made machine. Then from the 1950's into the 1960's came many brands, mostly imports. A lot of those names have disappeared now, too. It kind of reminds me of when I worked for the local Indian shop, and rode a Harley.

One thing I always thought kind of funny, the Indian shop owner raced for Harley. James and Deb managed to find some new leather jackets that they liked. I am not sure what Jim thought, but he was last seen giving a keen eye to a new motorcycle! I picked up some new soft luggage, as ours, (Marsha's and mine) was getting pretty ragged looking. I also found a leather vest for my youngest Grandson Zac, who will be riding with us some of this summer.

I was surprised that the "big 2" in "Sound Products" were not in attendance, meaning J & M and Sierra. There were many accessory manufacturers there with their wares. Some was neat and some was the type of things that only certain people would want. There was an "Observed Trials" demo that was worth watching. The man doing the demo has twice been Observed Trials champion, and it is easy to see why when you watch him. Overall the show was not as big as I thought it would be, but it was a nice way to spend a chilly day (it was all inside).

Now the February 14 meeting:

Neither Norm N9ZKS or James N9UZC made it, probably because it was St. Valentines day. Anyway the rest of us had a nice dinner and some pleasant conversation, then headed for home or other locations. A couple of cycles rode into the Restaurant parking lot, but kept going. I didn't recognize the riders or the machines, but they were not dressed very warm, leading me to believe they were probably very local and just out for a quick short jaunt.

Our next meeting:

When: March 14, 1999 at 2:00PM

Where: The Arrowhead Shell truck stop, one mile East of Harmony, IL on US 20. To get there via I-90, get off at the 37 mile marker, turn right at the traffic light and look over to your left, there it is. (About nine miles East Of Meringo, IL.)

April 17<sup>th</sup> meeting will be a get together and ride to Richmond, IL. There is a place called "Kelly's Leathers" where Kelly makes and sells quality leather goods. Second Sunday of April at 2:00 PM.

The May meeting will be at the "Illinois Machine Shed". This is a restaurant that is known for its excellent Midwest style meals. Pork being a specialty. The second Sunday in May probably May 9<sup>th</sup> around 2:00 PM unless it changes at the March meeting.

Also in May on the 16<sup>th</sup> is the Rockford "American Lung Association" "Bike-a-Thon" and I will be appreciative of all the help I can get, for that. That ride starts out fairly early in the AM at the local Saturn dealership on Perryville Rd, one block North of State St. which is Business 20. It is normally a 60 mile ride, but this year they are adding a 100 mile segment too, so it will last a while (usually ends around 2:30 or 3 PM with a final deadline of 4:00 PM)

I can use some help in the AM and more later in the day. If there is enough volunteers, the early ones can get off and either go home, go watch some of the riders, visit or whatever. The sponsor of this event feeds us a nice meal when it is over. It has been customary in this area to give each volunteer worker a "T" shirt either one that says "Volunteer", or more often one of the same "T" shirts issued to the contestants. (Does that happen elsewhere? Inquiring minds want to know!)

Discussion about the upcoming "Bike-a-Thon" at Elgin/Wheaton, James N9UZC is going to contact them about the date, time, etc. and offer our services, to help out with that event.

Discussed but not confirmed was having the June meeting at the IMBC campout at New Lisbon, WI. This event runs from June 25<sup>th</sup> through the 27<sup>th</sup>. Marsha and I will be leaving Rockford at 5:30 PM on the 25<sup>th</sup> from 3408 Ed-Vera Dr. (on the south side of Rockford), anyone wanting to ride up with us is welcome. Others may show up at the site at their leisure, any or all of the days of the event. For those that are not campers, there are several motels nearby. We will plan a lunch or dinner meeting somewhere in the area that weekend. To find the campground, exit from I-90 at the New Lisbon exit (Highway 80), go southwest one mile, to the edge of town. The campground is on the right just before you cross the bridge into town. If you are looking at the train Caboose on the left, you have missed the turn. Talking of the train, this section of track holds speed records set years ago, because the track in that area was so smooth.

As soon as the weather permits we will have another day of "get together and work on radio mounts, antenna mounts, etc." I will be back to work the week of January 18<sup>th</sup> so if you have an idea for this subject that includes bending a sheet metal item, get the shapes and sizes (9 inches) to me and I will see what I can do. Where I work, I have access to a shear bender and sheets of aluminum (no steel though).

Also several of the attendees at the January meeting are avid bicyclists. We need to plan on mounting some sort of radios and antennas for that use. We will combine this with the other work day event.

There will be other "added" events as the information gets to us. So this list is not "all inclusive."

How about Sturgis, South Dakota in August? Any Interest?

73 PAUL PLASTERS K9PEP <peplasters@rockford.com>  
MARSHA PLASTERS K9MIP  
ROCKFORD, IL (815) 399-9233

## HF NET

Looks like this may be an every other week net!! On January 26<sup>th</sup> there were no check-ins on either band. On February 9<sup>th</sup> however, I had Tony, a visitor in WA on 20 meters check-in and the only one. I had to go up to 14.348 due to all the QRM. Remember look up first. It has been suggested that 14.350 is usually clear so next week if 14.340 is like it usually is I will go all the way up to 14.350 so look both places and all points in between. Moving to 40 meters I could faintly hear Bob N0XCT from MN, then De Witt KM6UK and KF6QPH Matthew. The QRN/QRM became very heavy as KG7W called in from Reno, NV He is a member of the Christian Motorcycle Club.

Feb, 16: On 20 meters Our good friend Ed AB5GR with Ed checking in again on 40 meters, thanks for the great QSO.

Feb. 23: With extreme QRM on 20 meters-NO check-ins. Forty meters with QRM of about 20db I was still able to pull out AB5GR Ed along with a lost HIF'er Doug KB6RRX in GA with a relay by Ed AB5GR to pull Bob N0XCT out of the noise. They all send their best to the West coast group.

Sue and I had a great outing with eight other vehicles, went about sixty miles into the mountains north of Prescott, AZ., in our CJ7 Jeep. A little cold for the trike so we have become regulars with a group of Hams with Jeeps plus other four-wheeled vehicles.

73 de Ken Edwards N6KBI <ken6kbi@goodnet.com>

**FROM YOUR 50/50 LADY**  
**Mijo Reynolds KF6BEB**

Valentine's delivered some sweethearts goodies for the net: 2/3 KD8UZH Alvin Brown (\$5), 2/10 KF6NCF Susan Malaspino (\$5), 2/17 KF6FOT John La Pointe, 2/24 KC8OAU Jim Rodrigues (\$5). Remember when your call-sign and name are called on Net night you have to respond and come to the next meeting to collect your \$5.

50/50 \$38 cash winners were: KD6NXC John, KD8UZH Alvin and KM6UK De Witt.

**Some door prize winners:**

- (1) \$40 Gift Certificate donated by Huntington Honda—  
De Witt KM6UK
- (2) Comet CH-720C 2-M 440 Antenna donated by NCG—  
Bill KE6UUD
- (3) Comet CH-720C 2-M 440 Antenna donated by NCG—  
Alvin KD8UZH
- (4) Code Deck donated by Electronic Times—Dollie KD6ERC

Special "free yellow" ticket was won by our favorite waitress "Billi"

Other door prize donators were Ray/Bonnie, "MARC", Mike Naron, Billy Hall, John Reynolds, De Witt Morgan, Gary & Norma Thomas. Thank you so much.

KF6QPH Matthew is our yellow ticket handler-what a good job he does. We had several yellow ticket winners in February, how about six....

\*\*We will have our kiddies draw for the special door prizes and money pots and after the "yellow ticket" is drawn then that winner will pull the next ticket and so on.

We sure have some good ticket tearers. Thanx to all.

Of course we have to thank our special waitress Billi for taking care of filling our empty lummies.

**SPECIAL RAFFLE for the MAY 7th Anniversary:**

Tickets go on sale for the Yaesu VX-5R tri-band HT radio(50/144/430 MHz), the Sanyo Telephone/ machine and the Addonis Headset. Tickets are a \$1 a piece. Selling these tickets will be Teri KF6HJT

**ITEMS OF INTEREST FROM THE**  
**SECRETARY/TREASURER/NEWSLETTER EDITOR**  
**BONNIE KD6OFQ**

<zypkd6ofq@earthlink.net> <zyp@juno.com>

New Members: Cupid shot his arrow and brought on 2/9 Dennis McIntosh VE5DM & Anne McIntosh VE5BBX of Melfort SK then on 2/18 Howard Hecht WA1LWD from Milford, CT joined us.

Welcome aboard, if you need any assistance or have questions we may be able to help. Just give us a call or e-mail us.

NEWSLETTER: Thanks to all for your newsletter contributions.

440 NETS: Seemed good to do the net for a change, I thank everyone in their participation on the net.

HF NETS: Hang in there Kenny I am working on your HF info, just things aren't going my way here recently.

Assistance: Thanks again Stu for helping with the tables and chairs. You are a gem.

SUNSHINE CORNER: Well it never stops, people in our everyday life have to make those visits to the hospital so I hope knowing that you're thought of in a warm and caring way. Brings a special touch of gladness that will brighten your day as we really care and love each of you.

LAKE VIEW CAFÉ: We are so grateful we found your establishment for our meetings. You go over board keeping us motorcyclists happy. Thank you Thank You.

**HOWDY YA'LL**

This will short and sweet, because we are between check-in periods. I did get a few more after the February Newsletter went out, so we ended up with 141 total member check-ins. Which is very good, but let's do better in April. You know me, always looking for that 100%.

I sincerely hope that each and everyone of you are "Fit as a fiddle" and raring to jump on the bikes and "Ride Like the Wind" at every opportunity.

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

**SPRING?!**

We are in the throws of spring! Or at least it's a balmy February. The 8<sup>th</sup> thru the 10<sup>th</sup> of this month the temps were hovering close to 40 degrees. Two of the days we had sun which is strange as when the snow starts to melting usually it clouds the sun. This only meant one thing and that was to ride to work.

Even with the air temps in the upper 30's the ground still has that pesky frost to contend with. Always feel better when I get on a main road where those cars have warmed the pavement.

Tuesday I started the bike and opened the door of the garage looking hesitantly down the alley at the ice... I knew I had to remember my learning about ice and just do it. Besides this was the alley not some major road with fast moving vehicles. No problem. Tires didn't even slip.

I have come to the thought of doing a hard thing is really easier than playing it through the mind. Over and over with each possibility I will work a solution only to find out its just better to get the hands dirty and do it. Waste of mind power maybe. Yet there is that phrase "Plan your work, Work your plan." Maybe middle of the road or alley is the best.

The past two days we have been hit once again with winter. Contentment has arrived in my soul. It was a nice break from the car just being outside in the air was great.

One of my friends just passed his tech plus license. He is now pursuing the general. Yet he understands the motorcycle comes first in my routine. I am interested to know how many radio hobbyist out there added cycles after radio? Mixing the two has been great. Err the with the computer as communication for most of us.

Yes spring is close by. Winter will struggle as it loses its grip. Impatience will come for some. As the snow recedes and the sand appears, just remember the tires have more grip than those boots you are wearing! Keep them on the pegs and balance that bike.

Tim Lindstrom KB0RTZ <kb0rtz@juno.com>  
North of the frost line.....

Q. Why do firemen always take dogs on the fire trucks?  
A. Because dogs can find the nearest fire hydrant.

Alaska is reported to be the state with the highest percentage of people who walk to work!!!

If you're more than 92 years old, you can say you were born before bubble gum was invented.

Q. What's the oldest manufactured building material still in use?  
A. Brick

Do you know that women's shoes are the most frequently discarded item in spring cleaning.....



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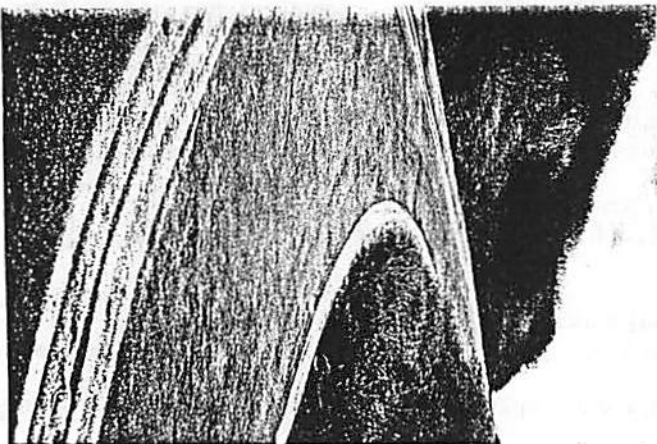
## Slip Sliding

**YOU AND YOUR** companion have managed to break away from work long enough for that big road trip to the West Coast, and you're riding a twisty highway through the hills above the ocean. The road dips down into valleys and climbs steeply up the hilly canyons, snaking around hundreds of tight switchbacks. This is exactly the way you had dreamed about the coast and its "canyon" roads, and you ride aggressively, enjoying every curve, every minute.

What your dreams didn't include are the slower vehicles blocking your swift progress, like that old van ahead. It isn't easy to pass, because sight distance is always limited. Finally, you reach a sweeping curve where you can see the road is clear, and you roll on the throttle to pass. But passing seems to anger the van driver, who stomps on the gas and tries to outrun you. To avoid a confrontation, you speed up a bit to gain room.

Approaching a right-hand uphill switchback, you slow down for the turn, and then roll on the throttle to pull the bike up the very steep tight turn. But as you roll on the gas, the front tire suddenly drops sideways. You barely manage to maintain balance and avoid a slideout, but the bike drifts over into the opposing lane. Luckily, no one is coming downhill at that moment. You manage to stay ahead of the aggressive van driver for the next few miles, but the situation certainly got your attention. You were smart to increase speed to stay in front of the vehicle you passed, but your cornering techniques could use a little help. Slowing down too early and then suddenly rolling on the throttle in a tight uphill turn lightens the front end just when you need traction on the front tire to get the bike turned. Remember, that a passenger adds more mass that must be pushed uphill, and the extra weight is on the rear end.

You can enter uphill turns at higher speeds than level turns, because the increased inertia helps overcome gravity pulling backwards on the machine. Enter a turn close to the outside of your lane, and get the bike turned while inertia is still pushing it uphill and the front tire still has traction. Then ease on more throttle when the motorcycle is pointed uphill, in the event a brief "wheelie" can't be prevented.



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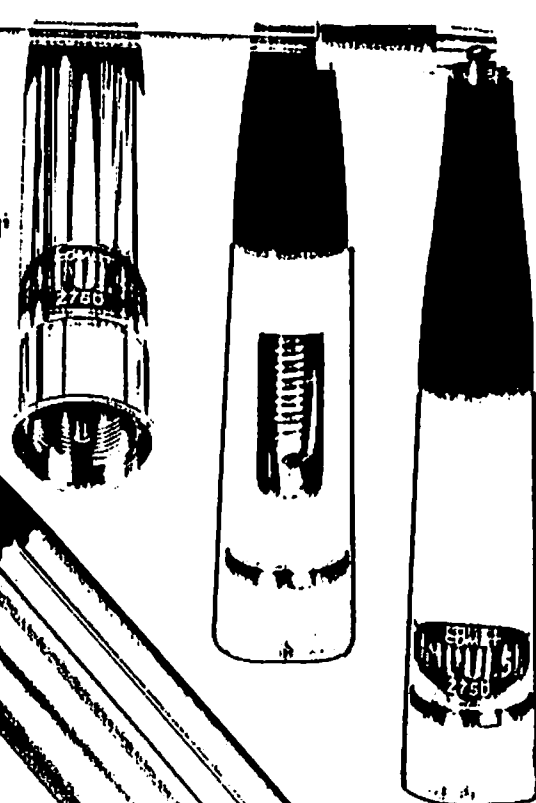






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**SBB-7/SBB-7NMO** • Dual-band 146/446MHz w/fold-over  
Wave: 146MHz 5/8 wave • 446MHz 5/8 wave x 3 • Length: 58" • Conn: SBB-7 PL-259/SBB-7NMO NMO • Max Pwr: 70W

**SBB-5/SBB-5NMO** • Dual-band 146/446MHz w/fold-over  
Wave: 146MHz 1/2 wave • 446MHz 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  
Wave: 146MHz 1/2 wave • 220MHz 5/8 wave • 446MHz 5/8 wave x 2 • Length: 36" • Conn: CX-224 PL-259, CX-224NMO NMO • Max Pwr: 100W

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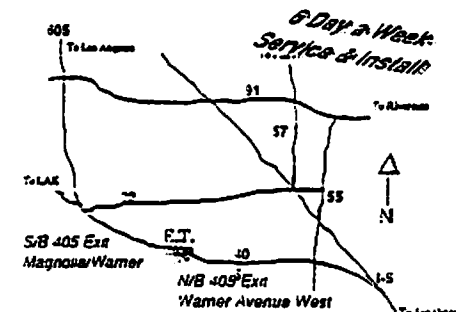
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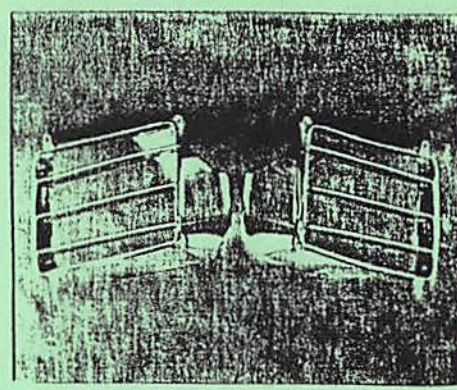
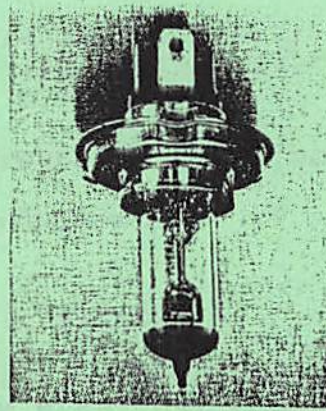
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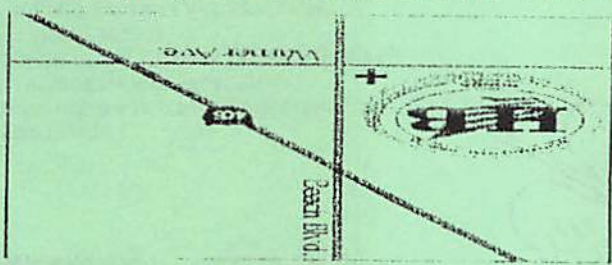
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3,10,17,24,31-"MARC" 440 NET SANTIAGO PEAK 446.650 PL-151.4 (VARIOUS MEMBERS AS NET CONTROL)  
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17-ST. PATRICK'S DAY (THE WEARIN' O' THE GREEN)

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7,14,21,28-"MARC" 440 NET, SANTIAGO PEAK 446.650 PL-151.4 (VARIOUS MEMBERS AS NET CONTROL)  
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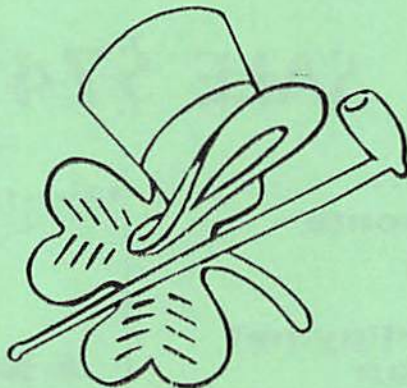
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MARCH 1999



NEXT MEETINGS:  
MARCH 13, 1999-8 A.M. AT LAKEVIEW CAFE,  
2099 E. ORANGETHORPE, PLACENTIA  
(ON CORNER OF LAKEVIEW & ORANGETHORPE)  
91 FWY/LAKEVIEW EXIT  
APRIL 10, 1999-8 AM AT LAKEVIEW CAFE,  
2099 E. ORANGETHORPE, PLACENTIA  
(ON CORNER OF LAKEVIEW & ORANGETHORPE)  
91 FWY/LAKEVIEW EXIT