

**BOARD:**

RAY DAVIS	KD6FHN
BILLY HALL	N6EDY
JOHN EDWARDS	KC6Z0Z
JOHN REYNOLDS	W5JFR
JOHN BECKWITH	N6JCB
ALVIN BROWN	KD6U2M

**BA-MARC:**

DAVID SAWYER	K1DRS
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**EASTCOAST MARC:**

PAUL ILTCHENKO	WF1G
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**TEXAS MARC:**

JERRY IRWIN	K5JEI
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**PRESIDENT:**

JOHN REYNOLDS	W5JFR
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**SECRETARY/TREASURER/EDITOR:**

BONNIE DAVIS	KD6OFQ
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**50/50 & DOOR PRIZES:**

MIJO REYNOLDS	KF6BEB
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**MARC WEBMASTER:**

CHARLES ROBLES	KF6TXI
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RAY DAVIS	KD6FHN
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**MARC LIST:**

LEWIS OSBORN	K7LVO
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CHARLES ROBLES	KF6TXI
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**MISSION STATEMENT:**

"Dedicated to providing service to the community while combining the two hobbies of motorcycling and ham radio"

AUGUST 2016

**FROM THE PRESIDENT'S DESK**

Mijo and I hope that everyone has enjoyed their summer break. It has been an interesting two months here. I shall start with the MARC related items. Our next MARC meeting at the Home Town Buffet will be on Saturday, 13 August, 2016. This means that the MARC Net will be on Wednesday 10 August at 1930Hrs, (7:30PM) on the Alert radio system, 446.900 - PL 110.9.

Now for some riding. On Saturday, 25 June 2016, I was up early and took off west towards Malibu, CA to join the LA Wheelmen on their 200/400 mile bicycle ride. This was to explore the possibility of MARC escorting their ride in the future. Chuck, KG6NJP, had graciously programmed the route into the Garmin data base so, I had my 2650 GPS loaded and ready to go. I programmed in the location of the first rest stop, not the start, as the ride had started at 4 AM. It was after this time when I left home. Plus not all the riders start at the same time. Many start later, at their discretion. (Depending upon which ride they intend to pursue, the 200 low/200 high or the 400 mile event.) As I approached the first rest stop, I observed many bicycles going north so I changed the GPS to find the route. Sure enough, I was on the purple track (as the route is indicated by my Garmin 2650). I joined the route following many bicycles and the GPS, finally asking one of the riders if this was indeed the LA Wheelmen's ride? With a resounding yes from him, I rode on. I Finally arrived at rest stop #2, very well set up in a park with lots of water, snacks, and energy drinks. While there, I did share a couple of my inner tubes with a two of the riders who had flats, also using my pump to inflate the tires. One of the punctures had been caused by a very fine wire in the tire,

not found during the first two tube changes. It was found before using the third tube, and after a very thorough inspection. The gentleman was glad to have my help as he only had one spare tube with him and only two CO2 cartridges to inflate his tires.

I rode on to rest stop #3 where they were serving a very good lunch, with sodas, water and various energy drinks and supplements. It was here that I found out why Chuck had difficulty with the route programming. There were actually two different 200 mile routes, a high and a low (less hilly route). This was difficult to ascertain from the route list provided by my contact with the LA Wheelmen. The 400 mile route was an overlay of either the high or low 200 mile ride with an extra 200 miles added on after rest stop #3. I had not been asked to ride the 400 mile route. After lunch I resumed my ride following the GPS route and a few of the bicyclists. I was beginning to have difficulty with the GPS as it would not acknowledge any of my inputs to the touch screen, so I began to follow the LA Wheelmen's printed route sheet. This worked for about 30 miles till they entered a beach side bicycle path. Not able to follow and without a GPS route to find where they came off the path to public streets, I decided to pack it in and head for home.

I had learned what I need to know for both MARC and the LA Wheelmen. First for MARC to be effective, the riders need to be visibly identified. They wore bracelets with their rider number on them. Therefore there was no way for me to know who was a ride participant and who was just out for a fun ride on Saturday. Bib numbers or at least a number ID visible on the bicycle would be a must. Without a definite start time the number of MARC

Riders required to patrol the route would be exponentially increased. We just don't have that many active members available in late June. On the positive side, these were experienced riders and most capable of taking care of their own. They had many family members/ club members driving SAG vehicles, most very familiar with the routes, therefore assistance was available if needed. I must say that the route made for a very interesting and pleasant ride. My final opinion of this event is that it is not for MARC. We would need many more motors than available and the lack of visible identification of the riders made the task of escorting them impossible.

On Saturday, 16 July 2016 many of our MARC members met at the Anaheim HRO for their HAM Jam. We set up our E-Z up, table and a few chairs. Then we spent the rest of the day telling visitors to HAM Jam about MARC and what we do during our charity events. John, N6JCB, had assembled a portable Net control station, to include two radios, APRS unit, and a power supply to show how we communicate with our motors en-route. Ray, KD6FHN, brought his motor to show how we mount all of our equipment. I had my yellow 2001 Goldwing there to show and later Jeff, KB6SUP, arrived with is blue motor to show a different way to mount ham gear on a later model Goldwing. Thanks to everyone who participated in this event.

Now for the home front, we have had some medical problems here in Rialto. Last month Mijo was helping me with some chores, tripped and fell on her backside. She injured her tail side and also broke her left wrist while attempting to break the fall. This meant a cast for 6 weeks and now some re-education on the left arm. This is still in progress. For me, at Ham Jam or some time shortly before I twisted my

lower back and pinched a nerve. I was unable to walk for a week, then after a trip to Urgent Care, and the emergency room for a ultrasound, I have been on drugs for inflammation and slowly recovering from groin pains and cramps in my lower left leg. Still limping but managing to get from one place to another, however, ever so slowly.

For family news, on 13 July 2016 Mijo and I celebrated the birth of our first grandson. Charles Nikolas Reynolds (Charley) arrived in the late afternoon, 7 lbs 7 oz, 20" long. After our daughter-in-law's 6 week maternity leave, Mijo and I will be busy three or four days a week taking care of this new arrival and his big sister (4 year old) Ivy.

I have also purchased a (new to me) 2014 blue Goldwing. Due to my back and leg pain, it has been on the back yard patio since I backed it off the trailer three weeks ago. I have been playing with the Honda GPS and radio controls to include Sirius/XM, but not riding. Ray and Chuck helped me strip the Kennedy FRSet 4 and GPS wiring off the 2001 yellow motorcycle. So I now have for sale signs posted on it and have been offering it for sale. Now I have to acquire the parts/pieces necessary to install my ham gear and APRS unit on the new motorcycle. I am just waiting to recuperate from the leg and back pain so I can get busy working on this new ride.

Don't forget to join us for breakfast at the Home Town Buffet on 13 August 2016. At this MARC meeting, we will be covering the upcoming MS 150 and passing a sign up sheet requesting volunteers.

**John F. Reynolds President, MARC**  
**909 820 0509**  
**[Johnw5lfr@roadrunner.com](mailto:Johnw5lfr@roadrunner.com)**

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**DEL MAR TOUR DE CURE APRIL 29th, 2017**  
**START/FINISH AT DEL MAR FAIRGROUNDS**  
**2260 JIMMY DURANTE BLVD, DEL MAR, CA 92014**  
**GOAL: \$368,000 RIDERS:**  
**ACHIEVED: \$420 Teams: 6 RIDERS: 28**  
**ROUTES MILES: 1,15, 29, 62, 100**

**Next year this event will take place on April 29th, 2017 at the same venue...**

**Jim KD6REA BONNIE KD6OFQ**  
**LOS ANGELES TOUR DE CURE SUN JUNE 10, 2017**  
**SANTA FE RECREATIONAL DAM, IRWINDALE, CA**  
**(START & FINISH)**  
**GOALS: RIDERS: TEAMS:**  
**ACHIEVED ; RIDERS: TEAMS:**  
**The 2017 LA Tour de Cure will offer a full century(with climbing up to 9,000 ft)shorter routes of 66 and 32 miles and 14 or 7 mile options for less experienced cyclists and families.**

**MARK KE6ZRP JOHN N6JCB**  
**BONNIE KD6OFQ**  
**TOUR DE OC**  
**NEWPORT MESA CHURCH & VANGUARD**  
**UNIVERISTY**  
**Scott K6IXQ & Kim**

**MS BAY TO BAY OCTOBER 22/23, 2016**  
**START @ IRVINE TRANSPORTATION CENTER**  
**15215 BARRANCA PARKWAY, IRVINE, CA 92618**  
**From your Orange County MS150 Coordinators**

As I write this article The 35<sup>th</sup> year for the MS150 bay to bay tour is only a little more than three months away. I hope you plan on signing up and are ready to ride. We could use as many motors and Sag support people as possible, so if your available sign up at the next MARC meeting or get in touch with Krista, Bonnie, Mike or me (John) and we'll get you signed up.

At the last video committee meeting on July 20<sup>th</sup>. There were 6 people in San Diego and 12 here in Orange County. Each of the Subcommittee Chairs gave a report on how things were going. A list of the bicycle shops in Orange and San Diego county was passed around for the committee member could sign up to check and make sure that they have the signage for the MS ride displayed in them. I'm still waiting for the route information but I think the routes are about the same as last year.

As with the longer rides, both one day routes are fully supported and complete with fully-stocked rest stops. The MS150 has secured 15 vehicles from a BMW dealer in San Diego for use during the event. MARC and CAREs will be able to use a few of them as SAG vehicles. This will be a big help, they will even have bike racks on them.

Registration for the 2016 MS 150 Bay-to-Bay Bike Tour has increase in rider fund raising is up 27%. Teams are up 13% at 152 teams. For Saturday part of the two day ride there are currently 334 century riders, 156 riders for the 75 mile route and 581 riders for the 50 mile route.

The people at the MS office tell me that they are planning to have a lot of additional help on the course besides they plan to have a few more bicycle Route Marshals from the registered rides.

This is an extremely exciting step in the Tour's history and in the larger mission to fight the devastating effects of multiple sclerosis. This is a tremendous testament to the dedication and strength of our riders, Team Captains, sponsors, volunteers and supporters. Check out their web site

**[http://bikecas.nationalmssociety.org/site/PageServer?pagename=BIKE\\_CAS\\_homepage](http://bikecas.nationalmssociety.org/site/PageServer?pagename=BIKE_CAS_homepage)**

I would like to thank everyone in advance for coming out to help with this very worthwhile event. The bike rides love having us there watching over them during this ride. And the Multiple Sclerosis Southern CA chapter cannot express enough how much they appreciate the MARC group being there to help.

**By JOHN KC6ZOZ**

**KRISTA KB6MYR MICHAEL AF6FB**  
**ANDY W6AJB**

## **BOARD MEMBER RAY**

**MARC News First.** And there is not much of that. We go back to starting our MARC meetings at the HomeTown Buffet on Saturday Aug. 13<sup>th</sup>. We didn't have a meeting in July as we have always skipped that one month for our summer vacations. We Don't start our charity event activities until the Bay To Bay. (Irvine to Mission Bay in San Diego) MS-150 on the weekend of Oct. 22<sup>nd</sup> & 23<sup>rd</sup>. So it's been a pretty quiet summer as far as charity events are concerned. We also have a MARC meeting on Saturday Sept. 10<sup>th</sup>. There will be signup sheets for the charity events at both the Aug. Sept. & Oct MARC meetings.

**Ray & Bonnie News;** Well let's start with our semiannual 5 or 6 week vacation to visit our relatives around the country. This year it didn't go as well as it did 2 years ago. About 7am on June 4<sup>th</sup> we departed Irvine CA and headed toward Mitchell SD for a get together with what is left of the graduating class of 1951. Well everything went well for 776 miles where we got to Green River UT at about 5pm. Went out to dinner at about the only fine restaurant in Green River (we were told). Had a wonderful meal and went to bed early at the Comfort Inn. Woke up at about 6am and I was not feeling very well and Bonnie took one look at me and about went into shock. Seems that my face was ashen gray and she wasn't feeling much better, and we were both very tired. So had breakfast at the motel and then sat down and talked about what we should do. It was decided that this year's trip was not a good idea at our age anymore, so we turned the car South and headed back home, arriving back at the house on Sunday June 5<sup>th</sup> at about 6pm. We found that we could do that trip at 82 years of age, but 2 more years makes a heck of a difference and so we are staying at home this summer. I made an appointment with my heart doctor the next day and had all kinds of tests done and they couldn't find anything wrong other than old age. And yes, I am still riding my bicycle 5 miles 6 days a week.

**The sad thing** that has been happening to us this summer is that we lost Dick Miller the kid that I used to pal around with in high school. Then we also lost a couple of the Firefighters I had worked with for so many years. All very sad. I hate this getting old, but like my friend John Edwards said, it beats hell out of the other alternative.

Then there is Casper, (our white 2004 Honda Gold Wing motorcycle with 221,500 miles on it). We had put up Casper for sale with all the ham radios, 2 GPS's, PIA Driving Lights and a long list of other accessories (list to long to state here). So when I never got anyone to buy Casper with all the accessories I decided to strip Casper back to the point like it was when it came off the showroom floor. Chuck KG6NJP and John KC6ZOZ and I worked about 20 man hours to take Casper darn near down to the frame and remove every item that had been added since Casper was new. You would have had to be here to witness what we took off. I swear there was hundreds of feet of wiring to cut off wire ties and disconnect from the accessories. Then when we got done doing that I took Casper over to Huntington Honda and had the detail guy, detail Casper. That was really a great idea as Casper now actually looks like the day we rolled it out of the show room. What a job they did detailing Casper. Then I went and talked to the salesman there at Huntington Honda and asked them if they would put Casper on their showroom floor to sell for me for a commission. Well they thought that over for about one minute and said no, because of the 221,000 miles on it. Casper is fit as can be, doesn't burn any oil as I have always used a full synthetic Mobile One in it and just had the oil changed and had the coolant exchanged. People tell me to put Casper for sale in the paper and on Craig's List. I hate to do that, I don't want the hassle. But I guess I will have to bite the bullet and move Casper out of the garage one way or the other. I am only asking \$3000 for it now. I have given away just about all the accessories that we had taken off of Casper when we stripped it all off. There must have been well over \$5000 worth of accessories on Casper. Life is too short to be putting out any sweat over this.

Remember to support our many MARC newsletter advertisers and those that donate so many of the door prizes and Super Raffle prizes that we have at our MARC meetings.

**God Bless our MARC members, families and friends.**

**Ray Davis KD6FHN <raykd6fhn@gmail.com>  
MARC Member Of The Board  
Cell (949-300-9669)  
<www.marc-hq.org >**

**THIS WAS TO BE IN THE MAY ISSUE OF THE NEWSLETTER BUT MIZ BONNIE LOST THE EMAIL SO BETTER LATE THEN NEVER...**

**To DeWITT, KM6Uk - A FOND FAREWELL**

The Board of Directors has received a "letter of resignation" from DeWitt Morgan, KM6UK, indicating medical reasons - And, has reluctantly accepted that resignation.

Back before MARC was formed - communications support for charity events was pretty much of a haphazard undertaking, generally provided by whomever was randomly available who had a motorcycle with a (limited distance) CB radio. A very poor and unsatisfactory solution to the problem.

To the rescue comes five of those riders who felt that ham Radio was probably the answer, and started laying the groundwork for a group of riders with ham licenses to start supporting the charity events.

As the new plans and ideas were being developed - It soon became necessary to form an organization to administer to the members. Two of the original people had moved on - and Ray Davis, Billy Hall, and De Witt Morgan became the "Founding Fathers" of The newly formed "Motorcycling Amateur Radio Club". - They established themselves as a Board of Directors to oversee the operation. Bonnie Davis became the Secretary-Treasury, and John Reynolds soon took over as President. MARC rapidly grew to be a fully functional support unit never before available or even conceived.

Since then, many members have had a hand in building, guiding, and making MARC the outstanding organization that it is today.

DeWitt - you can take great pride in knowing that that you have left your mark on this organization - and that it's a better outfit because of your help and guidance.

**So long DeWitt - You and your expertise will be missed.**

**For the Board of Directors**

**Billy, N6EDY**  
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These are the rides "MARC" has participated in thru the years:

Toys for Oranewood  
MS since 1992+  
Midnite Ramble 7/93  
Heart and Sole Classic 10/93  
Love Ride 11/93+  
Ride for Life 8/94  
Stride 'n Ride Jury Crime Program ??  
Challenge Cup Relay 4/95  
Ride for Kids  
Swallows Run 6/96  
Date Festival 2/97  
Tour de Olympiad (Mission Viejo) 3/97  
Riverside Tour de Cure 3/98  
Orange County Tour e Cure 5/99 turned to  
Ship to Shore TDC and now called The LOS  
ANGELOS TDC  
San Diego Tour de Cure  
Since 2007 the Tour de Cures have raised over  
\$10,000,000+

~~~~~  
**"THE ONLY LASTING BEAUTY IS THE BEAUTY OF THE HEART." (RUMI)**

**"LIFE ISN'T A MATTER OF MILESTONES, BUT OF MOMENTS." (ROSE KENNEDY)**

**THE GREATER THE OBSTACLE, THE MORE GLORY IN OVERCOMING IT." (MOLIRE)**

## MINNESOTA RIDING

**July 3** I decided to ride the K 75 that is now the main ride. Rode down Hwy 61 south and took a few county roads. Rode through Reno and Brownsville... Minnesota that is. South to Waukon, Iowa then back to Lansing with a ride on this county road that we had a major accident on over 20 years ago.

We had done Wisconsin river road hwy 35 and then Duane was leading on that fateful day. We had been in Money Creek for the Minnesota BMW rally in 1995. Charlie had a Yamaha triple that my brother had given him a year before. Anyway we headed west on this road with Charlie between Duane and I. I came around the twisted road and there was dust in the air... and NO Charlie!

He hadn't trusted his tires and rode off the road missing a telephone pole, crashing into the hill, his Yamaha oozing oil. We came back to him as he was up and dazed. "Better lay down Charlie!" Duane instructed. A farmer had called 911 and paramedics were on their way.

I rode out of this small town of Waukon and took the first county road, thinking of Charlie and Duane who had the responsibility of calling Charlie's wife. She stopped at the rally to get the tent on the way down to get her husband. Funny how my memory didn't remember the intersection or the extra roads we took. I debated that in my head as I droned north on hwy 26 to Hokah, MN. Then west on Minnesota 16. Small towns and plenty of farms. Sunshine and not much wind either. The BMW finally clicked... or woke up. 750 or 75 as the motorcycle is called has only a 740 cc's.

Rode to Owatonna, Mn and north on the busy road of I-35. Good trip of 500 miles. The BMW that I wrote "100,000 BMW Prayer Miles" is now a parts bike..I had to take the oil/water pump off it and use that on this K 75. I also have replaced the windshield with the fairing and Areoflow windshield. However that project I had somehow cut into the Main wiring harness.!!

See, I had installed the fairing bracket that I ordered from Beemer Bone yard. The steering dropped to less due to the nubs on the bottom triple tree plate hitting the fairing bracket.. Easy.. cut the nubs off! Yep... cut the harness... Ordered another harness from Beemer Bone yard and replaced the harness. That was kind of neat.. however I plugged in the right throttle

gear and hit the starter... no start.. switched the connection to another connector under the gas tank. hit the starter... purred.

The next test for this low mileage 24 year old BMW, starts this coming Monday. Leaving for Syracuse, New York. Following a young man who is riding his Kawasaki Concours. We are planning on stopping to see Paul and Marsha Plasters for Monday night then east again to Erie, Pa and then on to his home town of Syracuse. So that story will be in the September issue, me thinks.

73!

Tim Lindstrom, ab0ts  
Columbia Heights, MN  
1992 BMW K75RT 31,800+ miles

### NEWSLETTER DEADLINE FOR 2016 (SUBJECT TO CHANGE)

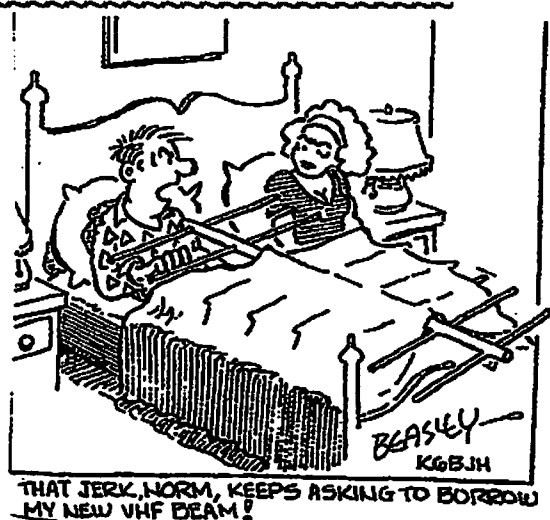
Aug 1st	for	August
Aug 29th	for	September
Sept 26th	for	October
Oct 31st	for	November
Nov 28th	for	December

### "MARC" CALENDAR FOR 2016 (SUBJECT TO CHANGE)

AUG	SAT 13th	BREAKFAST MEETING
SEPT	SAT 10th	BREAKFAST MEETING
OCT	SAT 8th	BREAKFAST MEETING
NOV	SAT 12th	BREAKFAST MEETING
DEC	SAT 10th	CHISTMAS MEETING

Thanks to each who contributed to this newsletter – very much appreciated....

If you find an error don't tell me  
PLEASE(☺)ss



## MARC Newsletter – August 2016

### FTM-350 Installation on GL1800 – Part I

It's been a while since I've contributed to the newsletter – but I thought I'd share my experience with my “new” installation of a Yaesu FTM\_350 on my GL1800. I put “new” in quotes because neither the bike, nor the radio is new. In fact neither is the installation in a sense. I previously had this radio installed on my (sadly gone) GL1500 using Kennedy Technology equipment to tie it into my 1500's intercom system. Prior to selling the 1500 I bought Jim Evans 1800 which already had a Kenwood D700 installed as second system – not using the intercom from the bike. I decided to leave well enough alone since the D700 is a fine radio. (And I wasn't up to deinstalling/installing for another radio.) So the 350 went on the shelf. The only thing missing was APRS, so I setup a Byonics Microtrak (which fit tightly in the space with the Kenwood in the bottom of the trunk) and have been just fine with that for some time.

However, recently I pulled out the 350 and realized what a great radio it is. Dual band, dual display, APRS/GPS built in and a host of other features. So I decided to swap the radios on the 1800. Of course, as anyone who's done this knows, no small task.

I started by removing the Kenwood “non-destructively” – meaning I didn't undo anything I couldn't put back with minimal effort. Still haven't. I then spent many hours trying to figure out how to get the 350 to work as a second system – like the Kenwood was setup. That is – not using the bikes intercom with all the associated Kennedy stuff. Everything was fine except PTT. I've setup the PTT on several Yaesu radios over the years. It's always a matter of plugging in a resistor or two somewhere for the PTT button on the bike to work. In this case I could find nothing anywhere to indicate how to key the mic remotely. I even breadboarded the radio and used various resistors, including a “variable” one (potentiometer) – to no avail. I tried all the likely combinations found on other Yaesu's - no luck. As a result of this failure I broke down and decided to go back to the Kennedy, single system, route.

Of course, the problem was, I'd heard he was no longer building this equipment for sale. But I figured I'd at least try sending him an e-mail in case he had some pieces laying around. I got a very nice response indicating, yes, he is back at it and would be happy to sell me the pieces I needed. (which I have since ordered and receive.)

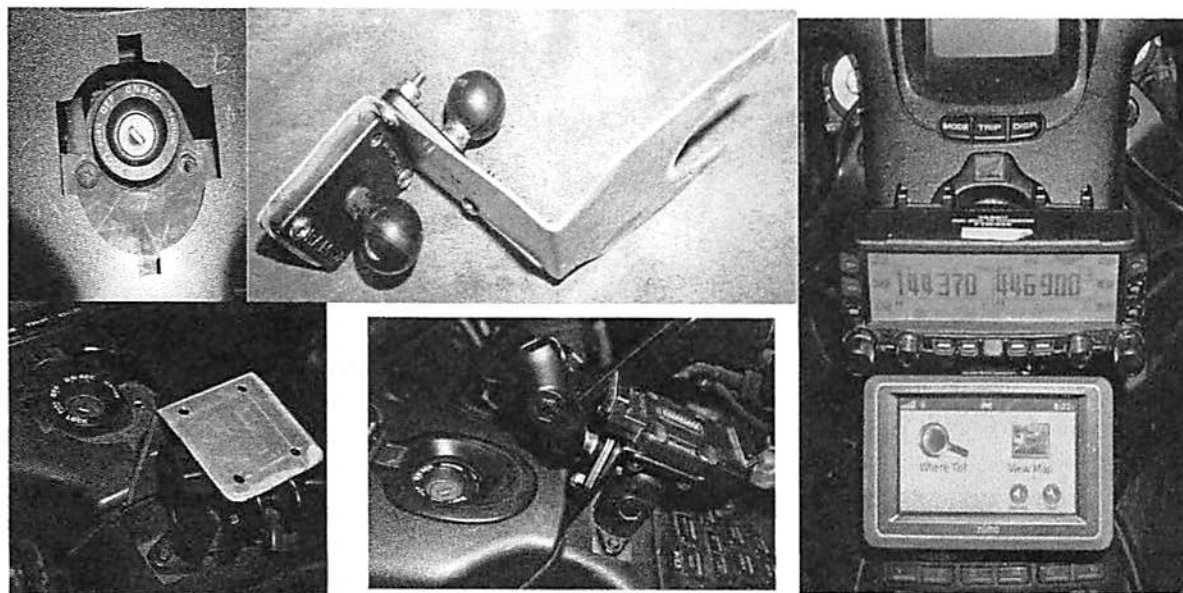
Given all this – I've started setting the bike up for the “new” radio. I started by pulling a new control cable for the body to head control. (Still have not removed the control cable for the Kenwood – just in case....:-) I connected power, control cable and antenna and everything worked as advertised (though I haven't been able to get a contact yet – since the job isn't complete.) I even checked the APRS built in function. Go to [aprs.fi](http://aprs.fi) and search for N6JCB-9.

I've also taken care of a few other things. The big one was mounting the radio head. Over the years I've determined that my preferred setup is mounting the radio head above the



GPS on the center console. That's the way the 700 was mounted. However the 350 head is considerably larger. And I have it setup with a ram ball mount on the back. I wanted to use that setup, but would have to rework the arrangement since I was using the Kenwood head mount which is much smaller. Here's where things got interesting...

When I bought the bike from Jim, one of the first things I wanted to do was make the GPS/Radio head mount more sturdy. He basically mounted had a Ram ball on the center console just above the keyboard. It's a good idea, but flexes a lot. So I ended up adding a plate the fit under the fairing piece (that goes around the key, gauges and speakers) that helped a lot. A lot less bouncing around on the road. That plate was not going to work for the new installation, but the concept is still valid. This is where I got lucky. If you pull the trim around the key hole, you'll see two screws. These are good metal screws to a solid part of the bike. So, I redesigned my original plate to use those screws and allow both the GPS and 350 head to have a nice, secure mount. It also uses that existing Ram mount in the center console to give me a good 3 point mount. In this case - I can't begin to explain this mount so I'm adding pictures (vs 1000 words.) I've only included a few pix so as to not swamp the newsletter, but, if you're interested, let me know and I'll send the full set of pix. In any case, happy to answer any questions anyone might have. If anyone else is using the single Ram ball on the center, rubber, console - I highly recommend you take a look at this plate if you want something that flexes a lot less. Of course your mileage may vary.



If you are interested, let me know and I can send the full array of pix as well as more detail. Hope you've found this at least a little interesting - especially any Yaesu readers out there.

John Beckwith, N6JCB  
Westchester, CA

PS - I MAY have a Kenwood D700 and cables available shortly to the highest bidder....;-)

FROM YOUR '50/50' LADY  
MIJO REYNOLDS KF6BEB  
mijokf6beb@roadrunner.com>

**NET DRAWING WINNERS: NETS ON 446.900 PL 110.9**

Check in on the net on the Wednesday night before the meeting: Echolink is down due Mark has moved and setting up his business- so it will be down for a little while. Thanks for your patience.

Winners receive \$5 of 50/50 tickets

Number 10 Mijo KF6BEB was the lucky winner.

**50/50**

Those being the lucky winners Alvin KD6UZM & Teri KF6HJT of \$28 each.

**DOOR PRIZES DONATED BY MARC & WINNER**  
\$25 gift certificate from Huntington Honda Scot K6IXQ  
Insulated picnic basket won by Ray KD6FHN  
Cooling towel won by Mijo KF6BEB  
Yves Rocher Beauty kit won by Teri KF6HJT  
Artic Cooling Wrap won by Mijo KF6BEB  
Peach Bath & Body gift set won by Scot K6IXQ  
Emergency tool with flashlight won by Mark KE6ZRP  
GID Emergency Tape won by Alvin KD6UZM(Orange ticket)  
Mist N' Sip won by Scot K6IXQ  
Frogg Togg Chilly Pad won by Alvin KD6UZM  
Veggie Stix won by Alvin KD6UZM

**Ticket drawer Was Chuck KG6NJP**

**Other Door prize donators & winners:**  
Extension Cordonated by John W5JFR won by Ray KD6FHN  
N6JCB donated the following:  
Tiny Tracker won by Scot K6IXQ  
A Tiny tracker & 3 PTT brackets N6JCB took back.

**Rosie was our neat waitress**

**SECRETARY/Treasurer/NewsLetter Editor-**  
Bonnie KD6OFQ  
**MEMBERSHIP::::YEAH**  
We have a new member: Welcome Aboard  
Lewis Carlos Varon K2LCV Of Flushing, NY

**DUES:::** \$12 a year and if you care to you can pay more than one year at a time...That's 12 months....

**SUNSHINE CORNER:::::**  
Prayers a for Tom K2QGT who is still Brookside Healthcare in Redlands.. and for Chet N6EFT  
And many more We love and pray for each of you.

We pray for those who are ill, not feeling well or just not up to par, as we love each and every one of you...try to get well.. Our love and prayers for all members..  
A special "Thank You" for those who are taking the time for our Fallen Military, ushering them to their final destination of rest & Remember our Wounded Warriors in your prayers...  
We honor our Military for putting their lives in danger so we may live. Their families need our support in any way we can.  
Keep up the spirit... Love & Gratitude to all  
**GOD BLESS AMERICA SUPPORT OUR TROOPS**

**IN GOD WE TRUST**

Hi, Boni!

Please pass along our most sincere thanks to the MARC group for participating in our 5<sup>th</sup> Annual Ham Jam last Saturday! We are always so pleased to see the clubs attend, and having the installations on the motorcycles available for new hams to see the possibilities is a very nice plus.

Again, thank you so much for partnering with us to help further the cause of ham radio! Ham Jam helps our local ham community come together to find common interests and learn about the many aspects of the hobby, and we've already been asked by several when the event will be next year.

**Kind 73, Janet Margelli, KL7MF**  
**Manager Ham Radio Outlet 933 N. Euclid St.**  
**Anaheim, CA 92801**

Those working the MARC booth were : John W5JFR, Alvin KD6UZM, John N6JCB, Ray KD6FHN, Bonnie KD6OFQ also stopping by were Bob K6UK, Peter KD6TN, Michael KA6ALF, Jeff KB6SUP, Michael AF6FB, Bill KA6HMS. FB & HMS& ALF were working other booths.

Due to being on the Jury this past week-newsletter is a little large and if I missed anything blame it on the courts!!! And I pray I have everything in this newsletter that is supposed to be.....

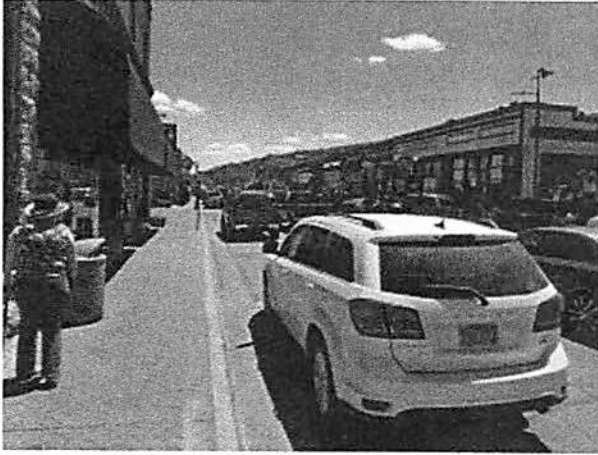
Sign up sheets for the 2016 MS Bay to Bay will be at the Aug., Sept, & October meetings. And if y00u can't make the meetings and want to do the event or Contact : Krista [krista.marc.ms150@gmail.com](mailto:krista.marc.ms150@gmail.com) Or John E @ [johnkc6zoz@yahoo.com](mailto:johnkc6zoz@yahoo.com) or Bonnie @ [bonidavis@juno.com](mailto:bonidavis@juno.com)



# The Long, Hot Road to Williams

Jeff Gallagher / 2 weeks ago

June 16-20, 2016



*Route 66 Through Williams*

I know it has been awhile since I've written. The truth is, we have made few trips over the past year and none worth writing about. However, as I awaited the long month to retirement, I could take it no longer and knew I needed some road time. I happened to remember that, about this time every year, rodeos abound in Arizona and California. Although the weather was warming up, I felt it was still cool enough to make a desert crossing. So, with that in mind, I set my sights on the Annual Arizona Cowpunchers Reunion Association. Take almost everything you may know about professional rodeo and throw it out the window. This rodeo is for a different kind of "pro", the ones who actually work on ranches in Arizona and neighboring states. The events are slightly different with wild cow milking and ribbon roping for the younger set. You won't find bull riding but you will see youngsters bucking steers. No bareback bronc but plenty of action with saddle broncs and wild horse riding, the original bronc riding of the old days.

Now I'll tell you, as retirement approaches, I am getting just a bit too old to drag myself to the ground and crawl into a tent these days. But, I'm not interested in spending my life savings on hotels and Julie and I still prefer a campfire to a TV in the evening (as long as I can still pour a Gibson). So, late last year, I purchased a used but in good condition

motorcycle tent trailer. Finally up off the ground, we took it for a shakedown cruise earlier this year. The 1994 Kwik Kamp opens in less than two minutes and the king size bed gives us plenty of room. The only change we made was to swap out the camp pads we previously used for an air mattress. I don't think we could ask for comfier digs. The one issue I had with it was the weight. Although the tare weight on the spec tag says 350, a quick trip to the public scales revealed the true weight of 420 pounds. Of course, that limits our baggage but we are learning to live with it. Total weight with supplies is about 540 pounds and it pulls (and stops) just fine.

Per my usual modus operandi, Julie and I were packed up the night before and headed out of the driveway around 5 am. If I were going solo, I would be in Williams by 10. Julie is no ironbutt so we usually have to make extended gas stops for her comfort. Not a problem as we had no time table. The biggest time consumer, I felt, was going to be dragging a 500 pound trailer through the California desert at 55 miles an hour. OK.....65 miles an hour. Still, that was a far cry from my usual 75 to 79 miles an hour I usually do on these trips. As the trip progressed, I found myself caring less about the speed limit (hadn't seen Erik Estrada for hours) and more about getting there at a reasonable hour.

The trip to Victorville was uneventful. Things were going well so we decided to continue on to Barstow where we stopped at the Pilot station near the outlet stores. Although we had the soak vests with us, we decided it was still cool enough not to need them. When Julie had been refreshed, we climbed aboard the bike once more and pointed it toward the Colorado River.

I make it a point to avoid Needles if at all possible. High gas prices and so-so breakfast don't make for a memorable stop. So, we bypassed the off ramp and sped across the bridge to Arizona. We stopped for gas at the Pilot Travel Center off Highway 95. This is a good stop but, as we found out, it can be a bit tricky when you are hauling a trailer. It is also a busy stop so sometimes you have to wait for a gas pump. We didn't have any trouble getting a pump but getting out and back onto the highway was a bit tricky when we went "high" on an embankment and had a bit of trouble with balance.

Good food at truck stops is mostly a thing of the past. There are a few independents that put on a pretty good

spread but most of the Pilots and TAs are run by concessions nowadays. So, we decided to forego the restaurant and make tracks for Kingman. Kingman is a must-do stop for Julie. She had been looking forward to breakfast at her special place for the past week. So, the **Cracker Barrel Restaurant** in Kingman was dialed in

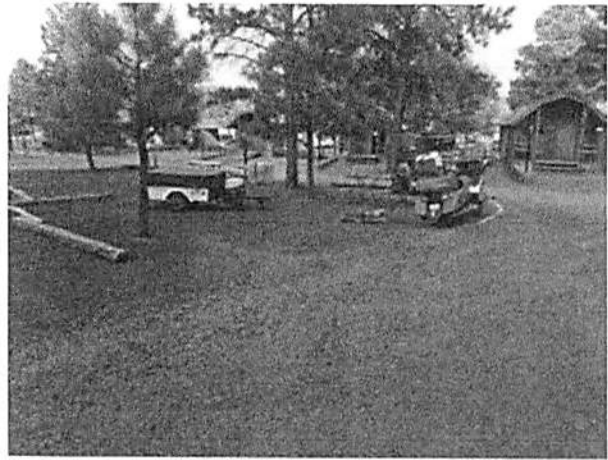
to the GPS and a short 60 mile jaunt later we were looking for a parking spot we could drive through.

Cracker Barrel Restaurants are known for the long line of custom-made rocking chairs (which they will be happy to sell you one of) on their porch, a kitschy gift shop reminiscent of the old Stuckey's and good food at great prices. Julie likes to make her own breakfast. I settled for the biscuits and homemade gravy with sausage patties. I'm particular about my gravy so, if I recommend it, it has to be good. Anyway, we ate breakfast and dallied in the gift shop for quite a while. We weren't in any real hurry to get back on the road and I wanted Julie to take her time. We had made good time so far, pulling into Kingman about 8:30 or 9 O'Clock as I recall. It was probably close to 11 when we left.

On Interstate 40 once again, we headed toward our eventual destination. We took our time, even though Arizona has no separate trailer speed restrictions. We picked up some light crosswinds along the way and I was surprised at how well the trailer handled.

As a side note, if you find yourself in this area of Arizona, I highly recommend taking Route 66 east out of Kingman or west out of Ash Fork. The ride is a bit longer but the road is smooth and the scenery is fabulous. It is also the only way to get to the Grand Canyon Caverns, a cool little stop that allows you to do a bit of spelunking along the way. The road into the Caverns, once you make the turnoff, is also an original alignment of Route 66, a road that suffered multiple "realignments" throughout its history.

We finally pulled into the **Circle Pines KOA** in Williams about 2:30 pm. The place was busy with cowboys and visitors who had come to see them. After a near miss a couple of years ago at another

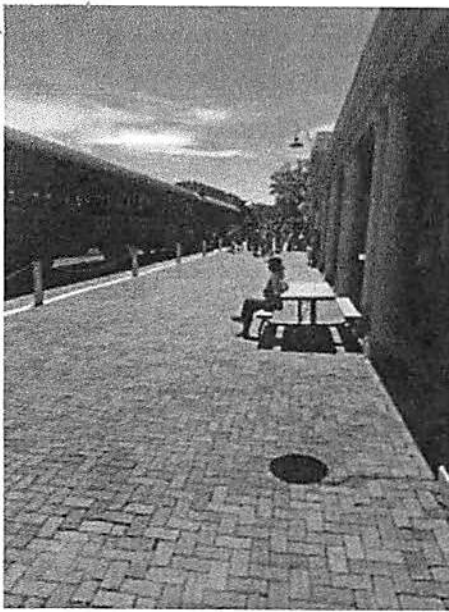


KOA,

I don't like to pull behind large RVs with no view of the rear. So, I pulled to the side (and out from between two behemoths) and parked. Gravel everywhere reminded me that I now carry a plastic disk to plant my kickstand on. Check-in and a quick escort to our campsite and we were ready to set up. One thing I like about most KOAs is they will usually allow you to use a tent campsite to park the tent trailer. It's cheaper and they usually have electric and water either on site or nearby.

As I said in the beginning, the main reason we came to Williams was for the Cowpunchers Rodeo. When we came into town, however, we discovered this weekend was also Train Day at the Williams Depot. Discussion over breakfast at the Pine Country Restaurant (lose the biscuits and gravy here) had us make the decision to hit Train Days on Saturday and the rodeo on Sunday.

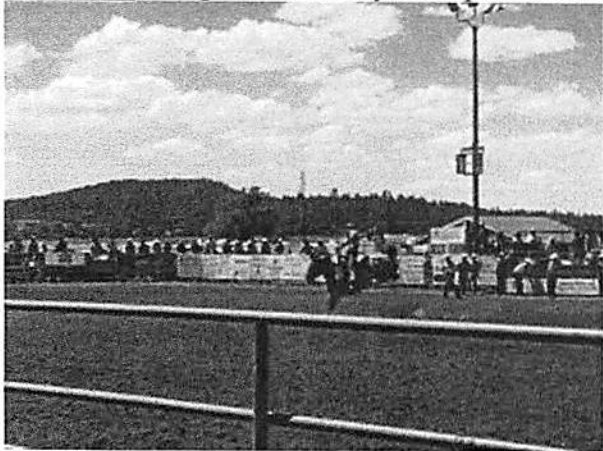
Williams is considered the "Gateway to the Grand Canyon" and they run trains twice a day up to the steps of the Bright Angel Hotel. The train is most often hauled by the GE Diesel locomotives. Once a month, however, they pull out the steam engines and give a real treat to the riders. On the same weekend, they offer a special excursion that takes train buffs out on private track for an hour-long ride through the Pinon pine forests. The cars are vintage Pullman, restored to their former glory by volunteers. Docents lecture on a variety of things pertinent to the railroad and Williams.



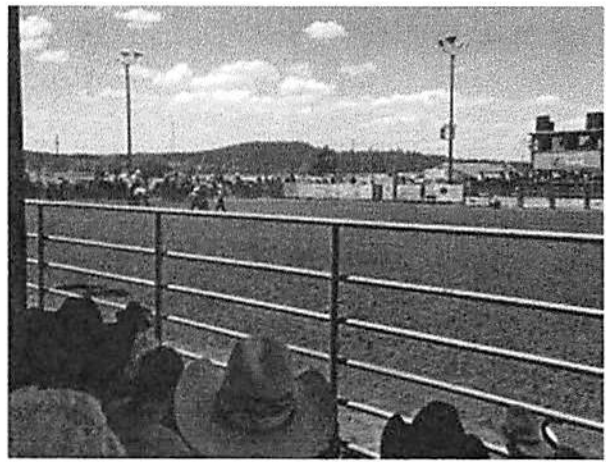
*Grand Canyon Railway Tracksides*

Along with the steam engines and vintage train cars, the Grand Canyon Railway also pulls out a variety of railroad memorabilia and special use cars. Caboose are opened up and available to tour. Docents dress up in period costumes including the Harvey House girls. There is also a great classic car show in the hotel parking lot. This, along with a drink at the local American Legion Post (open since 1929) and dinner at Rod's Steak House, made our entire day.

Sunday was rodeo day. We started the day with breakfast at one of our favorite cafes on Route 66, **Old Smokey's**. The place is run by a couple of nice ladies



and a guy that I will just assume is "Smokey", although he doesn't look that old. The coffee cup stays full and, unlike the Pine Country, the biscuits and gravy are the best. We wound up having to take a quick trip to Flagstaff 60 miles away because we discovered the night before that our 40 degree sleeping bag didn't work so well in 30 degree weather.



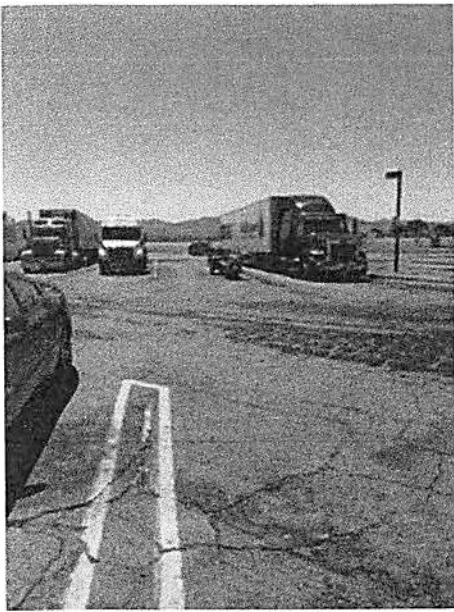
*Bronc Riding "Pro" Style*

We made it back in plenty of time to get to the rodeo. Another great thing about this rodeo is the price: 5 dollars. There was a small vendor area with boots and other cowboy paraphernalia being sold. We bought some raffle tickets for a painting (they draw for it next month) by a well-know artist whose name escapes me at the moment. It'll look good in our living room. Beer was available but you had to get a wrist bracelet so they could tell the drunks from the teetotalers. Seating was open so we found a nice shady spot and settled in with a beer and soda for Julie.

Monday had us saying goodbye, once again, to Williams. I knew it was going to be tough going back. Calamity hit as we left the campground. For hydration and to keep the soak vests charged, I have a six packer with a pass hole drilled in the side. I store a water bladder on ice in the chest and have an extended tube leading out to the passengers. Julie passes me the water tube when I need a drink. Unfortunately, we needed something out of the trunk. I had loosened the strap holding the box on the upper rack and forgot to tighten it up again. As soon as we got on the freeway, it went sailing off into parts unknown. After a brief search, we decided to just buy another one in Kingman.

Before heading out, I checked the temperature in both Williams and Kingman. At 5:30 in the morning, it was 67 in Williams and 95 in Kingman. I knew it was going to, literally, be a hell of a day.





*The sign on the cab to my left: "Watch out for bikers"*

In Kingman, we found a Wal-Mart and spent the better part of an hour securing and preparing our new water system. We decided to eat there at the mini McDonald's as well. Soak vests came out (fortunately they weren't in the box that went flying) and were duly charged. I waited until the Pilot station at Highway 95 to gas up and that was a brief stop to gas and recharge the vests. Coming down out of Kingman, we hit 115 degree weather. It would remain that hot all the way to San Bernardino. Although we stopped frequently to recharge the vests and refill the water bladder, we made excellent time, driven by the insane heat. Oh, yeah, and the fact I had a 3:30 pm doctors appointment back home.

By the time we hit the downgrade of the Cajon, I had put away all pretense of driving 55 miles an hour. However, I was unsure how the trailer would handle on the steep grade so I cut it back a bit and stayed toward the right. Big mistake. All the nut cases decided to drive to the right so it was all I could do to just get off the hill. The trailer hauled just fine. The pushing I expected was non-existent and, altogether, the trailer hauling was a pleasant experience.

We rolled into the driveway at 2:30 pm giving me plenty of time to dry off, change clothes (mine were soaked from the vest) and head out to my doctors appointment.....in the car.

So, we had a great time and we are already making plans to go again next year. Since I'll be retired, we might just make a few weeks of it and head down to the Prescott Days Rodeo as well. There's a Cracker Barrel there too.

## THE BALLGAME

*One of the great surprises of moving offices into The City was the congested cluttered cluster\_(\*&& that is a San Francisco Giant's home game. The ball park is a block from the new digs, and the street it's on is also the most convenient route to the freeway.*

*I tackled the chaos on the 250, pulled up behind a motor cop riding a DRZ400, and followed the officer between stalled lines of cages piloted by out of town idiots.*

*One of the idiots opened her car door just as the motor cop split by her. Clipped the ffront of his bike and sent the man down, hard, between stopped cars in the adjacent lane. I paused, shocked. The cop was buried under 350 lbs. of motorcycle and LEO equipment. I jumped from my bike and lifted the dual sport off the officer's less, he already jabbing in his shoulder- mounted radio, furious and probably embarrassed..*

*My ear [plugs kept me from understanding much of what the officer said, only making out that 1) he wasn't talking to me, ergo 2) he didn't offer a thank you. The face of the woman driver was much easier to translate: "What have I done?"*

## THE NICK

*I don't know why it's so difficult to get my buddies to go riding, but I jump on every chance. One buddy- let's anonymously call Nick- got his license years ago but keeps putting off buying his own for various made up reasons. So I let him ride the DR*

*We'd planned to go put ne November weekend but woke to a soggy morning. No real rain, just the sort of choking fog that drenches every exposed thing in the outdoors of San Francisco. Nick rang me up to gauge my level of concern. "None." I wasn't about to give up on a ride.*

*Alice's restaurant came, slowly, and we enjoyed a lonely breakfast in the hills to ourselves. Cold, wet, and loving it, outdoor seating under gas-burning heaters, pine scent heavy on the condensed sharp air.*

*"Blessed be the person who earns the love of al old dog." (Sydney Jeanne Seward?*

*"Why do we fail? So we can learn to pick ourselves back up." (Batman)*

## KRISTA'S CAR PROBLEMS

Last Friday, I took my PriusV in to Toyota of Orange for its 20,000 mile checkup. the dealer got the work done earlier than expected. no worries I thought. I took the car home. Saturday morning, when I went out to my garage, I saw on the ground, what looked like air conditioner condensation droppings. And I really thought nothing of it. So I went out and did laundry, got gas at Costco, drove out to Orange to check up on my friend's cats. Then drove back to Costco and did some food shopping before returning home. At 6 pm Saturday night, I went to my car in the garage to go to dinner, only to find a huge oil slick under my car. I knelt down and took some pictures. So I moved the car backwards about 4 feet. shut the car off, opened the hood and checked the engine oil dip stick... dry. Then I knelt down and looked under the car and I saw an oil stream coming from my engine compartment. Using the Leatherman tool that I carry on me, I forced down a corner of the plastic cover on the underneath side of the car, reached up inside of the car and located the engine oil filter... and tightened it before too much more oil could leak out. I took some more pictures. I got some towels and rags and mopped up as much of the oil as I possibly could.

Since the dealer closed at 6 pm on Saturday, I wrote an email to my service advisor telling him about the problem with my car and included my pictures.

Monday morning I called Toyota of Orange and spoke with my service advisor and we discussed towing the car to him. I suggested calling The Auto Club. But he said not to since I have Toyota roadside assistance. So he gave me their phone number and I called and asked for a tow from my home in HB to Toyota of Orange on Tustin in Orange. A time was scheduled for 10:17 am. I got off early and headed home. The tow truck driver was about 20 minutes late. He called me and verified my address and location. meeting him outside my garage, he lowered the flatbed truck and I handed him the car's dangle. He put the car in neutral, backed the car out of my garage, then we both pushed the car till the front wheels on the car lined up with the edge of the bed. He connected the winch cable to the front of the car and pulled the car up onto the flatbed. once the car was up on the flatbed, the front part of the flatbed, close to the front of the truck, jumped up and down about 18", the winch cable connected to the front of

my car released from the car, and my beautiful blue Prius rolled, cable free, off the back of the flatbed truck, about 4 feet high. the back of my car hit the driveway first, sliding backwards, then the front wheels cleared the edge of the bed, the front bumper resting on the edge of the bed, then the whole front end of the car fell down to the driveway, from 4 feet up, bouncing several times.

the car then rolled backwards about 30 feet until it stopped on its own. The driver lowered the flatbed again and we both pushed the car back to the edge of the truck. He attached the tow winch and pulled the car back onto the flatbed. once the bed was leveled off, he attached the safety tie down chains. and we drove to Toyota of Orange.

So now, I am riding my motorcycle everywhere and then some. I'm currently house sitting for one family in Orange, near Chapman University and the Circle on Glassell. And I am taking care of another friend's 2 cats and her home in North Orange.

After 4th of July, all families will be back home and I can continue with my planned move in August. Since my rent is too high and I know that I am getting a rent increase, I have decided to give most of my things away and I will be renting a room in a home. My goal is to save up enough money so that I can but a home. It wont be around here, but maybe out near Desert Hot Springs. Time will tell.

Now I am having conversations with my insurance company about having the car replaced with a new one. As I know there is no way to tell what kind of problems I may have with my car after the car was dropped off of the flatbed tow truck at 4 feet off of the ground.

I told the insurance company that I wanted to sue Toyota of Orange and the tow company to get me a new car. They told me that they would not sue Toyota but they would start the subrogation process against the tow company since they were in possession of my car when it fell off the truck.

Something tells me that they are only going after the tow company to pay for the cosmetic and damages seen by the naked eye. The body shop quoted me \$2k to repair the known damages.

She is driving her car (not sure the repairs were done yet)

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**"MARC" DUES:**

**Dues are due yearly from January to January \$12 (USA & Canada) & \$15 for all other countries per household. It is a \$1 per month after February for the balance of the year unless you want back copies then it is a full \$12. You may also pay for more than one year-your choice.**

**"The greater the obstacle, the more glory in overcoming it." (Molier)**

**"An obstacle is often a stepping stone." (Prescott)**

**Driverless Car Manufacturers Await Guidance  
from Agency, Motorcyclists Raise Concerns,  
Questions**

**WASHINGTON, DC** "Over the last several months, we've seen more and more companies announce plans to pursue the creation and manufacture of self-driving cars. Tesla has already been successful, announcing their intention to have an autonomous vehicle ready by 2018 for consumer purchase. Google's prototype currently has a fleet of 58 self-driving vehicles being tested on public streets in California, Washington, Texas and Arizona. GM, Daimler, Volvo, Ford, Jaguar Land Rover, Audi and BMW have also announced plans to pursue the technology. As with most new technologies, the federal government has to play catch-up to this evolving area as it relates to rules and regulations.

This was made apparent when last month, a Tesla Model S on auto-pilot caused a fatal crash in Florida. Though the National Highway Traffic Safety Administration (NHTSA) opened an investigation on the incident, NHTSA Administrator Mark Rosekind indicated that the recent controversy around the crash would not deter the agency from embracing self-driving cars as part of the future of safety on the nation's roads. However, the question remains as to what criteria must be established to ensure that driverless cars are safe for consumers. The Department of Transportation (DoT) has indicated that this guidance is likely to be issued sometime this summer. DoT Secretary Anthony Foxx has stated that this will come in the form of federal government guidelines for self-driving vehicles. Critics concerned over the technology have reacted negatively to this announcement, stating that guidelines are only voluntary and that enforceable standards must be established.

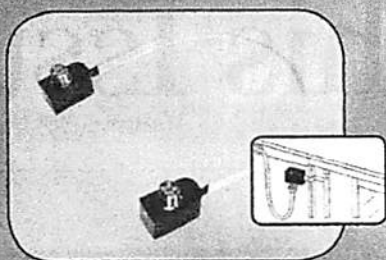
For some motorcyclists, there is the hope that a rise in driverless cars could eliminate many of those crashes caused by human error in car versus motorcycle accidents. However, others have expressed concerns over whether motorcyclists on the road can be accounted for by the autonomous technology, given their smaller dimensions. At a recent DoT symposium, staff from the Motorcycle Riders Foundation raised the question to the agency. The spokesperson indicated that motorcycles would absolutely need to be accounted for when developing requirements for self-driving vehicles, given their smaller size on the road.

Other motorcyclists fear a far-worst case scenario, if driverless cars prove successful on the road and significantly lower accident rates, is there a possibility where ALL vehicles on the road are required to have this technology? Would this result in opening up a world of self-driving motorcycles? Though far from likely, these are examples of the many questions being raised. Answers to these questions will largely be dependent on time and the success or failure of this new technology.

**By Motorcycle Riders Foundation**



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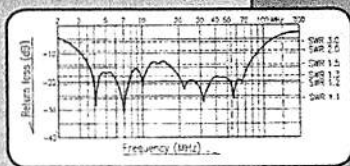
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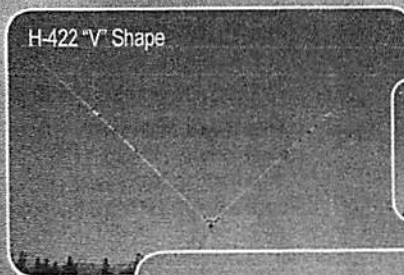
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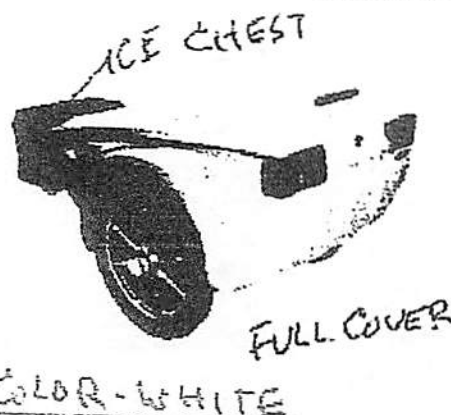
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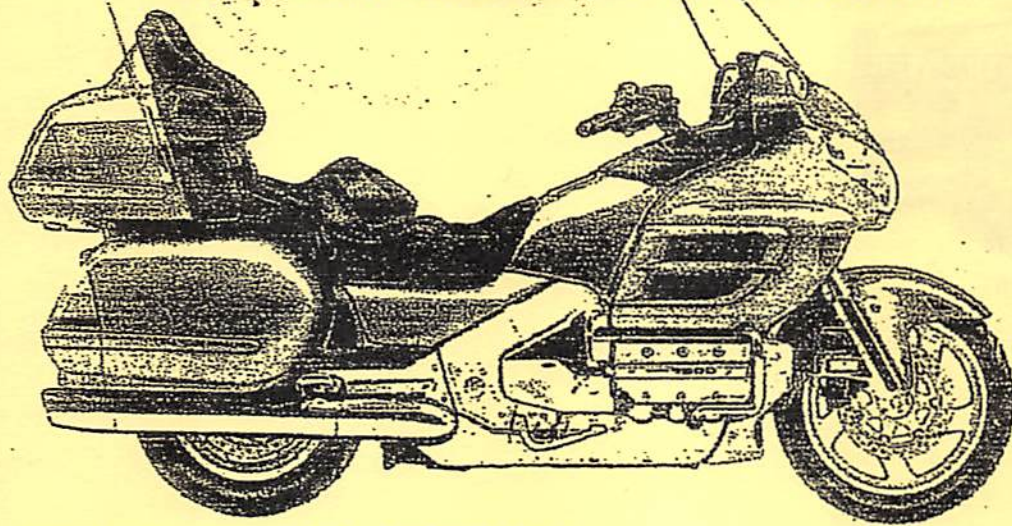


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AUG 10<sup>th</sup> "MARC" NET ON 446.900 PL110.9(SUBJECT TO CHANGE)  
13<sup>th</sup> "MARC" BREAKFAST MEETING @HOMETOWN BUFFET(DOORS OPEN @8 AM)

SEPT 2<sup>nd</sup>-9/5 41<sup>ST</sup> 3 FLAGS CLASSIC TOMBSTONE, AZ TO KIMBERLY, BC  
8/31-9/3 38<sup>th</sup> WING DING BILLINGS, MT  
5<sup>th</sup> LABOR DAY  
7<sup>th</sup> "MARC" NET ON 446.900 PL 110.9 ( SUBJECT TO CHANGE)  
10<sup>th</sup> "MARC" BREAKFAST MEETING @HOMETOWN BUFFET (DOORS OPEN @ 8 AM)

OCT 5<sup>th</sup> "MARC" NET ON 446.900 PL 110.9 (SUBJECT TO CHANGE)  
8<sup>th</sup> "MARC" BREAKFAST MEETING @ HOMETOWN BUFFET (DOORS OPEN @ 8 AM)  
22<sup>nd</sup>/23<sup>rd</sup> MS BAY TO BAY EVENT  
31<sup>st</sup>- HAPPY SPOOKY HALLOWEEN

SPECIAL INFO:::::::::::: "MARC" HOME PAGE: <http://marc-hq.org>

"MARC" LIST: [marc@nxport.com](mailto:marc@nxport.com)

BURT BRINK'S REPEATER SYSTEM: [www.n6uso.com](http://www.n6uso.com)

"BA-MARC" LOCAL SITE: <http://ba-marc.org>

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<http://www.wb2lua.com/marc.htm>

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"ILLINOIS CONTACT: [n9zks@frontier.com](mailto:n9zks@frontier.com)

BARN REPEATER WEB SITE: <http://www.barnradio.com>

ALERT REPEATER SYSTEM:

<http://www.alert.homestead.com>



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## **AUGUST 2016**

NEXT MEETING :

AUGUST 13, 2016 @ HOMETOWN BUFFET

714-541-3020