

Ray's Desk Copy

BOARD:
RAY DAVIS KD6FHN
BILLY HALL N6EDY
JOHN EDWARDS KC6ZOZ
JOHN REYNOLDS W5JFR
JOHN BECKWITH N6JCB
ALVIN BROWN KD6UZZM
BA-MARC:
DAVID SAWYER K1DRS
EASTCOAST MARC:
PAUL ILTCHENKO WF1G
TEXAS MARC:
JERRY IRWIN K5JEI



PRESIDENT:
JOHN REYNOLDS W5JFR
SECRETARY/TREASURER/EDITOR:
BONNIE DAVIS KD6OFQ
50/50 & DOOR PRIZES:
MIJO REYNOLDS KF6BEB
MARC WEBMASTER:
CHARLES ROBLES KF6TXI
RAY DAVIS KD6FHN
MARC LIST:
LEWIS OSBORN K7LVO
CHARLES ROBLES KF6TXI

MISSION STATEMENT:

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

OCTOBER 2016

FROM THE PRESIDENT'S DESK

It is once again time for the MS 150, the Bay to Bay ride on 22 & 23 October 2016.

I need you to, please, meet me at the Home Town Buffet, on 17th Street in Santa Ana on Saturday 8 October for our final planning meeting for this ride.

The support of everyone is needed to once again make this event a success for both the MS personnel and MARC. It is our duty to keep the bicyclists as safe as possible. I need motors to help me patrol the route. We also need SAG support and Net controllers for both days.

The MARC net will be on Wednesday 5 October. I am not sure what the future of the MARC net will be, as last month there were only two check-ins. It took longer to do the preamble and closing than to do the net. Don't forget that if you do check in, there is a chance to win \$5. worth of 50-50 tickets at the meeting.

It was a sad time for MARC last month. We lost one of our newest MARC members. Bob Allen, KK6KHT is now a silent key. Our prayers go out to his family.

A couple of Saturday runs to Huntington Beach this past month trying to put a few miles on By U, (my new cycle). The first ride was to check the radio installation, to make sure that things were working as prescribed, and to socialize with our MARC members at H&H and Woodie's. All worked perfectly on the motor, even the Kennedy box to convert the CB PTT over to the Kenwood radio PTT. My second run to the beach was a dual or triple purpose ride. First to meet with friends for a chat, second to order a bottle of touch-

up paint for By U (I like to keep one on hand for those little stone chips), and third to ride in a Poker Run with American Legion post 555 in Midway City. It was a nice day and a good ride. The ride was a tour of the OC or, as I called it, a wide circle of Disneyland with a side trip to the Pacific Coast Highway at the west end of Warner Blvd. (No, I didn't win anything on the Poker Run.) While at Huntington Honda, I met with Ray, KD6FHN and it was a rare treat to visit with Kyle, AF6YK, and Chris, AF6CZ, who were in So. Cal. for a visit.

I have had a strange, or shall I say unusual experience with this new (to me) motorcycle. As Daryl (a friend) and I were loading the By U on a trailer in Buelton, CA. to transport it back to Rialto, I noticed that the rear portion of the front fender and the adjoining chrome (plastic) were loose. When we unloaded the cycle here in Rialto, I deemed that further investigation was warranted. This disclosed that the screws that hold the two pieces of the fender together had been overtightened, crushing the plastic. I took the cycle to Honda of Redlands. The mechanic there said that Honda might replace them under warranty.

He took pictures and sent them to Honda America. In a few days I got a call confirming that Honda would pay for the repairs and was scheduled for an appointment to complete the fix. While installing the new parts, the mechanic noticed that the front piece of the fender was also cracked from being overtightened. Again photographs were taken and sent to Honda. The front portion of the fender was also replaced by Honda at no charge. It

would seem that after further inspection by a Honda motorcycle specialist, the damage was caused by the technician that completed the brake recall on the front brake. Several rubber washers had been left off or forgotten when the fender was reassembled, thus allowing the screws that hold the fender together to be over tightened and crushed the fender parts. A big thanks goes out to Redlands Honda and to the technician who spotted the problem and repaired it. The moral of all this is to find a mechanic/technician that is knowledgeable, thorough, takes his time and does the job right.

Once again I shall ask you to join me and the rest of your MARC board and staff for the October MARC meeting. We need to get things together for the MS 150. Also, there will only be one more meeting before Christmas. I would like to have some input for our Christmas Party. As we have not reserved a location for an evening gala I am sure that it is now too late, therefore we shall again have a morning party at the Home Town Buffet. The question will be, what shall we do for a special Christmas prize? Think about it and bring your suggestions to the meeting.

John F. Reynolds President MARC
Johnw5jfr@roadrunner.com
909 820 0509

"NEVER DRIVE FASTER THAN YOUR
GUARDIAN ANGEL CAN FLY"....

"ATTITUDE IS A LITTLE THING THAT
MAKES A BIG DIFFERENCE."
(WINSTON CHURCHILL)

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: \$18,029 Teams: 18 RIDERS: 142
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: \$750,000 RIDERS: TEAMS:
ACHIEVED 5156.00 RIDERS: 158 TEAMS: 32
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.

Maybe some of you remember last year I rented a larger Harley to go to the last Love Ride, and then to work the MS 150. And though the bike ran well, I was very disappointed because they gave me a model that was set up for a VERY short person, which I did not ask for nor did I like. Soooo, this year, I decided to try it again and went back to the Harley dealer near me and told them I want to rent a Ultra Classic Limited. I am getting very close to buying one, but want to ride one for a couple of days first, and this should be a good way to test things out. I will have to put an antenna on the luggage rack, and will use a HT mounted on the handlebars like I do on my Sporty, and also have the mount for the Garmin GPS that I got from Chuck NJP a couple of years ago. Easy enough to do, should only take about an hour to set everything up. I bought the J&M Integrator from John JCB last year, so making everything work through the helmet is easy. A/I use velcro on my bike and will do the same on the rental. So when I went in to reserve the bike, I told they guy (the same guy from last year, he remembered me) that the bike was not set up for my size, and he took me out to the showroom floor and I sat on a new Ultra Classic Limited and it fit just fine. He assured me that the rental is just like the showroom bike and I assured him that

if it is not, they I will not take the bike and will raise a big stink!! But he is giving me a good

rate, 4 days for the price of 2 so it if fits, I will be happy. The only down side to this is that you might not be able to hear me coming, rental Harleys and kind of quiet. Vrooom Vrooommm See you all soon,

zippy Mark Kanzler Ham on a Hog KE6ZRP
 Echolink node KE6ZRP-L 1200 Sportster

MARK KE6ZRP Zippy JOHN N6JCB
BONNIE KD6OFQ
TOUR DE OC MAY 20, 2017
NEWPORT MESA CHURCH & VANGUARD
UNIVERISTY
2599 NEWPORT BLVD, COSTA MESA, CA

More information after the first of the year..

Kim KI6MRQ Scott K6IXQ Gary Rigdon
 !!!
MS BAY TO BAY OCTOBER 22/23, 2016
START @ IRVINE TRANSPORTATION CENTER
15215 BARRANCA PARKWAY, IRVINE, CA 92618
Goals: \$2,400,000 Teams: Riders:
Achieved: \$609,851.41
Each year, 7,500 teams and 100,000 cyclists ride for MS
Net Control will be partially set-up at the Sheraton on Friday night

http://bikecas.nationalmssociety.org/site/PageServer?pagename=BIKE_CAS_homepage

KRISTA KB6MYR MICHAEL AF6FB
ANDY W6AJB John KC6ZOZ

NEWSLETTER DEADLINE FOR 2016
(SUBJECT TO CHANGE)

Sept 26th	FOR	October
Oct 31st	FOR	November
Nov 28th	FOR	December

"MARC" CALENDAR FOR 2016
(SUBJECT TO CHANGE)

OCT	SAT 8th	BREAKFAST MEETING
OCT	Sat 22/Sun 23	MS BAY TO BAY
NOV	SAT 12th	BREAKFAST
MEETING		
DEC	SAT 10th	CHISTMAS MEETING

MINNESOTA RIDING

I had returned home after my New York trip and was back to work and riding the BMW. I had wanted to take a ride on Sunday the 7th of August to see my cousin Darrell. However Olympics were on so I watched that instead. Monday was back to a full week of work, rode the little beemer in and parked it. That was the last time I rode until this past Monday or Labor Day!

I had dropped off my lunch box on Monday the 8th, dropped it off by the BMW and noticed a dark puddle under the engine. I bent down and touched the puddle.. Coolant. Sinking feeling came over me of course... "Now What?" I prayed. Drove the garbage truck into the yard and parked it. Filled out the log book but my mind was thinking on how to get that BMW home! As I walked into the building the inner voice said, "Call Duane."

"Tim!" Duane answered. I told him my plight. "Give me the address and I will be there with my trailer!" I gave him the address and sat in the lunchroom waiting for 2 o'clock to arrive. 15 guys walked out at 2 pm. Excited to be out of work and walked across the road to where we were instructed to park due to a huge building extension going on. I waited along the main east west road, looking east and waited.

About 45 minutes later I see the burgundy colored Buick pulling the trailer... Duane's eyes were glued to the GPS on the dash... I shouted and jumped and waved my arms.. he turned into the driveway of the address that I had told him.... see I had forgotten to TELL him that we were parked ACROSS the road... Walking into the drive and waving my arms he finally spotted me in his rear view mirror. Backing his trailer and turning around... rolls up beside me. I hopped in the passenger seat.

"Where is this BMW?" We worked on getting on the small trailer and proceeded to head to my home. "This could have happened on your trip, Tim!" Duane exclaimed. I nodded. "When you called, Sandy had just returned with her car, she took mine instead on her errands, GOD knew you needed this one with the trailer hitch!"

Backed the BMW into the garage and tried to give Duane at least 20 bucks... "You should take the money, Duane! Not too often does my husband hand out money!" Karen laughed. I kind of nodded.. "Give me the news on what you find, Tim. See you later!" I watched the trailer and car trundle down the alley, headed into the garage and checked the drip. Weep hole for the water/oil pump was still dripping.

After supper I removed the lower fairing that covers the under side of the engine. Then went in the home and got the laptop fired up... Ordered the parts from Max BMW out in New Hampshire. Back to driving the van to work and back.

Email came on Tuesday that most of the parts were there but the dealer needed a few parts from their supplier which will take an extra 5 days before they would send them to me. Oh boy.. Summer breezes and no riding. Parts did arrive August 19.

I have the 95 K 1100 which I have ridden 157,000 miles in 8 and half years.this BMW is now the parts bike for the K 75. There is 3 models that use the same parts. K 75, K100 and K1100. I had this problem earlier in June. The oil was dripping out of the weep hole. Ordered the same parts and installed them in the K 75 water/oil pump. And it still leaked! So I had removed the K1100 water/oil pump and installed that on the K75. Ran great for approximately 4,000 miles including New York trip. And this pump had 179,000+ miles on it before I had installed it on the K 75. I can't complain! So when I installed the new parts in the K 75 water/oil pump then filled the coolant... drip, drip , drip... sinking feeling plus the extra money for more parts to again order. These seals are a one time use. When pressed in there is no way to remove them without destroying the seal. The seals were fine, however the shaft was bad, pitted so the coolant dripped.

I have one more water/oil pump that I had purchased from a BMW wrecking yard in Morganton Â NC. The date that his stamped in the casting of the pump was 1985. This means that the pump was installed in a 86 or 87 BMW. The pump from the 1995 K bike has the stamp of 1992 and the K 75 which is a 1992 has the stamp of '91.

Anyway the pump that now is in the K 75 is the old style water/oil pump with that stamp of 1985.I did order the 2 seals instead of the kit this time. Those parts are in my basket by the easy chair. Yes, I need to reinstall them in the BMW K 1100 pump. Interestingly I had pulled the water/oil pump shaft out of both pumps and checked the shafts. K 1100 pump has some minor pitting, however the low mileage K 75 is terrible!

My brother had wanted to pain the K 75. which by the way has changed. I had removed the fairing from the K1100 and also received a lower handlebars when purchasing the K 75.Â September 2nd after I had been sanding and sanding with 600 grit wet sand paper, Tom painted the BMW. Dark BLUE. We had gone to NAPA and was planning on a mid grade paint. "The low end of the paint chart the paint doesn't cover like the mid grade." Tom explained. We came out of the NAPA shop with the pro grade stuff. On Sale even.

We had to match the color to the radiator cowling that I brought along. The fender and the rear cowling around the seat is all that is left from the original K 75. Deep Blue that still looks wet.

Labor Day I installed the fairing and lowers. I had forgotten a few pieces when bringing the fairing and gas tank over to my brother's. Tom and his wife Kathy are ministering to Chinese Students who are coming here for higher education. Tom had only an evening that he could paint. The turn signals and radiator cowling are painted with a flat black. Then I had used a clear coat over the turn signals. This was my painting and I did it with the rattle can paint. Added maybe a cup of fuel to the gas tank and headed for the closest gas station. Fuel pump was screaming due to lack of cooling fuel around it. Filled on 4.6 gallons and rode it home... Sent a text to my brother Tom. He sent a text back. "Already together?" "Bring it over." Tom looked at the painting he had done 3 days previous. "We need to buff it out some time. the Black high lights the Blue." He said. Then he looked at the radiator cowling. "That looks great, yeah no need to paint that blue." he straightened up and grinned.

So back to riding it... goals of course was to ride at least 15,000 miles this year. I have almost 7,000 on it. or 25% of what the BMW had on it when I bought it! The real story is that these machines need to be ridden. Or they will break down faster if not.

Tim Lindstrom, ab0ts
1992 BMW K 75 RS... not an RT.. 34,700 miles
Columbia Heights, MN

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**ALERT!! These bottled waters may slow thyroid function!!**

**It was looked at common water brands and found**

**5 that contain fluorides—a compound that saps thyroid function.**

**While these amounts may seem low, if you're drinking 64oz (about 2 liters) a day, your fluoride intake quickly adds up—and studies show ingesting as little 2.2 mg of fluoride can slow thyroid function**

**Arrowhead mountain Spring 1.2 mg/liter  
Crystal Geyser Alpine Spring .74 mg/liter  
San Pellegrino .44 mg/liter  
L'Alpina .25 mg/liter  
Fiji .24 mg/liter**

## **Wing Ding 38**

Let it be noted here that since I didn't think I would be able to go to Wing Ding due to my move I spent all my time researching the ride up, once I knew I had a room with Robert Allen. So I was surprised to learn that the event wasn't held at the hotel complex. Rather it was held at the County Fairgrounds about 7 mile away. I guess I've been spoiled with our regional and district rallies, never-the-less after dropping our stuff in our room, we headed over to get checked in.

Once we'd parked the bikes with the other 3-400 in the parking lot I looked around and thought, wow I never have seen this many wings together in one place. It was quite amazing, little did I know. We proceeded in and collected our packets, found Mike, Barry, Bob, Kay and the quilt in the Motorist Awareness booth and then located Jim, Jan, Albert and Pat and said hi to them before they returned to the room. After viewing the GWRRA store and visiting with a few other friends we have come to know through our association with GWRRA we headed back to the room to get some rest for the next day.

Wednesday was the official opening to the event, upon arriving I discovered 1000-1200 bikes in the parking lot, before the day got over it climbed to nearly 2000. In addition to that we found almost another 100 in vendor booths getting almost anything you can buy added to the lucky bikes. As many of you know my legs are my weak point (well besides my looks) so I spent some time checking all the vendors about spent a good portion of the day helping at the Motorist Awareness booth. It was a great way to help but also to visit with old friends and make many new ones.

Thursday was a great repeat of Wednesday and when the closed up the main building I headed for the banquet area for my pre-purchased dinner. This turned into the worst part of Wing Ding for me. After nearly 1 hour standing in line they stopped the line in front of me to refill everything. This was nearly another 15 minutes. I eventually grabbed a bit of salad and a piece of chicken which was all they had refilled at that time. I enjoyed the chatting that happened with the folks I'd never met but had sat with and then the Talent Show started. I'm really not a talent show person but there were a couple of good acts and many that tried valiantly.

Finally I started for the bike this turned out to be an exercise in pain. I managed to walk the  $\hat{A}$ ½ mile in

45 minutes, crawled onto the bike and headed for the hotel. Thankfully for me Mike, Barry, Trent, and Jerry (rom the Gold Angels) were outside the hotel chatting I pulled up beside Mike and ask him to call Bob Allen for me, I was so crippled up I didn't dare extract myself from the bike. But they followed me to my parking spot and assisted me off. I was very grateful but somewhat embarrassed to be in that position. After a stout dose of aspirin and a night's sleep I was nearly normal in the morning.

Friday was planned as a daytrip for myself, Jim, Albert and Pat. We took a very enjoyable ride around the Billings area. We saw lots of deer, sand cranes, geese, beautiful country and amazing scenery as we took the long way to Red Lodge, MT. We stopped for soda and a break there and the headed for Belfry. Along the way we noticed a historical sign alongside a mining ghost town. We turned back and found that in Feb of 1942, 78 mine workers died when the mine collapsed trapping and killing those inside. This was one of the worst mining disasters of the west. I'm glad we noticed it because it was a very sobering but significant part of our history.

In the little town of Fromburg we stopped for another drink and shared an order of fries before winding up our trip back at the hotel where we picked up Jan and had a late lunch.

Saturday was the Grand finally, I once again made my way through the vendors and shared the day with old friends and new. As the closing ceremony started Pat dared Albert to go check out the bikes in the front in the area of the jumbo-tron cameras. I snapped a couple pics of him on the big screen. Then we all hoped we'd win a grand prizes. In the end we donated a nice sum to the GWRRA coffers and would head home without those elusive toys.

I have a few small gripes, the dinner event was handled poorly by the caterers. Flies from the previous week's rodeo really put a big damper on things at the fairgrounds. I really expect the Radisson to be a much more upscale hotel, having to fight for washcloths and the overall condition of the place would not allow me to give it more than 1.5 of 5 stars. Overall I had a good time with friends so it was cool. If I get to go to next year's event in Grapevine, TX. The bar will be low so it should be way better.

### **The Intrepid Traveler**

**Mike Rand    N7WNO    CA-V1**

### *You Will Fall Down*

These are the confessions of a "newbie" who is willing to share the embarrassment of some of her first traumatic experiences. However, when I think about how I hadn't learned to ride until after I became a senior citizen, and being a girl, I am proud of myself for hanging in there.

The first time I went down was making a U-turn by my house in Prior Lake and hitting the curb. Fortunately, the bike landed ON the curb, which enabled me to actually pick it up. No injuries.

Then, when I took my "new" Anniversary Edition Sportster out for the first time in the spring, Dale had convinced me to use the throttle lock on the highway. When we got to town and to a stoplight, I had not disengaged the lock mechanism enough, so my engine began to rev excessively, and although my clutch was in, I panicked and my bike went down.

Next, I was on a small ride with some friends and we were making a hairpin turn down a hill that had gravel. Since I had only gotten my training and license late in the season the year before and had forgotten the rules about braking, and since this was basically about my second ride on my Harley and I wasn't used to the controls, I again panicked. This time I used ONLY my front brake (I had almost completely forgotten about the rear brake) and went down hard! My head hit the pavement, but I had a helmet on (and have since vowed never to ride without one) and had some minor cuts and bruises, particularly to my ego. The bike was bleeding oil as the cap had come off, but once that was replaced everything was fine, just a scratched windshield as a reminder.

The last time was on another group ride. I had hung back with my girlfriend going through the curves around Welch, and when we met up with the group (they had stopped at the next town to wait for us), I was about to turn right at a T-intersection when I saw them to the left. I turned my wheel to the left but a car was coming, so I had to stop, on a hill, on an incline. My Sportster, being a little top-heavy, started to go over gently. I tried with all my might to balance it, but I lost the battle. The whole group of riders witnessed the incident. Fortunately, my girlfriend stopped, hopped off her bike, and came to my rescue. We were able to quickly get the bike back up and move along, so the humiliation was short lived.

But that was last season. This year I felt much more in control and comfortable riding, and my bike and I are getting along just fine. The season is nearing the end, and I have thus far attained my goal of no incidents. As a bonus, I was lucky enough this year to avoid any and all rain conditions (well, except for maybe ten minutes close to home once), thus have not had to don my rain gear even once.

I hope I'm on my way to becoming a seasoned rider and that my newbie experiences are behind me. Becoming a safe and proficient rider is a long road. If you are a newbie too, I hope my experiences make you realize that we all go through the same minor mishaps. Let's all resolve to learn how to be safe riders and ride for the rest of our lives. -- Smitty



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:

Winners receive \$5 of 50/50 tickets  
September lucky winner Krista KB6MYR

~~~~~  
50/50

Congratulations to our very lucky winner as John KC6ZOZ won both cash prizes of \$34 each.

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**DOOR PRIZES DONATED BY MARC & WINNER**

\$25 gift certificate from Huntington Honda Bonnie KD6OFQ

Picnic carrier won by John W5JFR

Insulated 24 OZ cup won by John W5jfr

Cooling towel won by John KC6ZOZ

Cooling towel won by Tero KF6HJT

Pumpkin Bark won by John KC6ZOZ

Artic cool (women's) Shirt won by Michael AF6FB

MARC Multiple knife & key chain won by Scott K6IXQ

Emergency tool with flashlight won by Billy N6EDY

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OTHER DONATIONS:

Donated by Michael AF6FB

Blue tooth speaker won by Scott K6IXQ@

Trekking Pole won by John W5JFR

Donated by Billy

Samsonite camera bag won by Teri KF6HJT

Donated by Ray & Bonnie

Kitchen Plaques won by Teri KF6HJT

Spice shelf won by Teri KF6HJT

Avocado saver won by Scott K6IXQ

~~~~~  
Orange ticket winner Charles KF6TXI

Ticket drawer Chuck N6NJP

~~~~~  
Rosie HAD THE DAY OFF(☺)SS

SECRETARY/Treasurer/NewsLetter Editor-

Bonnie KD6OFQ

MEMBERSHIP::::

Welcome aboard:

8/30/16-Steve Heineman N6XFC Alisio Viejo, CA.

93/16—Don Reed KI6FTV Oakland, CA

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:::::

Love and prayers for the Bob Allen family in their loss of

Bob KK6KHT

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

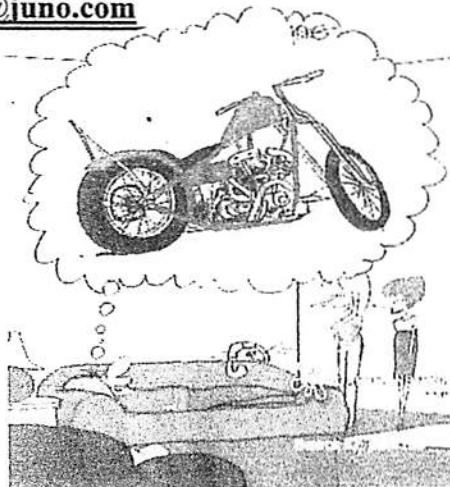
GOD BLESS AMERICA SUPPORT OUR TROOPS

IN GOD WE TRUST

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Sign up sheets for the 2016 MS Bay to Bay will be at the October meeting. And if you can't make the meetings and want to do the event please let one of the event coordinator know..

Last event of the year so let's all step up and join in on this event.

Contact : Krista [krista.marc.ms150@gmail.com](mailto:krista.marc.ms150@gmail.com) Or John E @ [johnkc6zoz@yahoo.com](mailto:johnkc6zoz@yahoo.com), Michael AF6FB [Michael.rickey@gmail.com](mailto:Michael.rickey@gmail.com) or Bonnie @ [bonidavis@juno.com](mailto:bonidavis@juno.com)



"How sweet, he's smiling. He must be dreaming about me."

**Some of the best rides** By Christopher P. Baker  
There's something uniquely satisfying about touring by motorcycle. The enhanced sense of freedom. The heightened adventure and awareness as you sweep through twisties and curves. You could never get so close to nature's beauty from inside a car. Here are ten great motorcycle rides in the U.S.

**Pacific Coast Highway, Carmel to Morro Bay: California**

A scenic roadway like no other, the **Big Sur** section of California's coastal highway offers a smorgasbord of treats: crashing surf, towering redwood forests, seal-dotted beaches, and enough curves to keep you contented end to end. This cliff-hugging ribbon stretches 120 miles and has frequent turnouts for enjoying the stellar views. It's enough to whet your appetite for more, and that's no problem. It's part of the longer **Pacific Coast Highway**, which extends along pretty much the entire California coast, from Malibu to the Oregon border and beyond. **Planning:** Avoid summer weekends, and be sure to book a visit to **Hearst Castle** well in advance. And dress warm: Big Sur is famously fogbound, especially in summer months.

**Peak to Peak Highway: Colorado**

Sure, it's barely 60 miles long, but this ride combines sensational twisties with some of the finest scenery that Mother Nature can offer. You'll marvel at dazzling Rocky Mountain vistas as you crest the **Continental Divide** through the heart of **Rocky Mountain National Park**. The road scythes into glacier-cut valleys and switchbacks up through thick forests to reach alpine meadows—gloriously ablaze in Monet colors in springtime. From Golden take Highway 6 through Clear Lake Canyon Park to reach Highway 119, the beginning of the **Peak to Peak**, which extends north along Highways 72 and 7 before dropping to **Estes Park**. Moose and elk are often seen here; keep to a safe speed, as hitting one could seriously ruin your day. **Planning:** Pack your hiking boots and take a break to walk a scenic trail, or pack **camping gear** for overnight.

**Blue Ridge Parkway: North Carolina and Virginia**

This iconic mountain route is on almost every serious motorcyclist's must-do list. The northern section, in Virginia, passes Civil War battle sites as it ambles through bucolic countryside. Farther south you climb into the **Great Smoky Mountains**, where the smooth, well-maintained **Blue Ridge Parkway** is renowned for its sweeping curves and arresting scenery. A compulsory 45-mile-per-hour speed limit means that you have time to savor the views, which reach a crescendo south of Asheville, North Carolina. For a longer ride, take the 105-

mile **Skyline Drive** through Virginia's **Shenandoah National Park**; the drive links

to the parkway. **Planning:** Allow at least two days for this 469-mile ride.

**3. Tail of the Dragon: North Carolina and Tennessee**

So famous that it's been the subject of several movies and TV shows, legendary **U.S. 129** whips up 318 tight curves in just 11 miles and could well claim to be the number one **motorcycle ride** in the country for sheer exhilaration. Touring enthusiasts and die-hard sport-bike riders make a beeline for this road to test their cornering skills. Fortunately, no trucks are allowed. The road spans Deal's Gap at the border of North Carolina and Tennessee. **Planning:** Go to enjoy the ride, not to prove your bravado.

**4. Beartooth Highway: Montana and Wyoming**

**The Beartooth Highway**—a 68-mile stretch of U.S. Highway 212—is the perfect definition of what a great **bike** ride should be, with dozens of hairpins and switchbacks. Beginning at **Red Lodge**, Montana, the National Scenic Byway is a roller-coaster ride as it travels up through Beartooth Pass (10,947 feet) in Wyoming. It zigzags the entire way as it cuts across the **Custer and Shoshone National Forests** and sweeps through above-tree line tundra. And those views! High alpine meadows burst into bloom in summer, while lakes reflect snow-capped summits. Traveling southwest, the route ends at **Cooke City**, the northern gateway to **Yellowstone National Park**. **Planning:** The pass is usually closed October through May due to snow. At any time of year, check the **weather forecast** before setting off.

**5. Going-to-the-Sun Road: Montana**

Remote and accessible solely in summer, this epic 50-mile stretch is a holy grail for serious riders. The up-and-down thriller has more twists and turns than a soap opera drama. It transcends **Glacier National Park**, climbing 3,000 feet from **Lake McDonald** to the 6,646-foot summit at **Logan Pass**. Stop en route at **Jackson Glacier Overlook** to take in the jaw-dropping views. **Planning:** Take binoculars and stop to spot bighorn sheep and mountain goats. Check the weather before setting out.

**6. Coastal Route One: Maine**

You can smell the crustaceans on the wind as you ride the coastal section of Maine's U.S. Route 1 from **Brunswick to Machias**—a quintessential **New England** experience. The 167-mile stretch of two-lane asphalt leads through quaint seaside villages and past dozens of historic lighthouses. Scenic detours, not twisties, are the name of the game as you dawdle through towns along the way, although the road does have some open sections with high-

speed, sweeping curves. Keep two fingers on the brake lever in case a moose appears around the bend. **Planning:** Avoid summer, when the road can be lined bumper to bumper, and plan on stopping at one of the route's many lobster shacks.

### **Grand Staircase-Escalante National Monument Ride: Utah**

Geologists will delight in **Scenic Byway 12**, which offers 124 miles of sensational eroded scenery as it snakes through **Bryce Canyon and Capitol Reef National Parks and the Petrified Forest State Park**. Fantastical multicolored formations—butes, canyons, cliffs, and mesas—are visible all along this ever writhing route. Plus, the region has been home to Native American peoples since ancient times. Begin in **Panguitch** and follow U.S. 89 south to reach Route 12, then head east to **Torrey**. **Planning:** Allow two days for this drive, including an overnight in the region to savor the mind-blowing colors of sunrise and sunset.

### **Natchez Trace Parkway: Tennessee, Alabama, and Mississippi**

Before it was the **Natchez Trace Parkway**, built in the 1930s by the Civilian Conservation Corps, this route was a migratory trail for buffalo and later for Native Americans. Unfurling for 444 miles from **Nashville to Natchez**, the two-lane asphalt delight earned the National Scenic Byway moniker for its cultural, historic, and scenic appeal. The ride is steeped in yesteryear mementos, including Civil War battle sites, ghost towns, and segments of the original Natchez Trace Indian Trail. Scenery kaleidoscopes from rolling farmland to cypress swamp. Bikers don't need to worry about trucks (they're not allowed) or stop signs (there are none). **Planning:** There are no commercial services along the route, but plenty of biker-friendly B&Bs are close to the Trace.

### **River Road: Texas**

Enduro riders will love the 17-mile off-road loop through the Valley of the Gods—a highlight of the otherwise smooth pavement of Highway 170 between **Candelaria and Presidio**, Texas. Known as the River Road, it follows the Rio Grande on a snaking 115-mile trail past soaring cliffs in a spectrum of ochers, reds, and purples. Other highlights include ancient lava flows and the **Fort Leaton State Historic Site** (an adobe fortress dating from 1848). A side trip from **Lajitas** leads to the old **Contrabando Movie Set in Big Bend Ranch State Park**. **Planning:** Avoid the heat of summer.

## **VERY IMPORTANT POSITIONS FILLED BY WONDERFUL MEMBERS of MARC:**

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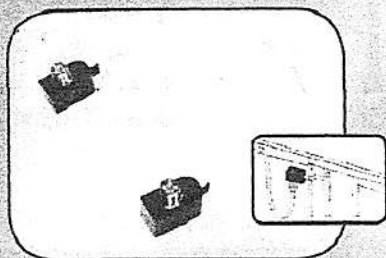
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Max Power: HF 100W PEP

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900MHz - 1.3GHz: 10W

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Impedance: 50Ohm

Length: 15.75"

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Impedance: 50 Ohm

Length: 8'6" approx

Weight: 5lbs 7oz

Conn: SO-239

Max Wind Speed: 92MPH

Each band tunes independently.

Approx 2:1 band-width:

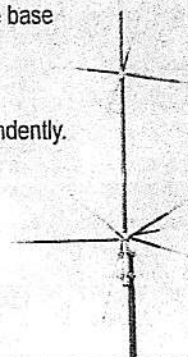
80M 22kHz

40M 52kHz

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15M 134kHz

10M 260kHz



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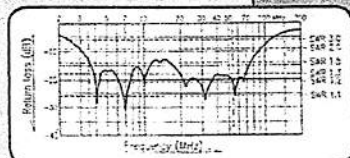
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Max Wind Speed: 67MPH



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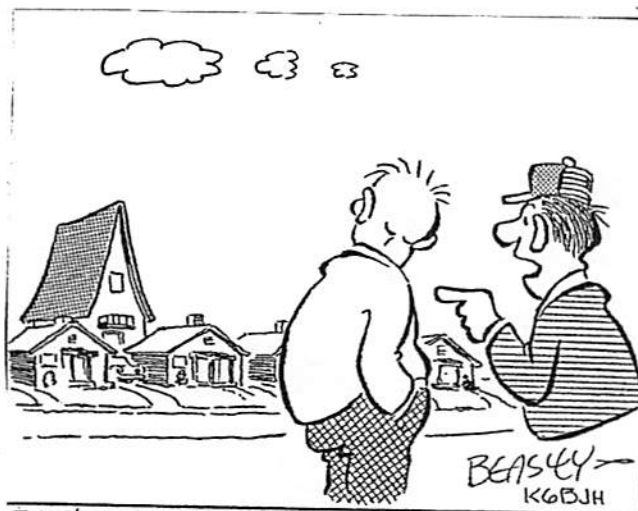
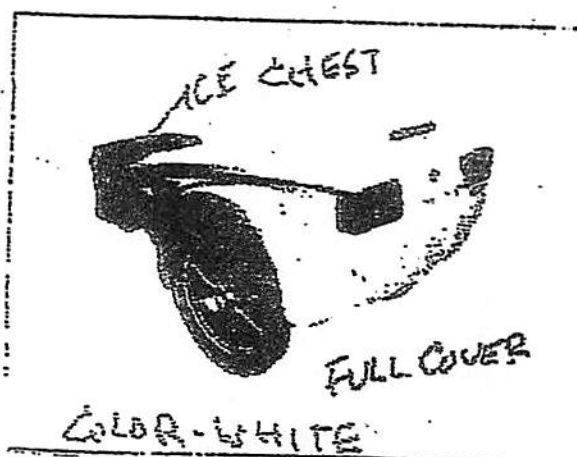
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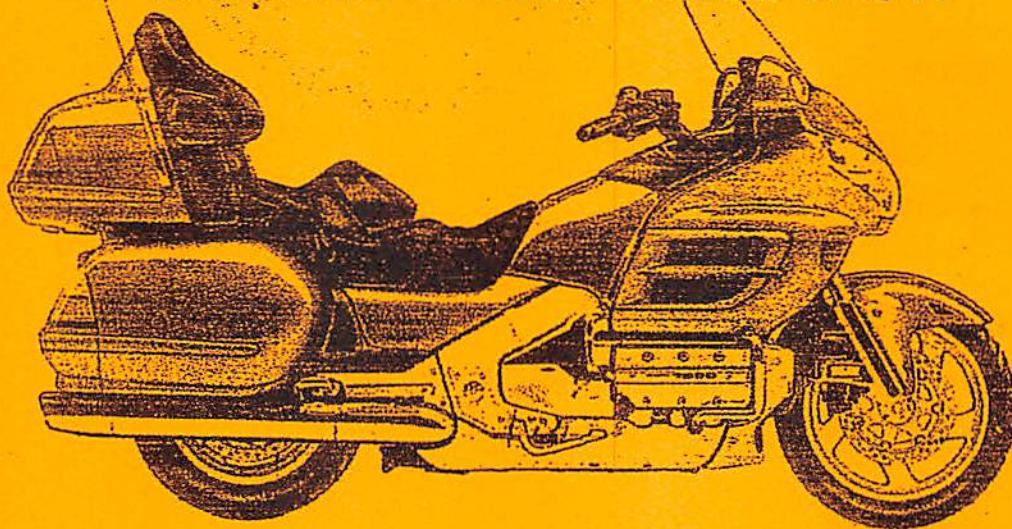


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 22nd/23rd MS BAY TO BAY EVENT  
 31st HAPPY SPOOKY HALLOWEEN

NOV 6th DAYLIGHT SAVINGS TIME ENDS (SET YOUR CLOCKS BACK)  
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 11th VETERAN'S DAY  
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OCTOBER 2016

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