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

PRESIDENT:
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MARC LIST:
 LEWIS OSBORN K7LVO
 DE WITT MORGAN (ASST) KM6UK

DECEMBER 2003

From The President's Desk::

It is my sincere pleasure to wish all of our MARC members a **joyous and happy holiday season.**

After all the fires last month Mijo and I are now dealing with the usual fall winds. Added to the normal dust, brought in by the high Santa Anna winds in our area, we now have all the ash being blown down from the hills by the wind. It is a task to keep things clean. To top it off, last weekend at about 2:00 AM, someone knocked over a fire hydrant. Our water company has installed special flow compensators that automatically dump extra water into the system when unusual flow is detected. (Use of the water by the fire department?) Well, when the flow stopped, the flow compensator didn't reset. Our normal 40psi water pressure spiked to 110+. One of the valves on Mijo's laundry washer didn't like the extra pressure, and blew its top. The garage flooded. Several boxes we had on the floor were also soaked. Then a couple of the automatic sprinkler valves in the front could not handle the extra pressure. They, too, blew a gasket. It took most of the day to clean the garage and the rest of the week to dry things out and replace the valves in the front yard. I guess those of you who live in the "great white north" don't have to worry about watering in the winter, just the freezing of water pipes etc. I guess I like our warmer winters. That is why we live here.

Our second annual MARC Christmas party will be at the Lakeview Café at 6:30PM on Saturday, December 13th. Please come and join us for an evening of fun, fellowship and food. With that, we will also have a drawing for our Super Raffle prizes. We will not have a 50-50 drawing at this meeting. Someone said that's because Alvin, KD6UZZ, couldn't be there with his grandchildren. That isn't true. We just decided that Mijo need a break and that we would try to keep things in the holiday spirit.

On Saturday 29 November, I met with several MARC members at Huntington Honda for our ration of coffee and donuts. Talk of ham radio and motorcycles was

the usual topic of the day. I did have the pleasure of meeting a new MARC member, Pete, W6LAW. Now there is a call sign to put on your license plate!

Welcome to MARC Pete. I used my \$40 gift certificate to order and put a down payment on a new windshield for my '97 SE. Visited with MARC members and friends, and then enjoyed a midday ride back to Rialto.

Mijo and I would like to take a minute to remind everyone that we do have a few MARC members who are not in the best of health. We pray for a speedy and complete recovery, and hope that soon all will be able to join in our MARC activities.

Now for a thank you to our Love Ride Coordinator, Bill, KE6UUD. The 2003 Love Ride XX went off well. There was a problem with the Oat Mt. repeater. However, as usual, MARC compensated, and rolled on. There were no serious accidents between Glendale and Castaic Lake. I did hear a couple of our MARC riders say "I didn't do anything." That is our goal. If we can work an event and through our presence (our orange vests, experience and demeanor) can promote a safe atmosphere for all, we have indeed all done our job. I, as the assistant Love Ride coordinator and MARC President thank everyone who participated in Love Ride XX, making it a safe and fun ride for all.

**Merry Christmas and
 Happy New Year to All**

**John F. Reynolds W5JFR
 MARC President
 Johnw5jfr@aol.com (909)820-0509**

~~~~~ "MARC" Calendar ~~~~

**Dec. 13- Christmas Dinner/Meeting  
 Jan. 10/04 - "MARC" Meeting  
 Feb. 14/04 - "MARC" Meeting**

~~~~~  
 "A bat sleeps 5/6th of it's life."
 "A spider's blood exposed to oxygen,
 turns blue."

MARC" NEWSLETTER

ARTICLE DEADLINE:::

DUE:
 DECEMBER 31ST FOR JANUARY 04
 February 4, 04 FOR February
 March 3, 04 FOR March
 March 31 st FOR April
 April 28th FOR May
 June 2nd FOR June/July
 No July News Letter
 August 4 th FOR August
 September 1st FOR September
 September 29th FOR October
 November 3 rd FOR November
 December 1st FOR December

~~~~~  
**"HUNTINGTON HONDA'S"  
 2003 CHRISTMAS PARTY  
 DECEMBER 24TH  
 11 AM TIL 2 PM**  
 ~~~~~

Christmas by the Cupful

A heaping cup of happiness,
 2 of love and caring,
 1 of understanding,
 1 of joyful sharing.
 A level cup of wisdom,
 1 of artful living,
 1 of thoughtful insight,
 1 of selfless giving.
 Mix ingredients together,
 Toss in a little flair,
 Serve to everyone you know
 Topped with a tiny prayer.

**May every measure of happiness
 Be yours this Christmastime!**

(Taken from a Christmas book)

~~~~~  
 What property is shared by the  
 following words?  
 bat,cloud,dusk,loop,plow,ran, river,  
 sleep, shore, tables???

~~~~~  
 "It's also a fact that the older we get,
 the more slowly we breathe."

From your Orange County MS150 coordinator

I would like to say thank you all very much, for another great year. The different charity events that we have worked over the years only get bigger and better every year. The amount of money raised and the safeness of the event is a direct reflection on all the MARC members. I have working many of the events and I have been told by the organizers and the participants alike, how much they appreciate the MARC origination being there to support them. I truly feel that with out MARC's help on these events that there would be many more accidents and a great response time getting to these accidents thus less people wanting to participate.

The MS150 is history for this year, with 1275 Actual riders pledging \$1,224,490, the MS has received from the amount pledged \$1,099,538 but the total raised to date is \$1,278,490. I think it was a great success.

Lorraine (from the MS office) said she had received a call from one of the riders, who profusely thanked the MARC group for their support and quick response time. Thank you again to all the MARC members that help to make it such a success.

Michelle at the MS office sent along a copy of her news letter article she wrote about the bike tour for her chapter newsletter. I have included it below.

Record Breaking Year for 2003 MS 150 Bike Tour

The 21st annual MS 150 Bay to Bay Bike Tour raised over \$1.2 million in pledges. With over 1400 riders, 100 teams and 600 volunteers making this year's tour the largest one yet!

The ride began in Huntington State Beach, where cyclists geared up for the day ahead while listening to tunes provided by Fly By Night DJ's. During the opening ceremonies Bob Jones and Sherri Brash, MS Ambassadors for the OC Chapter, shared inspirational stories and thanked all the participants for raising awareness of multiple sclerosis. They also noted appreciation of all persons diagnosed with MS who will benefit from their time and fundraising efforts to help end the devastating effects of MS.

Hadeah Kanber she sang the National Anthem, which set a patriotic tone for the start.

Honorary chair, Sam Rubin and co-chair Emmett Miller from KTLA Channel 5 revved up the crowd with their enthusiasm and energy for the ride ahead in their 4th year of participation.

Day 1 took riders 50 miles south, finishing in Carlsbad. The overnight party took place in the transformed festival atmosphere of Kaiser Permanente.

Thank you to Kaiser for allowing us to use their outdoor facility. This new spacious site allowed more room for our ever-growing tour. Riders were treated to massages, dinner and an awards ceremony. Many danced into the night with the sounds of Hunting Waldo.

Board Chairman John Most spoke and shared his heartfelt appreciation of the riders on behalf of the Board of Trustees, clients and volunteers. He also shared his personal motivation regarding his beloved wife Debby.

We would like to thank the more than 400 Top Fundraisers (those who raised more than \$1000) this year! Over 100 teams participated in the ride this year. Teams were made up of families, friends to co-workers and corporate teams. All the teams did a phenomenal job supporting each other along the route. We would like to give special notice to the top three teams, which are Lloyd's Lagers, PacifiCare/Team Ted, and KPMG. Thank you for your dedication and hard work!

At the Day 2 finish at San Diego's Mission Bay, riders had the opportunity to relax and listen to music while lounging on the grass and sharing memories of the ride with new friends. Pat & Oscar's provided all the cyclists with a delicious lunch! Riders also took advantage of the massages and our wonderful sponsor booths before they were then transported back to Huntington Beach

aboard luxury coaches.

Congratulations to all of you who made this year's MS 150 Bike Tour such a success! Special thanks to everyone that contributed: the Planning Committee Members, our riders, volunteers, sponsors and Wheelmates. See you next year!

Again thank you for all your help.

John Edwards KC6ZOZ

DO YOU OCTOTHORPE ???

I'll bet you have -- Lots of times -- And probably didn't even know it!

You see -- OCTOTHORPE -- Is the name given to the # Symbol on the dial pad of your telephone. Something I've always simply called the "pound sign".

However, the dictionary and the Telephone Company calls it an Octothorpe (OK-tuh-thorp). A noun. The symbol #.

The story goes that the symbol # is derived from a shorthand way of writing lb, the abbreviation for the Latin libra (balance), just as \$ is a shorthand way of writing US. Octothorpe is an alteration, influenced by octo-, of earlier octalthorpe, probably a humorous blend of octal (an eight-point pin used in electronic connections) and someone whose last name was or ended in "thorpe", and whose identity is subject to speculation. It may be James Edward Oglethorpe, an eighteenth century English philanthropist, but more likely it is an Olympic athlete, Jim Thorpe. I

In the early 1960s, Bell Labs introduced two special keys in its innovative touch-tone telephone keypads, "*" and "#", for which it needed fresh names. Having eight points, "octo-" was an obvious first element. Since the engineer involved in introducing this innovation was active in a group seeking the return of Jim Thorpe's medals from Sweden, he whimsically added "-thorpe", creating octothorpe. (Jim Thorpe was disqualified because of his professional status, but his medals were restored posthumously.)

The "#" is also known as a pound sign, crosshatch, number sign, sharp, hash, crunch, mesh, hex, flash, grid, pig-pen, gate,hak, oof, rake, fence, gate, grid, gridlet, square, and widget mark.

Some other eight-based words, other than the obvious octagon, octave, and octopus, are octamerous, having eight parts or organs; octane, a type of hydrocarbon in fuel and solvents; octant, the eighth part of a circle; octonare and octapody, a verse of eight feet; and octonary, pertaining to the number .

---Chris Papa wrote this little "ditty" about the symbol #:

The OCTOTHORPE icon I know,
Is there on the phone dial, just so,
But most folks on earth
Will know it's real worth
Is for game of hot "Tic, Tac Toe."

Now don't you feel "enlightned" that you finally know what an OCTOTHORPE is?

Billy N6EDY

"When you gather the crumbs of happiness, you'll have a loaf of contentment." (anon)

Q- "What is stranger than seeing a catfish?"

A- "Seeing a gold fish bowl"

"The gasoline fire bomb known as the Molotov Cocktail was neither invented nor named by the Russians but by the Finns."

Hope everyone had a very happy
and safe Thanksgiving.

1. Well the fires here in Southern CA. have gone away after they had logged the worst disaster in the history of the state of California. I guess the Oakland fire several years ago actually caused the loss of more total homes, but with the total cost of lost homes, National & County Forests, the rise in the reconstruction of the present loses of homes, this latest fire was most disastrous.

2. My last months newsletter article described how busy we had been around here and things haven't slowed up one bit. Don't ever retire. I have been working on a couple of the new 1800 Gold Wings installing Kenwood TM742A's in them. Plus correcting an installation that someone else had done. That got to be very expensive for one of our new MARC Members too, and we aren't done with it yet, at this writing. The stigma of having to tackle the removal of the skins on the 1800 Gold Wings is now gone too, after having done it several times. It is a little more involved then the 1500 Gold Wings, but once you learn the little tricks, it becomes routine.

3. As long as we are on the subject of the 1800 Gold Wings, I am told by Roger (the owner of Huntington Honda) that the new pure white 2004 1800 Gold Wings will be in the show rooms about the middle of January. OH YEH.

4. Great news about new memberships too. We have had an influx of new members that are showing a lot of enthusiasm and interest in helping with our MARC community service events. They have jumped right in and bought MARC caps and shirts and are asking when our next charity/community service event is going to be, and they haven't even been to a meeting yet. Several of the new members and their significant others are even coming to our MARC Christmas Party. Always happy to see such enthusiasm. These new MARC Members should be a big asset to MARC. Thank you for having the kind of confidence that we are the club for you.

5. Talking about the MARC Christmas Party, as I understand it, we now have about 42 or 43 MARC Members signed up for the MARC Christmas Party on Saturday night Dec. 13th at 6:30pm at the Lake View Cafe, 2099 East Orangethorpe Ave., Placentia, CA. If you have not signed up already, and you want to attend, be sure to let us know you that you want to come, no later then Monday Dec. 8th. According to Dimitri (owner of Lake View Cafe) he could handle 2 or 3 late entries, even after Dec. 8th. The cost of the Christmas Party is \$17.50, which includes a delicious meal. Alcoholic beverages are not included in the \$17.50 and must be paid for when served. We will also have some very high end Super Raffle Prizes. I mean we have a **Kenwood TM742A Dual Band Radio**, a set of tires for any motorcycle Huntington Honda has tires for and installation is included, a \$250 Tourmaster Cortex Jacket, a 7/9 Lb. Honey Smoked Ham donated by Comet, a \$100 gift certificate from JBJ, a couple of bottles of Champagne donated to MARC from MSS and what ever other big prizes we can come up with before the party. **Super Raffle Tickets are \$1 apiece, buy as many as you like.** Looking forward to seeing everyone of our Southern California MARC Members at this years MARC Christmas Party. Last years Christmas Party was the best MARC Meeting ever, let's do it all over again.

6. We will again need some more folding tables and chairs for the MARC Christmas Party like we did last year. All help would be appreciated.

7. I will be out of town for Christmas from Dec. 20 to Dec. 30th. I will have my HP Notebook with me in FL. and am always available by cell phone.

8. God Bless Everyone, have a MERRY CHRISTMAS
& A HAPPY NEW YEAR.

May the skies be clear, warm, sunny & the wind forever at your back.
Safe rides one and all.

Ray Davis KD6FHN <raykd6fhn@earthlink.net>
MARC Chairman Of The Board
Hm. (949-55101036) Cell=(949-300-9669)

HUNTINGTON HONDA'S 2003 CHRISTMAS PARTY DECEMBER 24TH 11 AM TIL 2 PM

LoveRide 2003

Another Love Ride has come and gone and another season of MARC events is behind us. This was the 20th Love Ride event and a large crowd turned out for this ride. It was reported that over \$1.25 million was raised on this one day.

The weather started out with a threat of rain but cleared up long before the ride started and there was no reports of any major problems during the ride. We did have a problem with the Oat mountain repeater not working even though the BARN system owners went out of their way to fix the problems for us.....thanks guys. I did most of my communicating with net control via cell phone provided to me by Rich Martin, N6MHN. I guess I will have to finally break down and get a cell phone myself. (Maybe)

A great big **THANK YOU** to the following that got up at 0 dark thirty to help with this event:

Net Control: RON AMES WB6RSD and SHARON AMES KC6ZSH
Freeway Onramp: ALVIN BROWN KD6UZM, MEL JOHNSON KD6MPB and KAY JOHNSON.

Assistant coordinator: JOHN REYNOLDS W5JFR and MIJO REYNOLDS KF6BEB JIM RODRIGUES KC6OAU and SUSAN RODRIGUES helping me at Glendale.

Motorcycle Mobiles: BUTCH MACY KD6VBO, CARY MACY KE6JWE, CHRIS MACY KD6VBP, CHUCK WELLMAN KG6NJP, TED MOODY KB6CUS, DIANA MOODY KB6CUR, JIM EVANS KC6RCR, PETER FLEMING N6LMO, DIANE BRYANT N6MHQ, JOHN EDWARDS KC6ZOZ, TERI EDWARDS KF6HJT, TARA HAROLDSON, RAY DAVIS KD6FHN, ANDY BOCKER W6AJB, BURTON BRINK N6USO, GERIE BRINK KE6SUW, HARRY GERST KF6ZQM, BOB OSERKIS KD6YBT, WAYNE BARRINGER KB6UJW, HIROKO BARRINGER KG6LFZ, ROB FLETCHER KG6RJT, CHARLES ROBLES KF6TXI, STEPHANIE DAVIDSON, FARA BEIZAI KF6ZQO, ROBIN BEIZAI KG6EUS, JOHN SAVAGE KC6SAD and RICH MARTIN N6MHN.

I hope everyone has a Merry Christmas and a happy new year.
Take care and keep the rubber side down.

73

Bill Douglas
KE6UUD

"NO MORE CHAPPED LIPS:: PUT HONEY ON THEM. Melt 1 tablespoon of honey with one teaspoon of water- cool and use as a tasty lip salve."

Time To Ride!
Norm Huber, N9ZKS

The spring outages were over for me; I was laid off for the summer. It was time to go home and ride.

I started my ride down to Bay Saint Louis Mississippi for a family reunion May 3rd. in a convoy. My wife has been working on her family's genealogy and found a gentleman through the internet who had worked up a very extensive family tree of one of the roots of our family tree. A half a dozen or so of our branch of this tree had a fine time at the reunion sharing information and stories.

We then spent almost a week visiting the senior members of the family, looking for facts and pictures to fill in the gaps in our information. It reminds you to label those pictures in the box in the closet. It is almost impossible to identify the people in the pictures after the years dim the memories.

My wife had plans to visit the state archives, looking for additional records.

After insuring that she was comfortable with scanning and printing pictures with her laptop, I started my ride over to Florida and down to Key West. I'd never ridden in Florida, so I figured I'd tour the state. The plan was to stick to the U.S. and State Highways. I do not try for the fastest route, but for one that might let me see the character of the area. I had one other goal in mind. When I started planning this trip I noticed the fact that Sebring, Daytona, and Talladega lay along the route. So they were included in the itinerary.

One problem I was having was that my Garmin V was having trouble keeping a lock on satellites. I am using the "hockey puck" type of antenna, which allows me to position the main unit in the best viewing position while placing the antenna where it has an unobstructed view of the sky. If the thin, rather fragile cable gets damaged, the unit gets a weak signal and will have trouble. Knowing how popular Garmin was with boaters, I stopped at a boat dealer hoping to find a replacement antenna for the Garmin. No luck. So I continued on placing the cable in the position that worked best.

I was riding along the Gulf Coast in beautiful weather. One purpose of my trip was to look for places I might want to visit with my wife in my travel trailer. The first place I would like to return to for a few days would be the Mobile Area. The town has a collection of fantastic antebellum homes. Nearby is Bellingrath Gardens, the getaway home of a Coke A Cola executive, who had a love of gardening and comfortable living. Also, right on Mobile Bay is the USS Alabama that is open for tours (check out the radio room) along with a number of other military ships and planes. I made it to Panama City the first night. I was in no hurry so I stopped well before the motels started putting up no vacancy signs or not having any no smoking rooms.

The next day was fairly uneventful except for the fact that the GPS was continuing to act up. I stopped at another marina but they looked at me with those deer in the headlight eyes.

As I rode through the northern approaches to Tampa Bay I spotted a collection of 50 hot rod cars right across the street from a motel. I took it as an omen and checked in.

As I started out from my motel in the morning, I caught the discussion of a Saturday morning coffee klatch. I obviously did not understand the directions well enough because I never found the restaurant. So off I went, across the beautiful Tampa Bay Bridge. A little way down the road I came upon a group of Cub and Boy Scouts enjoying a Scout Show. This is an opportunity for the Scouts to demonstrate skills in a competitive setting while having fun. For instance, one troop had constructed an obstacle course using pioneering (Knots and Lashings) using ropes they had made themselves. The winner of each heat got to pull the rope that dumped a bucket of water on one of the adult leaders. You can guess how hard the troop worked both to build the course and during the competition. Shortly after leaving that location my route crossed Boy Scout Blvd. Serendipity!

I finished up this day riding south to "Alligator Alley" and crossing the great swampy area west of Miami. I stopped at the interpretive center along the road and walked back into the swamp to take some pictures. Got one picture of an alligator, he was a killer of about six inches. There could have been a second, I saw what looked like a pair of eyes about six inches apart, but it could have been a root. I must acknowledge the fact that after the walk I was ascribing wingspreads of six inches to the mosquitoes in that part of Florida.

On the final run into Miami I hit the first rain of the trip. A brief but heavy shower that I rode through at speed, with only a little slouching necessary to keep the glasses dry. I rode down the east side of Miami and as it was close to sunset found a motel for the night.

I left the motel in the morning allowing the GPS show me the way to go. The trouble with that was that I was only seeing three or four satellites maximum. The GPS was losing its signal more regularly. But this was the road to Key West. In no time I saw a large marine store and stopped again to look for a replacement antenna for the Garmin. They had just sold their last one. It was not far before I spotted a larger marine outlet. This one had a half a dozen hanging on a pegboard. They also had all the things that make pleasure boats a large hole in the water wanting to be filled with money. Can you say "Show Chrome" & "Markland"?

The run down through the Keys was great. I wish I had bought one fifty years ago. That was the last time I could have afforded one. I made a quick trip around Key West. I bought some souvenirs and had my picture taken by the Buoy. I took some pictures at the beach including the obligatory one of the cruise ship. Then I started back north. I stopped at a restaurant for a good seafood dinner and continued on to Miami. I took the fork to Upper Key Largo on the way in, so when the road turned west I was hit right in the eyes with the sun. Time to find another motel.

Heading north out of the Miami area I was struck by the regional nature of the agriculture of Florida. As I rode past the west side of Miami it was all nursery stock. The residents must replant their gardens every week to use the number of plants I saw. Then I passed through a band of soybeans, hay and grain. Shortly after that it was cattle and horses as I went around the east side of Lake Okeechobee. I then came to the road to Sebring and went in to see the course. A visit to the souvenir shop and a brief ride through the parking lots and it was off on the next leg of the trip. On leaving Sebring, I found myself in citrus orchards. It wasn't long and I was in Orlando. With all the motels competing for the shrinking tourist dollar, it was time to stop.

The next day I started off toward Cape Canaveral. It was a nice day and it was fun since my search for the back roads got me lost and wandered around near the airport before getting headed east again.

I came upon the air museum on the outskirts of Cape Canaveral. It seemed like a great little stop. It was obvious that is a dedicated group of airmen who are keeping those planes up. It was worth the admission and an extra donation to boot.

I then headed down the road to the Cape. I wasn't ready for the commercialization of Kennedy Space Center. After seeing the prices of the tours, including the one that included eating lunch with the astronauts, I headed on with the idea of riding up the Cape toward Daytona. Post 9-11 security has shot that down. I want to go back sometime and take my time taking all the tours but this was not the time.

So I headed back up the coast toward Daytona Speedway and the Beach. The speedway museum and gift shop was enlightening. NASCAR sure is a great moneymaker. Wouldn't Paul's SATERN group love to get one hour's receipts on a race day?

I then headed to the Beach. It sure isn't the beach where those Hudsons and Cadillacs raced. You have to pay to walk on it. Progress has its price.

I continued up the coast to St. Augustine becoming a little disheartened. I arrived at St. Augustine and decided to take in the fort but it was not to be. The fort was closed, no one else allowed to enter as the last of the visitors filed out. It was time to get some laundry done so I found a laundry with drop off service and then looked for a restaurant.

As I ate I was thinking about my remaining trip and the fact that the Dayton Hamvention was about to open. Pulling up Street Atlas, I realized that the path to Dayton went right by The Dragon's Tail. Who needs to see Talladega? I was headed for the mountains.

In the morning, after picking up my laundry and packing, I headed off to Georgia. The route passed through a series of small towns after Jacksonville. Nice country, turning into the rolling hills and foothills of the southern Appalachian Mountains. As I approached Athens GA, the sky started clouding up. It looked like I was going to get to use my Frog Togs. I found a motel and as I unloaded the bike, the rain started. Timing is of the essence.

When I woke up in the morning, the rain was still coming down. Not auspicious on a day on which I was headed for "The Gap". I put on the Frog Togs, packed the bike and started out. The rain did let up early although the skies stayed threatening.

I had a good ride up the Cherohala Skyway and to the SE end of the Gap. I went in and bought the souvenirs and started off. In a way, I was glad for the gray skies. There were none of the bright spots and dark shadows that hide the holes, sand and oil. Early on two sport bikes came up behind me so I hugged the fog line and waved them by. Then I saw the YELLOW 1800 in the rear view. After a few bends I moved over to the fog line and waved it by. It took a few more turns before he actually passed. I followed for a while hoping he would show me "The" line.

As he pulled away from me, I came to a sudden realization. I had no brake using the pedal. I rolled off the throttle and started looking for a pull out. As I pulled in to the next pullout, locking up the front brake on the loose gravel, the riders already there suggested I use my rear brake to maintain control. I guess they thought I was a real nut. I told them I would have if I had any!

After about five to ten minutes of pumping the pedal, I started to get some resistance. I sat there until I got the rear cooled down and then started off in a sedate sightseeing mode. Down near the end, I stopped at another pull out with a bunch of bikes, one of which was the yellow 1800. He must have thought I was an eccentric millionaire because he told me he had a hard time catching me. It did make me feel good to be sucked up to!

Riding off the Gap I started to hear some very disturbing things on the radio. There were weather nets active and storm spotters reporting tornados! My problem was that I didn't know which county I was in nor did I know which direction the affected communities were. I laid up at a gas station with a canopy during a couple of cells and then continued on when the sky cleared. I rode on until I saw a likely motel. Good timing since just about the time I got my stuff into my room the rains again came in earnest. Spent a quiet evening watching the tornado reports on the TV. It turned out that the most severe weather had gone by just north of me.

In the morning, with the rain gone, I continued over to Lake Tansi near Crossville where I own a lot. Went in to see if the latest covenants would allow me to put up a tower if I chose to build there. Arranged for a call after my return. That being the last business, I headed for the Dairy Queen for a snack and to see if any Wingers were out. Then on the road to Mecca (The Dayton Hamvention). I continued on the US highways until Cincinnati where I switched to the Interstate. Arriving in Dayton. I headed over to Wright Patterson AFB to look for a room for a couple of nights. Found a room at the Motel/Guesthouse.

In the morning I headed over to Hara and saw the rain start just as I parked in the reserved spot for motorcycles under the trees, 50 yards from the door. I got my ticket and headed in to see Ray. I really had nothing on my shopping list so I only bought a couple of interface cables for Palm to GPS, GPS TO D700, GPS to D7 and a

new copy of Palm APRS software. I then attended some forums. In the evening I headed to the APRS get-together at a pizza place. There were more attendees than expected so I ended up far enough from the speaker to be unable to hear anything. The food was good though. I headed back to the base for a good nights sleep.

The rain did not go away so I rode back to Hara in the morning in the Frog Togs. I had to be early since I wanted to attend the first forum that was the Bicycle Mobile Hams of America (BMHA). After the forum I just wandered around window-shopping till it was time to get a good seat for the drawings for unclaimed and grand prizes. It is a sight to see Ray helping to tear down the display you have been looking at all weekend. Almost as fast as they call the winners it all disappears into the shipping boxes. Ray earns his invitation to the hospitality suite!

The drawing over without me winning again, there was nothing left but a quick ride to central Illinois over roads I knew well. Just once I'd like to leave Dayton with the problem of finding a place to put a big prize on my bike!

(Norm is from the Illinois/Wisconsin group)

THIS AND THAT

Another holiday season is upon us. With all the new political correctness, I don't know quite how to celebrate..... NO, that's not true! I do, and my family and I WILL celebrate the old fashioned way, together, with the decorated Christmas tree, and the usual pile of gifts under it.

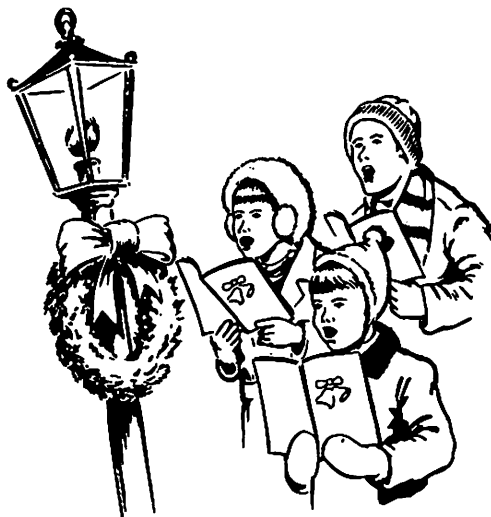
Although I am not necessarily a believer, I DO believe in your right to enjoy the holidays in whatever fashion you desire. I DO NOT believe you have the right to tell me and mine how to do it.

I hope that you get all the new toys you want for your bikes, and that you have the health to enjoy it. Tim, just remember, spring is just around the corner. Heck, you won't even be able to see your breath..... How will you know you are still breathing??? Soon you'll be able to shed that outer skin and smile in the sun. I too will be out there enjoying the country with you, just on a bunch more wheels.

You folks are my extended family, and I wish we could all be together this holiday season. I will lift my glass in a silent toast to you all. I hope that the coming New Year will bring you the three wisest wish's. That of HEALTH, WEALTH, and HAPPINESS.

Anita, and I wish you the very merriest of Christmases, and a real HAPPY NEW YEAR.

Love to you all,
De Witt, KM6UK



FROM YOUR '50/50' LADY
MIJO REYNOLDS KF6BEB
<MijoBeb@aol.com>

NET DRAWING:

11/5 - KF6HJT Teri \$5 + 10 tickets (PD), 11/12-
KC6PHI Conrad \$5 (NA), 11/19- WD6L Bob \$5 + 5 tickets (N/A),
11/26- KB6UJW Wayne \$5 + 10 tickets winner)
Guess the ole' turkey paid off at least twice in November....

Door Prizes & 50/50 winners:

Three turkeys gobblers strutted up to the table to share \$60 each
that being Wayne KB6UJW, John W5JFR & Alvin KD6UZH
\$40 gift certificate donated by Huntington Honda-
Alvin KD6UZH

"MARC" DONATIONS:

16 ft ratchet tie-downs won by Billy N6EDY
PC tool Kit won by Kay Johnson
Headphone/Radio & Pasta soup won by John KC6ZOZ
World time calendar won by Cody Whitehead
Kitchen First aid kit won by Harry KF6ZQM
Harley motorcycle won by KD6MPB Mel

Donated by Ray/Bonnie:

Stuffed turkey couple won by Cody Whitehead
Gingerbread House & cookies won by Kay Johnson
Grab bag with miscellaneous jazzy gifts won by Kay Johnson

Donated by Mel KD6MPB & Kay

Sheet/Blanket (2 sets) won by John W5JFR & Audrey Swearingen
Snowman won by Dylan & Heidi
Red twists won by Mike KE6KWQ
Hair & beard trimmer won by Jim KC6OAU
Big purse won by Holly
2 Flavas dolls won by Dewitt KM6UK
1 ladies belt won by Cody
1 purse won by Holly
1 tool box won by KC6OAU
Organize-it won Dave N6ICB
Candle holders won by Stephanie Davidson
2 safety flasher lights Alvin KD6UZH

Donated by Alvin KD6UZH & Connie KD6UZE

2 Mitsubishi model Lancers won by De Witt KM6UK & Rob
KG6JRT
3 pack extension cords won by De Witt KM6UK
Pearl candle set of 2 won by Cody
Turtle salsa dish won by John W5JFR

Donated by John & Mijo

Flashlite & batteries won by Alvin KD6UZH

Donated by Chuck KG6NJP

Service reminder won by Billy N6EDY

Donated by Billy N6EDY

xxl World greatest dad shirt won by Audrey S

Donated by Fara KF6ZQO/Robin KG6EUS

Charles Shaw Cabernet Sauvignon won by Kay Johnson

Distributing the free gray tickets were John W5JFR
Gray ticket winner Harry KF6ZQM winning a Picture & Plague
donated by Butch KD7VBO/Carolyn KE6JWD.

A Big Thank you to Kay, Holly, Heidi, Carey, Dylan, Cody, Alvin
& Ray for dissecting the tickets

Our waitress Ligia will be serving us our Christmas dinner so
you better watch out - you better not cry or she will not serve
you(;)ss Thank you so much Ligia for getting the "MARC"
members fed. "Merry Christmas and a Happy Prosperous 2004
New Year to you"

Thank you to the owners Dimitri & Dino and their personnel
for allowing "MARC" to have their meetings in your restaurant-
Avery Merry Christmas and A very Happy Prosperous Safe
New Year to all.

SECRETARY/Treasurer/NewsLetter Editor/Info Bureau:

Bonnie KD6OFQ 949-551-1036 Fax 949-551-3042
Cell # 949-300-4441
<bonidavis@juno.com> <bonidavis@earthlink.net>

NEW MEMBERS:

Oh yes we have 2 new members:
11/8-KG6JRT Robbie Fletcher Of Moreno Valley, CA
11/28- W6LAW Peter Barth of Hollywood, CA
Welcome to "MARC" and just remember we are here for you if you
need any help in most areas of ham radio and motorcycling.

NEWSLETTERS:

This is the end of the year newsletter so next month I hope to start
out the year with a tech article.

I expect to have an article from each of the Board & staff to start
out the New Year!!!!

Many thanks to all who contributed to the December newsletter-
you all did good.

Dues are due:

Check your address label on your newsletter plus if your dues are
due there will be a renewal application in this newsletter.

Thank you all for re-upping with "MARC"

SUNSHINE CORNER:::

So many are struck with bad illness, Pat KD6SBZ, Billy N6EDY,
Jim KD6ZVZ(severe accident) and I know many more are suffering
just remember our love and prayers are here for each of you.

E-MAIL CHECK-IN:::

Happy Holidays from your e-mail check in lady!

The fourth and final 2003 check in will be in your e-mails
shortly! Please respond back so we can get a good accounting of
addresses.

I wish all of you a safe and happy holiday season, a
wonderful 2004, and all my best wishes for everything important to
each and every one of you.

Thanks and see y'all soon!

73's from your quarterly check in person!

Sue KF6HZJ <counterqueenie@sbcglobal.net> Houston,
Texas

Your MARC quarterly e-mail check-in Lady & Historian

All the ladies of "MARC" wish each and every "MARC"
member and their families a wonderful Merry Christmas and a
Happy, Healthy, Safe and Prosperous New year 2004

Don't forget the Special drawing for the Christmas Dinner- oh
yes I hear many out there saying they are the winners of the
Kenwood 742-Awell only time will tell- maybe the winner
only buys one ticket??? or many tickets???
Maybe Santa Claus will win it- yes I still believe in Santa don't
you? Oh we have 47 members for the Christmas party so
far....

HOW TO FORM A "MARC" CHAPTER

Since there seems to some interest in MARC Chapter Formation -- The Board would like to take this opportunity to discuss the subject -- And provide some guidelines for your consideration.

The question has been asked -- How many members do you need to start a chapter? This is a very flexible figure, and would almost be unique for each Chapter. Obviously you would need at least two or three motors with ham radios in order to provide even the most basic support team. Chapter members are required to be members of MARC, however they do not all have to have a motorcycle, or a special brand, or have a license, or even "curly hair". And, just to support a given activity, they would not even need to be a MARC member. The main thing is the desire to serve -- and the willingness to do whatever is needed to meet the requirements. The Motorcycling Amateur Radio Club was started with five motorcyclists with ham radio capability -- and grew from there. When we first started, we acted as motor officers patrolling bicycle events -- And although we were working together as a team -- We were generally "reporting in" to a Net Control Station, usually operated by some other Radio Club. Those other Clubs had previously been providing the "supported event" with Hams who operated such positions as Check Points, SAG vehicles, Rest Stops, etc. etc. And, in some cases, motorcyclists utilizing CB Radio had also served as motor officers, but they were not very effective. Their CB radios were very limited in distance, and they couldn't communicate with the Ham radios. In fact, that was the reason MARC was born -- To be able to use equipment that could "do the job."

As we gained membership, we discovered that we had also gained non-riding people such as the spouses and families of our motor riders; And, that they were also interested in helping us serve the public. We also started attracting Hams who did not ride motorcycles. We soon were able to start providing a "full-service team" -- establishing our own Net Controls -- and working directly with the "Supported Event Coordinators", instead of "working thru" some other radio club. In fact, for most of the events, we now provide all of the communication needs from within our organization. At times, when there has been a very large requirement for motor officers, we have even integrated non-ham motorcyclists, with CB radio only -- to patrol limited sections of the route. (GWRRA members are a good potential source for these riders) The CB radio units were utilized in smaller areas, under the supervision of a MARC member who could communicate with them on CB -- and also with Net Control on Ham Radio. This gave us the necessary route coverage -- coupled with the extended operating distance provided by the Amateur Radio Equipment.

What I am saying is -- Don't pass up the non-riding Ham, or the CB only motorcyclist -- when you are recruiting your task force for a particular mission. Try to bring them into MARC, or at least develop a list of operators and riders that you can call upon to help out when you need them. Those CB'ers are potential candidates for upgrading to a Ham license -- As well as a potential MARC member. Especially with the easy to get, no-code requirements of today. Southern California is now "blessed" with a large number of members, but we did start with only five -- so it hopefully can be accomplished where you are.

When you first start supporting events, you will probably act as the "motorcycle patrol" element of some Radio Club Group that has been supporting the "Community Activity" -- however strive towards establishing your own MARC Net Control. Advertise the fact that you are a MARC member. Put signs on your motors. If you can provide the necessary information to Bonnie soon enough, she can print you some "official event" signs to tape on the front and rear, and some MARC signs for the sides of your motors. Wear something distinctive. We use reflector vests for all our riders. The more you can look like a trained team. And, the more professional you act -- The easier your job will be. The "Signs" and distinctive "Look" will also help out towards attracting new members for your next event. It would be nice to have enough 'internal members' to completely "Service" an event. But if you don't have them, just "Beg, Borrow or Steal" enough people to put on your first event, and the rest will be easier.

I think one of the reasons that MARC has been so successful is the motif of "Service" to our fellowman. "Community Service" work is something that we can all relate to, and be motivated to "get the job done". We have the capability of offering a very unique and necessary communications service to a charitable organization while it is performing a community service. And, the "Salary" is outstanding -- That "good feeling" you get when you know that you have helped out a worthy cause.

Your group will need a "**Chapter Coordinator**" and who will serve on the Staff of the President of MARC. The Chapter Coordinator directs the activities of his own Chapter and keeps MARC informed of their local activities. As Chapter Coordinator you are urged to provide Bonnie with a monthly report of what your Chapter has done and what you are planning to do -- for publishing the Newsletter. The articles do not need to be "Pulitzer Prize Award" quality. The main thing is that they convey something of interest about your chapter, and that you **MENTION MEMBERS NAMES**. This is a personal newsletter -- pertaining to our own members -- And people like to see **THEIR NAMES IN I**. Do you think you can put a chapter together for your local area? Let our President know how we can help you.

For the Board of Directors
Billy Hall N6EDY Former Chairman

JOY 3.0

We have had some cold mornings of late. Course its November and I should be driving instead of riding. Usually I get up and check the thermometer first, then look out the window ...

"Dry" I say to myself. 30 minutes later I am out the door in my Michelin man shadow. Dark at 6:30am which is probably good, lately I have been going in late and am getting the LOOK from all concerned cage travelers. Anyways I plug the vest into the power plug on the bike, that is after I start the engine. The vest I have is home made. 115 feet of #27 covered wire. sewn into a medium size vest. The power plug on the BMW has the harness wires pulled off the back and I replaced with a larger diameter wiring which is attached to the battery. Over my vest I have a snowmobile suit and then a riding jacket.

Soon as the garage door is up I am WARM. The vest puts out 95 watts when the bike is at idle and when opening the throttle to wind around some Suvs ... the warmth feels great! This last week we had some warm days again. Some of the other diehard bikers are out and finally I have gotten the wave from one individual. Me thinks its just the joy of being out riding and seeing another lone rider which wells up the emotions. Darkness come so early too. If I work beyond 5pm then I know what dangers may be out along the roads. Still its better than taking the truck. Every fall it seems we look toward the southwest with engaging eyes. Dry roads and warm temps enticing us ... however when we get together and discuss the short seasons for riding we come away in agreement that Minnesota is a fine place to live. I can see some laughter and sneers coming from some... I don't mind it if you do laugh.

The Minneapolis, St. Paul area is right in the middle of 3 rivers. There is the Mississippi and the Minnesota and then a little east is the St. Croix.. Then we have the 13,000 lakes for breeding of the Minnesota state bird... the mosquito... heheh.

Weather patterns all seem to split when coming thru the Metro area. Maybe its the heating effect from the buildings or the heavy.. well somewhat heavy traffic or its these rivers and somehow the winters don't hit so hard right in the area. Well of late thats been the case. We do get some winter storms that will smack us and hopefully after sending this off we will get winter!

So I ride when the roads are dry or if there is a high dew point which means when the sun appears, then fog and if fog then it will get real frosty... On the roads which usually means slippery. So if I know its going to be a frosty morning then I take the bike and ride before the sun comes up. Getting to work and then watching frost appear on the bike's seat is kind of interesting.

I admit, I can't say I ride each and every day to work or take a small trip into the countryside, but I can say I ride each month. And with each month there is surprises to keep me on the learning edge of riding. So when I do ride through the Rockies in July I know how to ride if there is sleet or snow.

Karen (kc0ivz) and I will have our 29th Wedding anniversary on the 30th of November. We got married in Iowa and yes it was a snowstorm in '74. Thanksgiving weekend. Karen's brother, David had just moved from International Falls, MN to Apple Valley, Ca. So we thot it would work best to get married while they were in the area. Iowa had the snowstorm, ice and freezing rain. Soon as we hit the Minnesota border it was drying up and by the time we got north of Rochester, MN well the roads were dry. Didn't see any snow that season until the spring of '75.

I keep thinking though.. I admit it would be easier to ride year round in some southern area of this country....

"Karen, lets move to Albuquerque!" "Why, what's there?" Karen asks- I shrug my shoulders, "I dunno, I just like the name!"

73! have a great Christmas and enjoy the family, eh?
Tim Lindstrom, AB0TS

A bipartisan bill to end health-care discrimination against motorcyclists and all-terrain vehicle riders has cleared a key U. S. Senate committee.

By a unanimous voice vote, the Senate Health, Education, Labor and Pensions Committee on Oct 29 approved S. 423 that would bar health plans from denying benefits to people injured while riding motorcycles, ATVs, horses, or engaging in other legal recreational or transportation activities.

US Senators Susan Collins (R-ME) and Russ Feingold (D-WI) co-authored the bill. A similar measure, HR 1749, is being considered in the U. S. House of Representatives.

In 1996, Congress passed the Health Insurance Portability and Accountability Act (HIPAA), which prohibits companies from denying access to employer-sponsored health insurance for motorcyclists and those who participate in other recreational activities. However, federal regulators created a loophole that allows the denial of benefits under various conditions.

The AMA is among a number of groups working to get this legislation approved. AMA is working with groups like the Motorcycle Riders Foundation, American Horse Council, American Council of Snowmobile Associations, Blue Ribbon Coalition, and many others.

The San Francisco Motorcycle & Scooter Coalition is campaigning to increase motorcycle parking spaces within the city. To learn more about their efforts and how you can help, visit their website at www.sfmssc.org

The National Highway Traffic Safety Administration (NHTSA) is an agency within the Department of Transportation. The primary mission of NHTSA is to reduce fatalities, injuries, and monetary losses resulting from accidents on American highways.

As background, in 1966 William Haddon, an epidemiologist, testified before Congress that traffic safety is a science. Dr. Haddon focused on injury prevention through new design changes in automobiles and other forms of transportation. On the strength of his testimony and others, Congress passed the Highway Safety Act of 1966 to address the rise in highway fatalities. The National Highway Safety Bureau, later called NHTSA, was vested with the responsibility of administering the statute. Haddon became the first Administrator.

The American Motorcyclist Association (AMA) believes that the means to accomplish this mission is fundamentally flawed. To focus on injury prevention as opposed to accident prevention is the proverbial "cart before the horse." The statutory goals NHTSA attempts to achieve are doomed for failure. It accepts the idea that accidents will occur and therefore there is a governmental need to mitigate its affects.

The AMA believes that the statutory limitations on NHTSA have and will continue to prevent the agency from fulfilling its stated mission. That is why the AMA is encouraging you to use the Rapid Response icon on www.AMADirectlink.com to write your Member of Congress, and urge them to support a change in NHTSA's direction within the Transportation Equity Act for the 21st Century (TEA-21) reauthorization process.



Maldol

Contact Information:::

NCG Company
Mick Stwertnik
Sales Manager
1275 N. Grove Street
Anaheim, CA 92806-2114
800/962-2611
micks@cometantenna.com

MALDOL introduces the new "HVVU-8" ULTRA-COMPACT 80M through 70cm base station antenna

NCG Company is now distributing the MALDOL HVVU-8. A unique and ultra-compact HF, VHF, and UHF antenna developed for confined and restricted space installations like apartments and condominiums or for temporary or portable use. Installation is easily accomplished and convenient due the HVVU-8 being only 1/2 the traditional height and weight of HF vertical antennas. It includes 80/40/20/15/10/6/2M/70cm bands in a compact and user defined combination to complement the new multi-band HF/VHF/UHF radios that have recently been introduced. Each HF band and 6M has it's own independently tuned radiator and radial system while the main antenna mast is tuned for constant operation on 2M/70cm.

Antenna Type:

HF and 6M: 1/4 wave

2M: 1/2 wave 2.15dBi gain

70cm: Two 5/8 waves in phase 5.5dBi gain

Impedance: 50 Ohm

Max Power:

HF bands: 200W SSB

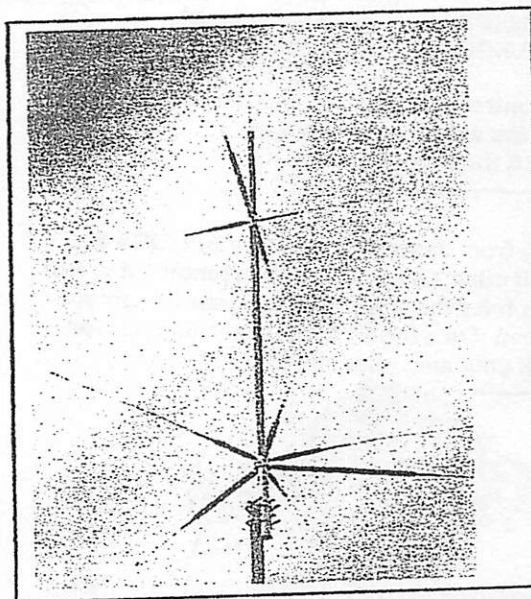
6M - 440MHz 150W FM

Connector: SO-239

Height: 8 ft 6 inches

Weight: 5 lbs 7 ozs

MSRP: \$349.95



Although multi-band vertical HF antennas have limited band-width, the HVVU-8 offers a good alternative for those seeking a compact/apartment antenna. The HVVU-8 has surprising performance (if limited band-width) even on the 80M band

""HAPPY HOLLIDAYS TO ALL""

MICK - JIM-- BRUCE

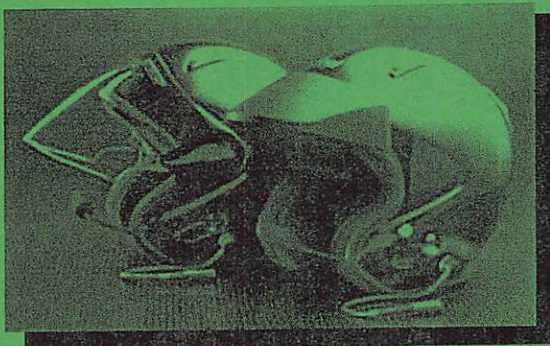
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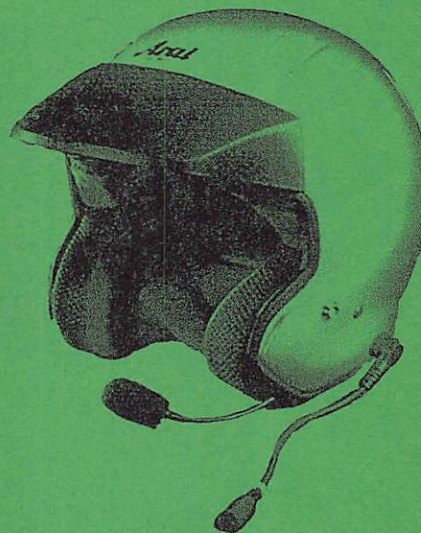
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"MARC" YOUR CALENDARS FOR THE COMING EVENTS!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

DEC 3,10,17,24,31- "MARC" NET ON THE BARN SYSTEM 447.540 PL 100
13- "MARC" CHRISTMAS DINNER PARTY 6:30 PM
25- MERRY MERRY CHRISTMAS TO ALL
31- HAVE A GOOD NEW YEAR'S EVE

JAN 7,14,21,28- "MARC" NET ON THE BARN SYSTEM 447.540 PL 100
10- "MARC" BREAKFAST MEETING AT LAKE VIEW CAFE 8AM(714-572-8521)

FEB 4,11,18,25- "MARC" NET ON THE BARN SYTEM 447.540 PL 100
14- "MARC" BREAKFAST MEETING(LADIES) LAKE VIEW CAFE (714-572-8521)
14- HAPPY VALENTINES DAY (TREAT YOUR SWEETIE)
"THIS IS LEAP YEAR"

SPECIAL INFO:.....

MARC HOME PAGE: <http://marc-hq.org>
MARC PERSONALS WEBSITES:<http://www.telusplanet.net/public/afriesen/marcmemb.htm>
MARC LIST: marc@nxport.com
BA-MARC LOCAL SITE: <http://ba-marc.org>
EAST COAST MARC SITE: <http://www.eastcoastmarc.org>
IL/WI SITE: www.angelfire.com/sports/MARC/

(OUR CALL FREQUENCY 144.370-PL 100 MARC SIMPLEX, CONDOR SYSTEM, & THE BARN SYSTEM(447.540 PL 100)-MOST ARE MONITORED APPROXIMATELY 16-18 HRS A DAY)



3 LINDBERG
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"HAPPY HOLIDAYS"

DECEMBER 2003

NEXT MEETINGS:

DECEMBER 13TH, 2003 6:30 PM LAKE VIEW CAFE
2099 E. ORANGETHORPE, PLACENTIA
(ON CORNER OF LAKEVIEW & ORANGETHORPE)
91 FWY/LAKEVIEW EXIT
JANUARY 10, 2004 8 AM LAKE VIEW CAFE