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

MAY 2004

From The President's Desk::

Well, from here, it looks like it is that time again. We, in So. Cal. MARC, have completed our first event of the year. The Gearin' Up For Abused Kids bicycle ride was Saturday, the 24th of April. I did not hear any reports of serious accidents, not even any minor falls and scrapes. Although, I am sure, there were a few somewhere along the way. MARC made its usual good showing at this event. We were called upon several times to assist with fatigued riders, as the weather was quite warm, and many riders were found to be suffering from dehydration and over exertion. Water, other drinks and snacks were quickly provided by the SAG (Support & Gear) vehicles, which were resupplied by our MARC riders. A big thank you to our Gearin' Up coordinator, John, KC6ZQZ, all of our MARC riders and our - always there - net controllers, Bonnie, KD6OFQ and Mijo, KF6BEB. Here's hoping that the rest of our events go as well for the rest of the year.

As I said, it looks like it is that time again. Today, the 26th of April, we have broken the century mark; it was 104 degrees in the shade when I left work at 3:30 P.M. Oh, it is forecast to cool by the end of the week, but I feel that this is just a sample of summer to come.

The Baker 2 Vegas relay race ran by the Los Angeles Police Training Academy was also ran this past weekend in the desert from Baker California, through Shoshone, CA and Pahrump, NV to Las Vegas, Nevada. Several of our MARC members volunteered to work with other organizations during this event. I hope that we shall have a report from one of them on the happenings there over the weekend.

Don't forget that our 12th Anniversary meeting will be on Saturday the 8th of May at the Lakeview Café. I hope you can make it for breakfast and friendship. Of course there will be our normal 50-50, tons of door prizes, and our special drawing this month for the Kenwood TMV7A hand-

held radio. Please come and join in the fun. And, perhaps, have a bit of cake.

We are still looking for volunteers to help with the Los Angeles, Orange County, Tour de Cure on the 15th of May. Yes, I know that many who read this newsletter are not here in the So. Cal. area, however, for those who are, we need your help. Many MARC members signed up at the past two MARC meetings but some of you weren't there. Please contact Butch Macy, KD6VBO, or Bonnie KD6OFQ and let them know that you can help and what your capabilities are. Your help is always greatly appreciated by all.

Now for our "We Care" program. I have the totals for packages sent to support our troops overseas. I have sent 384 pounds, 5.6 oz, costing a total of \$394.42. I cannot thank enough all those who helped with this endeavor. The entire cost of postage was supported by our MARC members and our friends in Lake Havasu. Most of the goodies were contributed by MARC members. I did have a few items donated by some of my coworkers at GE Engine Services and from family members. However, the majority came from you our MARC members who care about our young men and women serving our country overseas. Response from the GIs who received our packages has been very positive.

Now for this summer: Mijo and I will be taking our semi-annual (put off for one year) trip to see her mother and sister in France. As Bonnie and Ray will also be off on vacation, there will not be a MARC meeting in July. Mijo and I should be home for the August meeting, it will be tight, but we will endeavor to make good. There might be a problem with the 440 net during July. I will be looking for someone to take over control of the microphone for five or six weeks. It doesn't have to be the same person all six weeks but it would be nice if it were. I have been in contact with Rob from Hawaii; he says that he will not make it stateside this summer. Then,

Ray's desk copy

PRESIDENT:
JOHN REYNOLDS

W5JFR

SECRETARY/TREASURER/EDITOR:

KD6OFQ

BONNIE DAVIS

50/50 & DOOR PRIZES:

KF6BEB

Mijo Reynolds

KB6UJW

MARC WEB PAGE:

KD6FHN

WAYNE BARRINGER

RAY DAVIS (ASST)

K7LVO

MARC LIST:

KM6UK

LEWIS OSBORN

DE WITT MORGAN (ASST)

K7LVO

when speaking with Graham (English), he said that he and his wife might make a trip over or under "La Manche" to France (that's the English Channel) to pick up some good cheese and wine. Hopefully we will be able to make a connection with them while they are there for a short holiday. If not, Mijo and I might go under the channel and find them on the "Island" somewhere.

With the warmer weather upon us, many of you will be out riding. Two wheels preferable, however, four is acceptable. This summer, keep notes, let us know where you are off to or where you have been. Recommend or discourage roads and areas that would or wouldn't be nice to visit. If you have an extremely good experience and feel that others might enjoy, please let us know where and when, we might want to try a highway, or even a meal at an extremely good road house. Remember, always check your tire pressure, oil level, lights, and turn signals, and make sure your transportation is ready to go the distance. An unforeseen breakdown, because someone forgot to do a routine vehicle check before leaving home, is a quick way to spoil what could have been a wonderful trip.

John F. Reynolds W5JFR
MARC President
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""MARC"" CALENDAR 2004

May 8 - "MARC" 12th Anniversary
May 15 - SoCal Tour de Cure
June 12- "MARC" Breakfast Meeting
June 13- Bad Ride
July- No Meeting
Aug. 14- "MARC" Breakfast Meeting
Sept. 11- "MARC" Breakfast Meeting
Oct. 2, 3- MS 150 ??
Oct. 9- "MARC" Breakfast Meeting ??
Nov. 13- "MARC" Breakfast Meeting
Nov. 14- Love Ride
Dec. 11- Annual Christmas Party

FROM YOUR '50/50' LADY
MIMO REYNOLDS KF6BEB
<mijokf6beb@adelphia.net>

NET DRAWING:

4/7- Nick AE6PG \$5 (N/A), 4/14- Rich N6TAX \$5 (N/A),
4/21- Ellen KE6KWS \$5 + 5 tickets, (N/A), 4/28- Rev John
WH6BJ \$5 +10 tickets (N/A)
Wow no winners for April..

50/50 Drawing:

Hoppin' down the bunny trail passing out \$\$\$ of \$36 each to
John W5JFR, Fara KF6ZQO & you guessed it ME Bonnie
KD6OFQ

Door Prize donators/winners:

\$40 Gift certificate from Huntington Honda-- Mark KE6SRP
Comet C767 2M/446 antenna donated by Comet- - Ray KD6FHN

MARC donations:

Clip-on flashlight won by Dean KD6HEL
Mini Pro mouse/pad won by Charles KF6TXI
Ice Chest Plus won by Dave N6ICB
G56 Tool Kit won by John KC6ZOZ
Game player won by Teri KF6HJT

Many thanks to Mel & Kay, Billy & Audrey, Tom & Eleanor
Guthrie, John & Mijo, De Witt, Dean and Ray & Bonnie for all
the door prizes you brought to the meeting. We appreciate it
very much..

Gray ticket distributor was John KC6ZOZ

Gray Ticket winner was John N6JCB

We had a total of 2 gray tickets drawn..

I, Mijo would like to thank Kay, John(ZOZ) De Witt, Billy & John
(JFR) for their help in dissecting the tickets. It saves me a lot of
time.

Also we have a specified ticket puller this month!!!!!!

SECRETARY/Treasurer/NewsLetter Editor/Info Bureau:

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NEW MEMBERS:

Throw out the welcome mat to
4/5- Matt May KC4WCG of Kansas City, KS, 4/7 Michael Vasil (no
Call) of Orange, CT, 4/7 John Healy KA2ABV Of New York, NY
The last two gentlemen are from the EastCoast MARC.

We are certainly happy to have each aboard we are here if you
need any technical questions answered or assistance in
installations.

MEETING:

We thought we would have a low attendance at this month's
meeting but oh no we had a great group. We were fortunate to
welcome Pete Sparks of Long Beach brought to the meeting by
Butch, Carolyn & Carey Macy. I believe it was said he may be
working on a ham license... Now you have to have a great sense
of humor & watch what spills out of your mouth as someone is
going to jump up and possibly twist it.(:ss

NEWSLETTERS:

Yes keep those newsletter articles coming, we like those
interesting trips even though you may think not WE DOI!!!

SUNSHINE CORNER:::

Lots of love and prayers to all who may have had an accident,
been very ill or very serious health problems JUST remember we

are here for you. I do know Pepper from Huntington
Honda needs lots of prayers and love conveyed to him
I will have a card or two at the meeting for everyone to sign to
send to him.. (don't let me forget.....)

**Our love and prayers go out to the Military and their
families during these trying times...GOD BLESS AMERICA**

E-MAIL CHECK-IN:::

Hello Everyone!

I have to admit. It sure was good to see Ray at the MS-150 here in
Houston. Casper is VERY nice and I'm glad Ray had such a good
time. There's nothing like seeing 12000 or so cyclists all in one
event. Since I was at the Katy start point, I only saw one half of the
group. I went on to Bellville, but not to LaGrange. They have a
huge shindig at the fairgrounds there in LaGrange, complete with
camping for cyclists, entertainment, food and what not. Of course,
it's pretty hard to top those parking lot parties at the Inn of America
in Carlsbad. I'm not sure if LaGrange is Asti territory or not! Sunday
morning, they all head for Austin. I haven't made it to the finish line
festivities as yet. Maybe next year! It was great to be there this year
since I had to miss it in 2003. (the old second job got in the way) I
didn't get to meet Jerry and his gang, but hopefully, I will get to one
of these days.

I really hate not being able to come out for the anniversary meeting
on the 8th. It's my Mom's 85th birthday in July and she wants the
whole family to be together, so she had to choose for me. I couldn't
come for Mother's Day (which fits the MARC meeting schedule
perfectly) AND her birthday, so she picked July. I know y'all will
have a great time and dangit all....can you cut and paste me into
the picture????? I haven't missed that meeting since I've been in
MARC, I don't think. So Happy Anniversary MARC, Happy Mother's
Day to all the Mom's, and I'll be there in spirit. Hey....can I win the
radio this time?????????

**Everyone take care, enjoy yourselves and hope to see you
soon!**

Love y'all!!

73's from your quarterly check in person!

**Sue KF6HZJ <counterqueenie@sbcglobal.net> Houston, TX
Your MARC quarterly e-mail check-in Lady & Historian**

Many thanks to Ligia our waitress and the Lake View Cafe for
all their patience and accommodations. We really appreciate
all you do for us.

!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Now lets see there was a lot of activity over the 24th of April.
Gearin' up for Abused Kids Orange County, CA

Hoping to have a report for the next newsletter on the
following two.

MS 150 Top Hat in the Bay area

Baker to Vegas

**Then there was the famous Laughlin River Run seems it was
pretty quiet this year.**

An elderly gent wondered if his wife had a hearing problem. So as
she sat in her chair, he stood a few feet behind her and said softly,
"Honey, can you hear me?" There was no response, so he moved
a little closer and again said, "Honey can you hear me?" There
was still no response, so finally he moved right behind her and said
"Honey can you hear me?" She replied, "For the third time, Yes!"

Summer Weather & Daylight Expanding.



As of today we now have 13:26 hours of day light here in Orange Co. CA. Summer weather jumped on us with a heat wave you had to experience to believe. The weather here has gotten over 100 degrees in many places and set records in 33 cities here in Southern CA. for April 26th. The old record had been set at 91 degrees in 1991. Wow, it was hot yesterday when I took Casper (2004 white 1800 GW) up to NCG & run some errands.

Normally I would be getting ready for the summer long distance runs, but I have already done a 3500 mile run to Houston, for the Houston to Austin TX-MS-150 bicycle charity event. See my separate report on that event later in the newsletter. I put the report on the MARC List, but for those who have not read it, you will find it interesting and informative. After all, there were nearly 13,000 bicycle riders at that one event. The logistics are mind boggling.

I actually thought the job of preparing Casper for this summers adventure was complete, but after I got home from Houston, it was decided to add some driving lights. I had left Austin at 5pm Sunday after my assignment was completed, to head for Fort Stockton TX, 350 miles. Of course it got dark and coming across Hiway 290 to I-10 was a dangerous situation with so many deer along the road and in the pastures. It was extremely scary. So I ordered the Ron Smith brackets that go under the mirrors and the PIAA # 910 driving lights. That should take care of that problem, but they aren't in yet and we will be making the trip to San Antonio for the Alamo Run (WOTI BBQ) starting tomorrow, Wednesday April 28th with what we have right now. The 2 auxiliary fuel tanks worked perfectly on the way to Houston. At one point we made it 608 miles and on the way home we made it 654 miles between gas stops. Oh, yes, we did make other stops necessary when needed, but not for gas at the same times. Oh and the MARC Logos were on the saddle bag covers in time for the trip to Houston and they turned out beautiful. We have yet to get the drawing of Casper on the sides of the trunk yet. Hopefully that will be completed before we go to HamVention in Dayton OH where Casper will be on displayed on the main floor of HARA Arena. Looking forward to seeing many of our MARC Members there for the HamVention. Casper and I will be on the main floor at the Comet Antenna booth.

The GFAK (Gearing up For Abused Kids) bicycle charity event was last weekend. John KC6ZOZ did his usual good job of coordinating this event. See his report, this newsletter. For me personally, I left with the first group of 100 milers and was one of the last 3 motorcycles in at the close of the event. Made for an especially long day. But I can tell you one thing for sure, I slept well that night. I for one want to thank all those that signed up & then showed up to participate in this very worth while charity event. We were thanked many times over for our efforts to assist those with flat tires and getting them back on the route, by many of the GFAK staff members and many of the bicyclists themselves.

Future of MARC looks good. We continue to get new MARC members all the time. See Bonnie's report for the names and locations of the new MARC members. You may be living close to someone you can communicate with. Many times I get emails where there is no FCC call sign in the From: line in the header and nothing in the Subject: line. So I do miss some of the emails sent to me. So if you are sending me email, give me a clue to who you are and what you want. I want to help everyone get the best Ham radio installation on their motorcycles as possible.

For all MARC members, be sure to check out the For Sale Section of the MARC Newsletter to see what brackets are available for mounting Ham radio gear and other related items onto your motorcycles. I have been especially busy lately, answering emails and telephone calls about the installation of Ham radios on motorcycles, both from new MARC members and others. If you do send me an email, be sure to put something in the subject line with the word MARC, or something about Ham radios, or I could miss it.

Last but not least, don't forget the MARC 12th Anniversary Meeting on Saturday May 8th. As advertised, we will be drawing

for the Kenwood TH-D7A hand held radio. That's a \$360 radio folks, be there or miss out on a chance to be the really big winner. I know I will be there trying for that big win.

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

Ray Davis KD6FHN <raykd6fhn@earthlink.net>
MARC Chairman Of The Board
Hm (949-551-1036) Cell=(949-300-9669)

Editor's note*** Mr. Davis had to buy a new helmet and the old one was started to disintegrate(:))ss

GEARIN' UP FOR ABUSED KIDS

The gearin'up for abused kid is done for 2004.

First off I would like to start out thanking all the MARC members that turned out for this wonderful event. There will be many abused and under privileged kids that will be able to go to camp this year, that would not have otherwise been able to go.

Mijo KF6BEB, Bonnie KD6OFQ did net control from the Bonnie's house which just happened to be about the center of the 55 mile course. They were able to handle all the problems that came up, and to keep all the MARC members on route. GFAK had 4 SAG vehicles that had no HAM operator in them but net control was able to call them on their cell phones and direct them to where help was needed.

Dave W6DRC our bicycle mobile ham radio operator did a great job sweeping the 55 mile route. Thank you, so much to the MARC members that signed up and showed up to help out with this great event. We had 10 motorcycles for this event John W5JFR, Chuck KG6NJP, Howard KG6SHL and Ray KD6FHN, John N6JCB handled the 100 mile route. Fara KF6ZQO, Mark KE6ZRP and I, KC6ZOZ handled the 55 mile route and Jim KC6RCR, Andy W6AJB and I, KC6ZOZ worked the 25 mile route. We did a little shuffling around of the motors as we got into it with Howard's bike not starting at first and a few other things. To my knowledge, there were no serious injuries and the normal amount of flat tires as far as I know. There did seem to be a little amount of confusion on the 55 mile portion of the ride due to road construction, a detour and a street Fair in Irvine, but those were taken in stride as there is always going to be unforeseen things that will come up. The route it self was well marked and all we actually had to do was follow the bicyclists.

It was also wonderful to have those guys that have not done one of these events before come out and give a hand. This was a great event to get us started off on the right foot for the larger events coming up later this year. I think they had a blast. There was no problem that came up that the MARC members could not quickly and proficiently take care of. This is truly a wonderfully professional club we have here.

I talked with a lot of the riders and have received e-mails from the committee, they all expressed their thanks to the MARC group and said how much safer they felt having the MARC organization there with them on the ride.

All the MARC Members I talked to said that they also had a lot of fun and enjoyed doing this event. Again, a big thanks to all who participated with the GFAK ride. Thank you, Thank you, Thank you, you represent much of the heart and sole of this organization.

God Bless you.

John Edwards KC6ZOZ

"Each life is a treasure just waiting to be opened."

(Geneinne Bondy)

BIKERS AGAINST DIABETES – 2004

When is a BAD Ride – Really GOOD ? When the BAD ride stands for "Bikers against Diabetes" — And, is sponsored by the American Diabetes Association. It's coming up the second Sunday of June – on the 13th.

We will have the sign up sheet for the BAD ride at the May meeting. In the event that you are planning on "working" the ride – and you WILL NOT be at the May meeting, and did not already sign up at the April meeting – Please drop me an email so I can get an early indication of how much support we will have for this operation.

We will need the following information: Name, call sign, phone number, e-mail address, whether you receive the MARC List, and passenger info.

FOR CYCLE RIDERS – do you have VHF, UHF, and do you have CB capability.

We will need all the motorcycles we can get. We will need 5 to 6 hand held operators, and operators for the Net Control. We will need operators who will monitor the ride from their home QTH's – To act as relays, or to call 911 in the event any of the Start Point Rides have an emergency while en route.

We will have a MARC Breakfast meeting the day before the actual Ride – to finalize instructions and hand out equipment. It appears that we will have 18 Start Sites this year. This will really "tax" our capability – So we will need all the motorcycle support that we can "conjure up".

Because everyone will be so spread out over So California – we will publish a "Scenario Script" of the operation so that you can get an idea of what you and everyone else will be doing. This is your instruction sheet for your assignment

AN OVERVIEW OF MARCs PARTICIPATION IN THE 2004 BAD RIDE

Although this ride has been in existence for the past six years – This will be the fourth year that MARC has supported it. This ride "tests our abilities and stretch our capabilities" more than any of our previous endeavors because our members are working such a diverse number of assignments – which are spread out over a goodly portion of Southern California. Each year the ride has been a huge success, and getting more popular. MARC can claim a share of the credit for this because of the services we provide. This ride will "draw" Motorcyclists from all over Southern California. Participants will be "Checking-In" at one of the 18 "Start Points" located throughout So California, to register and turn in their money. They will then "convoy" to the Picnic in the Park. I am providing a "scenario" of what will (or should) be taking place – So that everyone can see how they fit into the overall plan, and what the other MARC members are doing.

MARC will dispatch two Motor Patrol Riders to each "Start" location. They should establish personal contact with the "Registration Official" – and – the "Road Captain" for each location. Present "target time" for arrival at your individual "start point" is to be "In-position" by at least 0900 hours. MARC Control will be "on the air" by at least 0700 hours for your "In-route" check-in, and to "monitor your ride" to your individual assignment. We need to know that you are "awake" and "on your way" – And – that you arrived safely. Individual "start point" communicators will initially provide an administrative link between the start point Registration Personnel and the Park Headquarters. And later, during the convoy, the Lead MARC Motor Patrol Rider should ride side by side with the "Ride Captain" at the head of the Convoy (within "TALKING" distance) – Keeping MARC Control advised of the number of bikers, their progress along their route, and the estimated time of arrival at Oak Park. The other MARC Motor Patrol will act as the "sweep" – Keeping the "lead" advised of the condition of the convoy, and calling for assistance in case of

accidents. Both motors will operate on the assigned 440 frequency for communications back to MARC Control. They should also select a 2 meter frequency (Something other than MARC Simplex) to use for their bike to bike communications. In the event of an accident or incident, get the info fast, pass it on, and return to your "sweep" position as fast as possible. The sweeps will have to use their own judgment concerning assistance for breakdowns, etc. Keep in mind that if you get tied up with non-emergency type situations – You limit your capability to be "there" at the back of the pack performing your primary responsibilities toward the convoy. In the event that we do not have enough Ham radio equipped Motors to send to each location, we may have to utilize a CBer to act as the second motor, and serve as the "sweep". If you happen to be using a "CB sweep", use your ingenuity, guide them along, and make it work.

Inasmuch as the Motor Patrol Riders will report directly to their assigned locations (rather than meeting at some central location) – It will be necessary to issue you your "equipment" early – like at the MARC Breakfast meeting the day before. If you are assigned to a start point – **AND WILL NOT BE AT THE MARC MEETING ON THE 12TH OF JUNE** – Please let me know so that we can make some other arrangement to get your vest and equipment (possibly your start point "partner" can pick it up for you).

The position of "Ride Captain" is pretty much a "symbolic or honorary" type of thing. YOU will probably know more about what is going on, and what should be done, than the ride captain. **PLAY THIS BY EAR**, use your "diplomacy", and "lead" them along to a successful conclusion.

Bonnie says she will prepare a "sign" that says "Ride Captain" – which you may use to "dress up" the leaders bike, and help establish a "rapport" between you. You should endeavor to establish a good relationship with the Ride Captain. Technically he is responsible for his convoy and MARC is there to assist him. If he knows what he's doing – That is great. However, if it looks like he needs help, or needs suggestions – then diplomatically assist him. If he looks to you to tell him what to do ... Play it by ear ... and make the best of the situation. You should discuss the route your going to take, and make it a safe trip. The ADA People have promised me that they will be paying more attention to the selection and training of the Ride Captains this year. And , at least at the present time – We will not be utilizing the Toll roads.

If MARC Control asks you to delay your arrival time, or slow down, or go around a few blocks – Pass this on to the Ride Captain, as suggestions from the Park, and tell him why. Let him know that this is an attempt to reduce the congestion at the Park in the event that too many units are arriving at the same time. Individual locations will "convoy" to the "Oak Canyon Private Picnic Area" which is located next door to Irvine Lake In Orange County . These convoys should depart their areas to arrive at the Picnic area between 11 to 12 AM. All participants should have arrived at the Park by "noonish." They will then be served a nice hot lunch, and entertained by a succession of Bands. Other entertainment will be a "Presentation" by the Motorcycle Drill Team, Bike Show, Games, Demonstrations, Venders, Booths, "Eye Candy", etc etc.

Now that sounds easy enough – All it requires is 2 Motorcycle / Mobile communication units for each of the Start Points – However, that means that 38 of our MARC members are out there on the road – Just on the convoy assignments. Consequently since we can't provide that many – We will have at least one MARC operator at each Start Point. And, depending on availability – We will use MARC Hams on the "Sweep" positions – At least for the larger convoys. We also will use available CB's to act as a sweep , teaming up with the MARC Operator. Again, depending on availability, Some of the smaller, and/or "close in" start Points may have only one MARC Operator assigned – and not have a sweep position.

Back at the "Park" – We will "setup" the MARC

Communications Tent – housing the various "Control Stations". They will help coordinate the arrival of the convoys so they don't "bunch up" at the "parking Area". This "job" can be further complicated by the arrival of individuals, and groups of participants – who for whatever reason – decided to "bypass" the "start points" and go directly to the Park. Unfortunately we won't be aware of these "people" – until they actually show up at the gate.

Additionally , we will also need an extensive group of "In the park Operators" Utilizing "hand Held" units. They will be the "Shadows" for the "set up", Gates, Parking, In-Park Registration, Security, And the administration of the days activities If we have enough volunteers we will assign two operators for the Main Gate, and two operators for the Rear gate positions – That way they can "spell" each other – And give the other one a chance to eat, rest, or take part in the entertainment.

The communications tent should be "up and operating" by 0700 hrs so that we can "cover" the riders during their trips to their individual

Start Points. These "start point" mobile units will provide the capability for messages to and from the Park. Messages from the convoys should include periodic updates of the number of "check-ins", Proposed and actual departure times, Estimated "travel time", And, most important – Periodic adjustments to the estimated arrival time at the Park. Close CO-ORDINATION and CO-OPERATION will be necessary between the "Motor Patrol Riders and the "Ride Captain" of each Convoy – And – with MARC Control. Bonnie and her crew may attempt to provide some "guidance" to a "convoy" if it appears that too many units are going to "bunch up" at the park. If considered appropriate – They might even suggest a "slow down" to delay the arrival time for a designated convoy. The Rear Gate operator will keep the Parking people apprised of the time and size of the incoming new arrivals.

To get to the Park, take the Chapman turn off of the 55 Fwy in Orange and proceed East, crossing Jamboree Road, and onto Santiago Canyon Road ... Or ... Take the Jamboree Road turn off of the I-5 and proceed East. Turn right onto Santiago Canyon Road. From this point (in both cases) follow Santiago Canyon Road – Go past the "Irvine Lake Park entrance" – and turn left at the "first opportunity", onto a "private road". This road will be marked with a "BAD Ride" sign. Go past the "Bahia Park" on the left, and the next Park will be the "Oak Canyon Private Park Entrance". Motorcycle Convoys of participants are to continue on past the Main Entrance, turn left, and enter the park thru the "rear gate" – where riders will be directed to their parking area. Unregistered bikers will be directed to the "In-Park Registration area".

MARC Motor Patrol Riders are to "break off" from the convoy as it passes the Main Entrance – And enter thru the Main Gate – Rather than following the convoy to the rear gate. You may park in the Volunteer Parking area inside the Main Entrance. Coordinate this entry with the Main Gate Position operator on MARC simplex if necessary. Park your bike, "Check in" with the "Volunteer Booth", and proceed to the MARC Control tent. Turn in your equipment – Eat lunch ...

And ... Your then "on your own" for the rest of the day. You might want to bring your handheld radio if your going to walk around and observe the activities. Just in case you happened to observe something that might warrant being reported to "Security", Or, to the "Nurses Station", or etc.

Inasmuch as Cell phones will not operate from the Park, we will need a capability for making "911" type calls in the event of an accident – Especially while the convoys are out on the road. In as much as we will have Mobile Units spread through out the So Cal area – Any of our MARC members who can be at their home on Sunday Morning are requested to check in to MARC Control and "standby" to act as a "relay", or to make "Emergency" telephone calls if needed. Hopefully, if we have enough members "checking in" and "standing by" – Then no one will have to be "glued" to their radio all the time – If you are not working in the event – And you

can "Stand By" at home – Please "sign up" on the sheet for this so we know who and where you are – and who we can depend on. We will discuss the Ride at the June 12th MARC Breakfast meeting.

Necessary information, vests, and equipment will be distributed – And Ray will issue Radio Frequencies. We will attempt to assign you to a start location near your home, if possible. If you do have a specific preference – Please let me know – And we will attempt to honor your request. However, **SOMEONE** does have to go to the more distant places. If you are willing to take one of "outlying places" – Please let me know. That could help out in making the assignments. Start Points are in Ventura; Cathedral City; Fullerton; Harbor City; Pomona; Riverside; Montclair; Oceanside; Loma Linda; San Juan Capistrano; Marino Del Rey; San Juan Capistrano; Westminster; Laguna Niguel; Irvine; Van Nuys; South Gate; Long Beach; Temecula; and Los Angeles. Some of these may change as we get closer to the Ride date. **MARC Control Personnel and Coordinators** should plan on arriving at the Park at 0700 to help set up the Communications Tent **MARC Control and Message Center** will be set up at a central location – Convenient to all the facilities. We will use MARC Control to cover all the outside communications with the start points. MARC Simplex for in-the-park communications. They should be on-the-air prior to 0700 to provide a net control for the start point riders as they travel to their respective locations. A non- Ham operator will also be located in the MARC tent to monitor the FRS radios and the Vender crew radios providing the necessary link between MARC and the Vender Setup Crew and later the Security Patrol. It is anticipated that MARC Control may terminate it's operations as soon as all the start points have arrived and the bulk of participants have entered the park – Guesstimated to be about 2PM. At this point, Security will assume all communications responsibilities. **Shadows and Position Operators** should arrive by 0800. MARC Simplex will act as net control for in-park communications. We will provide "shadows" for the Main Coordinators; Main Entrance position, Rear Gate position, and Security. It is anticipated that the Net Control Tent will act as a message center for all the other various Coordinators who might possibly need answers or assistance as they attempt to "set-up" and get the "show" ready for the arrivals. Those people that DO NOT have an assigned "shadow" will be instructed that they may come by Message Center and we will be able to contact the Individual's "Shadow" that they are trying to communicate with. We will have a "hand held" operator there to "shadow" the message center for that purpose. The First Aid station will be established in the area next to the MARC tent and will be available with in speaking distance of the MARC Control operators.

If I don't tell you different – Plan on getting your coffee and donuts before you arrive at the Park. There is generally Coffee and Donuts at the start points. It is not mandatory that you meet the monetary requirements for registering for the event, however , it's for a good cause, and you may do so if you desire. We will have tickets for sale for the drawing for a new Harley Davidson Road King Motorcycle. Tickets are \$10 each – And the odds are a heck of lot better than you will have in the Calif Lottery. It's for a good cause – And everybody ought to buy at least one. Once you have signed up – please notify us as soon as possible of any changes in your plans so that we can make the necessary adjustments.

Also – Please notify me IF YOU DO NOT RECEIVE EMAIL ON THE MARC LIST. I will need to also include you address separately when Email is sent out. Further, if you haven't signed up yet, and want to work the event – please Email us so that we may add your name to the list. That is about it – Everyone should have plenty of chances to "Operate" and "Co-operate" – So, lets have fun with it. All **MARC Personnel** should wear Vests to help identify themselves as communicators.

If all goes well— Bonnie, Mike , and myself will take the credit for it. If it doesn't go well — THEN IT WAS ALL YOUR FAULT !

BAD RIDE COORDINATORS

Billy N6EDY ... billyN6edy@aol.com
Mike N6QZT ... mikeN6qzt@juno.com

Expounding on Event Happenings

This last Saturday, April 24, it was my privilege to work net control with my mentor and friend Bonnie, for the Gearin' Up for Abused Kids ride in Orange County. I have now worked with Bonnie for quite a few of our MARC events, and it occurred to me that I had never written anything to express my feelings about the outstanding efforts our secretary/treasurer and our MARC members put forth when it comes to helping the charities we support. Bonnie's patience with a rooky who had never used a HAM radio before, her confidence in my ability to handle net control, and her endless caring for what we do has made it an absolute delight for me to work with her. Bonnie, I thank you from the bottom of my heart for all you have taught and continue to teach me.

But rides are not successful just because of net control and its operators. It takes many people to assure the safety of the riders we escort. The coordinators attend the numerous meetings before the rides, recruit motorcycle riders, SAG vehicle drivers, provide maps and information, communicate with event organizers and volunteers, answer questions, etc. It takes many hours of one's time to successfully coordinate these events, large or small. John, KC6ZOZ, your dedication to this organization does not go unnoticed. The Gearin' Up for Abused Kids ride was successful because of all the work you put forth to make our mission statement worthy of what it is.

And, of course, without our wonderful members, who do not hesitate to give of their time and expertise, net control and coordinators would have no reason to be.

I cannot tell you how proud I was of all the motorcycle riders and our very own "bicycle mobile" member who participated in this last ride. Whether you are an "old pro" or a beginner in our organization, you perform an extremely valuable service for the community at large. And what a pleasure it is to assist you in making sure everyone is safe and enjoys a great day of riding!

And, as MARC members, we look after each other. When a bike refuses to go, when a rider gets off course, when net control asks for supplies to be transported to riders in need (even when it involves making several u-turns on that big motorcycle...), our MARC members always rise to the challenge. And they do so with style and humor!

Bonnie, John E. Ray, John B., John R., Chuck, Fara, Mark, Andy, Jim, Dave, Howard, I thank you for making my Saturday a day to remember. I am looking forward to serving others with your help again.

Mijo Reynolds KF6BEB

Editors note:::

I cannot thank you enough Mijo for your kind words, we work very well together as well as the other Net Control Operators. Yes all MARC members gel together and get the job done. I was forwarded some of the comments made by the GFAK coordinators & riders: MARC members you did it again proved your capability and your professionalism.. Your bending over backwards to keep an event safe and well.

Now a little word on the side... John W5JFR had a call early early in the AM to go to his work and solve an electrical problem then swing by pick up his sweetie Mijo and make it on down to Irvine.

I know we had some tired puppies and most retired early but they will willing and able come the next event.

SOCAL TOUR DE CURE MAY 15, 2004

Yes that's right the next Saturday after our meeting. Look for the sign-up sheet at the April & May meetings. Our next meeting is May 8, 2004. Now any MARC member or if you know someone who would like to volunteer, you are welcome....They always need volunteers the day of the event for registration and set-up.

The ADA office has moved upstairs, their address is 1570 Brookhollow Dr Ste 207, Santa Ana., CA.. Phone # #714-662-7940.

The goodie bag donations will be arriving the first week in May. Communications we have 4 bicycle mobilis who will be riding the 55km ride so they have been kind enough to offer their bodies & radios to assist us. They are from the Los Angeles area. So dear Dave W6DRS will have to sweep the 100 km.

We are still in need of more lunch sponsors if anyone knows of a restaurant who would like to distribute their wares let me know. We lost one of our lunch sponsors at the last moment.

The route is virtually the same as last year. The problems with signs and where they were placed has been high on the list of priorities.

Looking for a good jump in riders this year- hopefully we make it along with the raising of funds... Remember if you think you may be able to make the event, sign up and if you have to cancel for some reason or other, just let us know.

Butch Macy KD6VBO

Carey Macy KE6JWE
Bonnie Davis KD6OFQ <bonidavis@juno.com> 949-551-1036
(Yes I handle the goodie bags- know anyone who has a product they would like to donate??)

THOUGHT FOR MOTHER'S DAY

If you have a gray-haired mother
In the old home, far away,
Sit down and write day to day.

Don't wait until your weary steps
Have reached the pearly gate,
But let her know you think of her
Before it is too late.
If you have a tender message—
A loving word to say -
Don't wait till you forget it,
But whisper it today.
Who knows what bitter memories
May haunt you if you wait;
So make your loved ones happy
Before it is too late.

The tender words unspoken,
The letters never sent,
The long forgotten messages,
The wealth of love unspent -
For those, some hearts are breaking.
For those, some loved ones wait -
So make your mother happy
Before it is too late.

By A. Robertson of South Burnaby, British Columbia..

" A smile is something you can give away without losing."

MOTORCYCLE BRACKETS

The following brackets are the ones we keep here at the house for our MARC members. These are not sold by MARC..

PTT Button Bracket

Fits under the left handlebar module and positions the button so it is right where your left thumb is naturally under the left hand grip. Fits 1500 and 1800 Gold Wings and some other Honda models. Has been adapted to some other brands and models. Black anodized or plain aluminum available. Has standard 1/2" hole for PTT button.

Price \$10.00

PTT Button, Waterproof

Has large rounded surface for your thumb, so your thumb does not get tired or sore with heavy use. Black in color. Fits in 1/2" hole on PTT Button Bracket. Price \$9.00

Antenna Bracket For 1/2" Tubular Trunk Racks

Natural aluminum color only. Fits coax with SO-239 fitting only for antennas with PL-259 fittings, can not be modified to use with NMO fittings. Price \$20.00

Antenna Bracket For Kuryakyn or American Flat Rackets For The 1800 Gold Wings.

Natural aluminum color only. The brackets are flat stock, bent so that the antenna is perfectly vertical, with 2, 8-32 threaded holes, so you have to drill 2 matching holes in the rear of your flat rack.

Round head stainless steel screws hide the holes. Price \$10.00

Handlebar Brackets For HT's, Cell Phones, GPS's or Just About Anything Else

We have them for both the Left or Right side handlebars. They fit the 1500 and 1800 Gold Wings and some other Honda's too. They are Black anodized and come with all mounting hardware.

Price \$25.00

Stainless Steel Trunk Rack Plates

These 2 1/2" X 3 1/2" X .62" (1/16") SS plates are used by most of the MARC Members to keep from cracking the trunk lids. We have seen many cracked and busted trunk lids before we started putting these plates under the rear legs of the trunk racks. We have never seen a cracked lid when using these SS Plates. They fit under both the tubular and flat racks on the 1500 and 1800 Gold Wings.

Price \$10 for non polished, \$15 for the polished ones that are shipped with a plastic cover to protect the finish.

Handlebar Risers/Setbacks Of Various Degrees & Setbacks.

These are natural aluminum color and will raise the handlebar grips several inches, plus move them back toward the rider 3/4". These take 8, 10 X .125MM bolts, furnished.

There are also sets that raise the handlebar grips, but do not set them back closer to the rider.

Price \$40

(Ray & I bought these as MARC could not afford to pay for 50-100 of these-that is the way we have to order them-so Checks go to Ray not MARC)

FOR SALE::

Black Vinyl covered 5 gallon auxiliary fuel tank- mounts on passenger handles on passenger seat. \$100

1500 tank bag brand new.....\$ 50

Contact Ray Davis 949-300-9669 <raykd6fhn@earthlink.net>

From your Orange County MS150 Coordinator

The Orange County MS 150 Bay to Bay bike tour is scheduled for October 2nd & 3rd this year.

They are still in the planning stages and are looking for sponsors for the different divisions of the event

-The use of the Kaiser Permanente facility which is next to the Fairfield Inn, located on the Avenida Encinas "hotel row" which includes the Ramada, Motel 6 and Inns of America. Kaiser has been approached again year and will again be a great site should they

agree to let us use their site. A final decision will be made within the next few weeks.

-Due to the current political situation and possible military problems we may not be able to route our cyclists through Camp Pendleton. Of course we will still request access, but we will also proceed as if we have already been denied.

Two options will be presented to the riders: ride the freeway (which is legal when the base is closed) or a shuttle ride down to Oceanside. The shuttles and bike transport trucks will greatly increase event expenses (unless we can get these services donated!) and the need for even more volunteer support in order to effectively make this work. More details will be discussed at future meetings.

The hotels that were used last year will be the same for Sat. night October 2nd this year. The MS 150 planning committee is placing a 1400 rider limitation on the event this year, that's where they cut it off last year with a lot of people being turned away, so hotel rooms will be going fast.

Here is a partial list of the hotels and their phone numbers: At this time the host hotel is going to be Fairfield Inn. Prices have not been set at this time but they should be about the same as last year, I will let you know as I find out.

Fairfield Inn (800) 228-2800
Inns of America 760/931-1185
Motel 6 South 760/419-5831
Motel 6 East 760/438-1242
Olympic Resort Hotel 760/438-8330
Ramada Inn & Suites 760/438-2285
Holiday Inn Express 800/992-9330
Quality Inn & Suites 760/438-2828

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

Thanking all in advance
John Edwards KC6ZQZ

AND THE WINNER WILL BE:::::::???????

DON'T FORGET THE KENWOOD TH-D7A HANDHELD FOR OUR "MARC" ANNIVERSARY MEETING ON MAY 8, 2004. THE TWELFTH YEAR FOR MARC STILL HANGING IN THERE. GET YOUR TICKETS THEY WILL BE ON SALE AT THE MEETINGS \$1 EACH.....

Another friendly reminder if you sign up for an event and cannot make it please let us know because we will be depending upon you if we hear nothing from you. If you know no other contact you can call here at the house and it will get handled. Thank you so much..

MARC" NEWSLETTER DEADLINE DUE:

June 2nd	FOR	June/July
No July News Letter		
August 4 th	FOR	Aug/Sept
September 29th	FOR	October
November 3 rd	FOR	November
December 1st	FOR	December

"With wisdom, people can create success out of failure."
(Miri Knewa) from Women's World 5/4/04

HOUSTON, TX MS-150

We, Mike N6QZT and I met at the Denny's restaurant in Beaumont at about 5:30am Wed morning. We took off from there and made it 150 miles when Mike wanted to stop to put on his sunglasses. He was not doing well, so I suggested, after seeing how his knee was hurting him and considering that we had only come 150 miles with another 900 to go before getting to Fort Stockton, that in his best interests, he should turn back. Which he agreed to do.

From then on it was hammer down to Fort Stockton TX, 1089 miles, according to the odometer on Casper, but 1039 miles by the GPS, so take your pick. Got into Fort Stockton about 8 or 8:30 and then got something to eat. Was up and on the road again by 5am, arriving in Houston at 12 noon at the Motel 6.

Spent Friday afternoon from noon to 8pm at the volunteer booth with some of the other motorcycle riders that were going to do the event. They had a free dinner at the Omni Hotel where the participants and the volunteers were signing in. An all pasta thing with a salad bar, wasn't the best, but the price was right. It was great to meet so many of the motorcycle riders that were going to do the event Sat & Sunday. I see on one of Jerry's printouts that there were 19 Hams motorcycle mobiles listed along with the 29 or 30 other motorcycle volunteers. Very impressive to say the least. Now if we can get more of those 19 Ham Radio guys on motorcycles to join MARC, what a deal.

Saturday morning at 5:45am the south route group met at the Wal-Mart in West Houston to gather up the forces and then were lead over to the Rhodes Stadium for the 7am start. There were 2 starting points, several miles apart that would come together later in the day. A group left every 5 minutes from each start point and I was in the 7:20am departure group. There were several serious accidents in the first few hours of the ride when there were so many bicyclists bunched up. I heard that one man had fallen and broke a collarbone and another had a broken leg. I never did hear a call for a life flight and all the injuries were transported by local ambulance.

The one thing that really strikes you right off from the start on Saturday morning, is the fact that all the law enforcement agencies, local, county sheriffs and highway patrol are all out there directing traffic, blocking intersections and all the other things needed to make it safe for the riders. We even had their motorcycle officers patrolling the route with the motorcycle mobile volunteers. This not something we see at the Southern CA MS events. Of course when you have the governor of the state and the mayor of the city riding the route, you get a lot more cooperation from law enforcement.

Unlike Southern CA, the MS-150 route in TX goes through beautiful Texas ranch and farm country and very small towns. One town had a population of 261 residents. One town was holding a street party outside the local bar. They were dancing in the street and having a ball. Along the roads were people having BBQ parties, waving TX and US flags, playing big speakers so you could hear the music for about 1/2 mile. There were people sitting in lounge chairs with many younger teens and small children waving to the participants. And as what happens in any of these events I have worked, the bicyclist are always thanking you for your time and efforts, especially when I told them I had come all the way from Irvine CA to volunteer for this event.

On Saturday evening all the motorcycle gathered at the Exxon station in La Grange to be filled with gas, yes this is true. The MS-150 chapter in Houston bought our gas. They even asked me if I wanted to fill up all 3 tanks, but I declined because I didn't want to carry all the weight around all day Sunday. It is hard to turn around on those narrow country roads with very little shoulder on them. The motorcycles worked a predetermined section, usually, say "Break Point" 2 to "Break Point 4 and then back and forth. They call their "Rest Stops", Break Points. Gives the sponsor, British Petroleum "BP" a little more recognition, because the rest stops were referred to at BP 4 or BP 5.

Saturday night I did not eat at the main tent where they were feeding the 12,900 bicycle riders. I didn't want to walk over there and then have to stand in line to get the food, especially if it wasn't going to be any better than it was at Saturday lunch. But I heard Sunday that is was a very good Saturday night meal. Anyway, MARC member Ric KE5AOW and I went to a Texas Country Restaurant for some really good food. Texas sized plates are served with Texas sized servings. Good grief that is a lot of food.

Jerry WA0GLD had made reservations for him, Ric and myself at a small motel in the small town of Giddings, which was 26 miles from La Grange where the over night stop was held in a large fair grounds or park. Jerry was unable to join us for dinner or the ride out to the Motel because of other commitments.

We were up at 4am to get some breakfast and get back to the fair grounds for the Sunday morning start. Again Sunday morning there were 2 group starts. One going South from the park and the other going North. I was with the South group and again departed the start line at 7:20am. While about 20 motorcycles were gathered along the road for the start of the group of cyclists going South, I got to talking to a couple of guys and it turned out that one of them, C. Dunsmore had graduated from Mitchell SD High school in the 1960's where I had graduated in 1951. So it turned out we had a lot to talk about. Small world isn't it. I was very thrilled to have met this fellow, who had also lived in Mitchell and now lives in TX.

Accident wise, Sunday went much better, accident wise than Saturday. There were some accidents that needed an ambulance, but not near what had occurred Saturday. At one point Sunday afternoon, there were 150 bicyclists waiting to be sagged to the next "BP" (Break Point). The MSS had rented 45 or 50, white, 9 passenger vans from Enterprise Auto Rentals to be used as SAG vehicles. They also had a lot of school buses to haul the sick and wounded and big enclosed trucks to haul the bicycle that belonged to the people in the buses. Talk about planning an event and the logistics involved, this event had it all covered.

The one thing they don't have in TX that we have here in Southern CA, are the high mountains to locate the repeater sites on.

Communications were a problem at times. Cell phone were not reliable because you were out in a remote area most of the time and so many of the bicyclists were riding along talking on their cell phones that the cell sights were overwhelmed. I heard complaints about the hills, and some of them didn't rise 300 to 500 feet. I couldn't joke with the tired riders like I do here and tell them that when they get to the top of the hill that it is all downhill from there. On a bicycle, they could see over the hill. Talk about bicycles, there was some there that I had never seen before. There was this one guy on a 2 wheeler, that had the 5 foot tall front wheel and the little 10" wheel on the back. I had seen pictures of these ancient bikes, but never one in person. Boy he was struggling with that going up the hills, because it was direct drive off the pedals on the big front wheel, but he has doing great. One guy did the whole ride on a unicycle. There were lots of bicycles built for two and one 4 wheeler with 2 people sitting side by side. Now you would not be able to ride that 4 wheeler in CA as it is to wide for the bike paths. Their tall gunner (clean up van) is called the "Turtle".

One of the local bicycle repair shops had given one of the motorcycles a couple boxes of bicycle inner tubes and he passed them out to the other motorcycles to carry along. I had those 2 he gave me and 2 I had brought from home and they were gone after several hours. Luckily I had brought along a good convertible bicycle tire pump, one that will convert to any kind of valve stem a bicycle has. I spent a lot of time helping both guys and gals fixing flats both days. Also it was a good thing I had my heavy tool kit with me for Casper, I need it to repair broken spokes, tighten handlebars, tighten seat posts and lone some tools to the other motorcycles, which I got back. It is always amazing to me that people come out to do a 2 day bicycle ride so unprepared. No spare tubes, tires, water, food, out of shape and tired before they start because they were out partying the night before the start.

However for the most part, the riders are prepared and outfitted for the 2 day event. I met riders from PA, WI, MN, MT, NJ, KS and some other states I can't remember them all. Many of them said it was to cold to ride where they come from so they came to Houston for the MS-150. But they were surprised too, when I would tell them that I had come all the way from Orange County CA to volunteer for this event.

I got to the TX State Capital building in Austin at the MS-150 finish line at about 4pm. Hung around for a little bit and at about 4:30 was told I could clear. Jerry was trying to find me a room at the Ramada Inn close to the capital but they wanted \$175 for Sunday night and that was a bit high for my blood. So a fellow on a BMW guided me out to I-35 and headed me in the right direction to get to US-290, the road that leads West to the I-10, and on up to Fort Stockton, 350 miles away. Made it to the Motel 6 in Fort Stockton at 10pm. Cleaned Caspers windshield, re packed the bike and hit the sack at 11pm. Was back up at 4am and was West bound on the I-10 by 4:30am.

The weather for the whole trip from early Wednesday morning until I got home Monday afternoon was perfect. Only hit a very little mist on the windshield Monday morning about 6am.

Total miles for the trip was 3508 for the 6 days I was gone. The one time I could check the mileage, Casper got 39.9 mpg in one stretch of 608 miles, at 80mph, on level ground at sea level with a very slight head wind. It is hard to check the mpg on Casper because of the 18.8 gallons he carries. You have to be able to go about 650 miles to empty all 3 tanks and then fill them up to get a good indicator. Like I said, I filled up at Austin and then went 350 miles to Fort Stockton Sunday night. Did not put in any gas at Fort Stockton. Then did not put any gas in the tank until I got to a Love's Station outside of Las Cruces NM (653 miles) from Austin. It took 17.7 gallons that time. That averaged out to be 36.6 mpg, but I had been into a brisk head wind for hours. Still, 36.6 mpg is about 9 mpg better then I was getting with the 96 1500 Gold Wing. I am very happy with 36.6mpg. Casper was loaded heavy too, so it was a heavy bike that went to Houston. Casper had 113 Lbs. of gas on board, plus about 70 Lbs. in the big box on the back.

Now everyone has to understand that the BA-MARC group are the extremely high end tech guys, the HQ-MARC group here in Southern CA think we know something about electronics, :-)

smiling, the motorcycle mobile hams in Texas are catching up fast with their APRS and the Ham Radios on their bikes. Now I've been to several MARC meeting in the Bay Area and saw what the group in TX can do and it shows me what an energetic group can do in such a short time.

We, the MARC Board and Staff members are hoping to see a MARC Chapter get started in the Houston area. I did ask Sue KF6HZJ, "THAT IS, IF SHE WAS ASKED", would she be willing to do the secretarial work for a Houston MARC Chapter, and being the nice lady she is, Sue said yes, "IF ASKED".

So that is that for this first really big trip for Casper. We will once again be in San Antonio TX for the Alamo Run, leaving in 8 days, Wed April 28th and be starting back home on Sunday May 2nd.

Ray KD6FHN

RALLIES—RALLIES—RALLIES

Where do you live?" The woman at the registration table asks. "Minneapolis, Minnesota." I replied
She nodded and placed 2 sheets of paper on the table for Charley and I to sign.

"Have you seen our kittens?" Smiling she had an odd twinkle in her eyes. "Huh?"

"You don't see kittens like these north of Missouri!" Turning and pulling a cat.... er possum out of the cardboard box and cradling the animal in her arms.

"I have seen those critters! But only on their sides along the road!" "Well this kitten is pretty tame! However we won't be feeding her any Mountain Dew tonight!" The woman placed the err cat back in

the box and we walked back to the motorcycles.

Trail o' Tears rally, April 23 thru the 25th. 15 miles west of Marble Hill, MO. A no frills rally with only the lure of roads, twisted and whoops cutting through the Mark Twain National Forests. Kept reading the verblage in the BMW moa news for the past couple of months. Well I had planned to do the Blitz to Branson the weekend earlier but there was this oldest daughter who needed some old biker... to walk her down that famous aisle at the church. heheh

First rally and I was looking for any takers to go with me. Talked to Duane, however he was planning to work on someone's deck. Then Charley was asking Duane if and when they could do a long ride... AHAH! Fired off an e-mail.

Charlie rides the 883 Sportster, BIG GAS TANK, Ray... All of 3 and half gallons. Still if Charlie wanted to ride with me great! We set a time on Friday morning to meet. 5am at the local Perkins. I waited patiently for the sound of a Harley. Skies still dark with commuters starting to dart for the freeways. Watched the local police leaving this favorite local and finally the muffle roar came down the road.

"Have you been waiting long?" Charlie asks over the engine I shrug my shoulders, "Your here now, lets go!"

So with that our American German Endurance or AGE began. Followed I-35 thru the suburbs of Minneapolis and south to the Iowa border. The bright light from the Harley would reflect my shadow on the highway signs, even catching a glimpse of the screwdriver antenna made me smile.

Both machines seemed ready for this ride. By 7am we had stopped at the rest stop in Iowa and then over to the gas station to fill the bikes. My computer readout showed I had another 150 miles before I needed fuel, however this trip was to help Charley enjoy some riding. Temps had been in the upper 40's when we started now the sun was shinning, had some 60 degrees to enjoy. Stopped in Waterloo for more fuel and this time some mid morning lunch at the Golden Arches.

Back on the road and thru Cedar Rapids and Iowa City. Marble Hill is between 750 to 640 miles from my home. I had checked Mapquest and did some thinking on which route. Some of those computer figurings are way off. Like sending me into Wisconsin then down through Rockford... Hi Paul and Marsha... then on to Springfield before heading west to St. Louis. So we or I decided to follow the Avenue of the Saints which in Iowa is #27. Then in Missouri it's old hwy 61. Scenic along the river even had to pay a toll crossing into Missouri. I think it was the Des Moines River.

By 3pm we had passed Troy or I should say we had filled on with gas at Troy and were winding along on some backroads. Same routes that I had used to run to Potossi, MO for the Falling Leaf Rally. However this trip we had found clouds and the temps started to slide. Now I didn't bring my electric vest due to the fact that it's usually warmer to the south of Minnesota... hmmm
We stopped in Potossi for supper and I showed Charlie the map to Castor Campgrounds. Maybe another 80 miles.

"I haven't ever been on so many twisted roads!" Charlie exclaimed I nodded with glee. "I know they don't even square off the top of the hill, just like they are just laying down the pavement no matter what the path looks like."

We hopped on our steeds for one more leg. The mists and fog that had hovered in the green hills had drenched the roads. Helmet visors were half way down for me. The screen if fitted to the helmet only led to a steam of breath on the face so seeing was at a minimum. Up went the shield to wipe rain drops and perspiration. I had the route memorized so it was cool to see the last numbered hwy. We headed east on #34 toward Marble Hill. County roads are lettered. So with concern I would come around a corner or curve only to find OO rte instead of Y. Finally we made that last turn and found the camp ground.

"You boys just missed a good shower" One of the locals commented. "It really opened up and you can see the damage." After paying our money we tiptoed the bikes thru the puddles

searching for High ground. This campground had to be at least 30 years old. Well the trees looked that old. I got off the gravel and the bike sunk to the drive shaft. Revving the engine and feathering the clutch seemed to help while doing the dance of one bike wanting to fall! We finally found some ground along some wooded edge and stopped the bikes. Talk about noisy birds or bugs or frogs? Swamp lands?

Rocked the beemer til I found some place to use the side stand. Hopped off the bike. It was 7:30 pm. We had ridden 730 miles and now to set the tents. Working with some dusk we had them up in 15 minutes. I didn't bring a drop cloth for under the tent. Too bad. Temps here for sleeping wasn't too bad. In the mid 50's but the rains came back that night. One thing nice about the rain... Tent pegs could be driven into the ground without a hammer.

Next morning we got up and just stared at the clouds. Drank coffee and talked. The draw of this rally is the roads. However who wanted to ride around on wet roads all day? Charlie really was happy that he had made the trek. The goal had been attained. And as we discussed our options and the what ifs we both decided we maybe better to start back for home.

"We could ride west, Charlie... might get out of the rain.: I said " Naw, I would rather ride a freeway in this rain then tackle those twists!" He replied

I nodded so we looked at the map and headed east to Interstate 55. Some places the rains gave us hope and other places it rained like no one cared for bikers! Went north to St. Louis and then west around and up again to Hwy 61.

Charlie had decided to purchase riding gear before this trip. Costs upwards of 250 bucks for boots and gloves and the riding pants. All of which got soaked. In turn I was concerned about the loss of body heat when riding in 50 degree wet weather. Every time we had to stop for gas or a light or stop sign I would ask how he was doing?

" I'm OK!" or "We can go further than this town!" would come the reply. We came again to the toll booth at the Des Moines River... " Stay Dry!" I called to the operator... "Somebody out here should be dry!" And off I went across the river into Iowa. Watching the mirrors for Charlie's headlight. Finally and with the light came the gale forced winds across the open prairie of Iowa.. Fighting the winds by leaning only to have some blockage from woods would make the bike wobble. Charlie's Headlight seemed far away in the driving rain. I slowed and checked my mileage. 145 miles... must be time for some fuel.... Took the next exit and rode into Donnellson to the Amoco station. After filling the tank I checked Charlie "How are you feeling, Charlie?" I asked. He looked miserable. " I think we should stop here for the night!" I continued. Charlie nodded and kind of looked depressed. " Yeah I am cold!" He said. So we paid for our fuel and went to the motel for the night. Started drying every piece of equipment I had. Turned up the heat and told Charlie he better take a hot shower, which he did.

" I paid good money for this stuff and I think I will return all of it!" Charlie exclaimed. "You got to get real mad to get your money back!" Needless to say he was mad. However a good night's sleep and rest can help set things right.

We watched the timber wolves getting beat by Denver. Never did see what the out come was as I shut the TV off too tired!

Sunday Morning the skies looked bright but by the time we got out on hwy 218/27 we had overcast skies again. Soon the rain was back only this time the temperature was below 50. I had lent my rain pants to Charlie and he was using his street shoes with garbage bag liners hoping that would keep his feet dry.

We slogged on thru Iowa City and Cedar Rapids.

"Nothing much else to do about this weather LORD!" I prayed. "But to Praise you for it! However could YOU, Jesus stop the rain in Waterloo while we eat our breakfast so that the bike seats won't be so wet?"

Finally took exit #87 and pulled into the Amoco station to fill the machines. I grabbed some towels to clean the seat of water only to see the droplets fall from the driven rain on the seat again.

"Need to stop here Charlie?" "Yeah, I am hungry!" I nodded and proceeded to ride across the street to the McDonalds. Didn't bother to remove the gear by the bike so we both strolled in like aliens into the mass of ordinary people who wear shorts and pressed shirts and looked clean cut and.... ahem.

As we ate and reflected on the ride I noticed the clouds boiling or moving fast toward the east.

"Hey there is a blue spot!" I exclaimed

"Let's ride to that spot!" Charlie says

"No it's in the wrong direction!"

Well, Jesus did answer my prayer a spot in the sky and we didn't have much rain from Waterloo home either! Winds though! Strong out of the northwest. We wanted to get to the Iowa rest stop along the Minnesota border. And I was pushing the beemer. However the gas gauge was pushing tooo.

We finally found ourselves on I-35 and heading north. I looked in my mirror.. No Charlie! "Now What LORD?" I called into the screaming winds. took the next exit and waited sure enough here comes another lone bike and the rider sees me and waves just as he goes under the bridge deck. Soo I hopped back on the beemer and give it a blast while laughing. Opened the throttle with a warning voice within saying watch out ... we had seen plenty of troopers ..

Finally was behind that Harley. I motioned with my turn signal to take the next exit. Which Charlie did and I in tow and err ... well a TROOPER in my mirrors too!

We came to a full stop at the top of the hill and rode across the bridge to the street took a right all the while the trooper right behind us. No lights on though.

Charlie headed directly to the gas station while I followed and to my amazement the police car turned at the first entrance to the rest stop!

I motored up to the pumps beside the Harley and watched the Iowan Police Cruiser leave the rest area, heading back to the freeway.

"Tim, You can head home I need to warm up at the rest area... my feet are frozen! Came off the bike and OWEET!"

"No I can stay with you, no need for you to ride alone just yet!"

Charlie motions back to the freeway, "You know what happened back there? The bike just died! Had to flip it to reserve? Don't know why!" "We have been pushing that wind, and I think we only got 30mpg, Charlie!" I said.

We went to the rest area and talked some more about the trip. Charlie put on his riding boots and a dry pair of socks... err the socks were first. We then went out to the bikes.

"Don't know when I can get these pants back to you, Tim."

"Maybe next week." I replied "You going to First Thursday? I can get them then!"

With that we waved and rode north one more time. Soon however I opened the beemer up around some RV traffic and Charlie stayed back.

Fumbled with my key and walked in to find Karen sitting in my easy Chair... "Just warming it up for you!" Karen smiles as I start to tell her this kitten story....

I had my radio along but it was too wet to make contact with anyone. OH well...

73

Tim Lindstrom AB0TS <ab0t@juno.com>

"Be like the sun –warm, supportive and life-affirming–where ever you go." (Aunt Tomee) Ziggy WW5/404

"Don't be afraid to give up the good for the great." (Kenny Rogers)

1/ the Trip report

["http://www.wadleynet.com/gpb/trip.htm"](http://www.wadleynet.com/gpb/trip.htm)

2/ the Launch page(about GP-B)

["http://www.wadleynet.com/gpb/index.htm"](http://www.wadleynet.com/gpb/index.htm)

*** April 2004 Trip South to watch GP-B launch ***

Saturday 6am start - early? A little. First stop to meet with fellow GS rider Peter just south of San Jose, then travel down for a quick breakfast coffee in San Juan Bautista. There was an interesting street market being set up with lots of gift type items. Didn't take my fancy, but I'm sure it takes someone's.

Back on the road by 8.30am. We took a back road out of San Juan Bautista - Salinas Road to San Juan Grade Road. Old Stage Road looks interesting, but has "road closed" signs and we didn't want to try out dirt roads until at least we'd made it down to Santa Barbara county. However, for a later trip Old Stage Road looks worth trying out. Back on 101 in Salinas for more southerly progress.

Refuel in King City. Then a side detour on something that looked interesting on the map to arrive at Mission San Miguel for a rest stop and to take in the sight of the mission following the Dec 2003 earthquake. The mission chapel is closed awaiting possible repair and much of the rest of the building is shored up, as seen in the picture (see web links above). Hwy 198 to Peach Tree Valley Road (there are still some peach trees left) followed by Indian Valley Road is a great detour.

Spring seems to be a great time to go - the hills and pastures are still green, and it's not too hot. You can make the King City 2m repeater just fine most of the way down Indian Valley Road. I was chatting to a guy portable in Soledad. He thoroughly agreed with the choice of road - good!

The end of the chapel at Mission San Miguel is now behind the cyclone fence to keep the curious out. Plenty seems to have fallen off and they look like quite serious cracks. I see no evidence of any moves to repair the chapel and the word earlier this year a few weeks after the earthquake was that it might not be repaired in the foreseeable future.

Arrive Lompoc: Find River Park campsite, 2 bikes, 2 tents, 1 site: \$15 per night, quite reasonable. A little traffic noise from Hwy 246 but not bad. So apart from the launch the objective was to find some great biking roads.

The following picture

(["http://www.wadleynet.com/gpb/p4181687ws.jpg"](http://www.wadleynet.com/gpb/p4181687ws.jpg)) does not do our ride that we'd just completed up Refugio Road from Santa Ynez ANY justice at all. We were having too much fun to stop and take photos on the non-paved section of the road. It's very narrow, twisty and eroded. Plenty of dried mud and stones, rills and gullies to cross. We stopped at the top where Refugio Road meets Camino Cielo to take a few pictures of the signs.

The road running east along the ridge (Camino Cielo) looks very much worth another trip. Refugio Road comes south and a little east from Solvang/Santa Ynez and crosses the mountains before dropping down to the sea at Refugio State Beach on 101.

On Monday the launch aborted three minutes before lift off. So we went for a ride. What else do you do if you're rocket doesn't go up? We found the Cold Spring Tavern - a very old stage coach stop. Polly joined us on her new flame orange 1300 (dam, can't remember exactly what model - but it's shaft drive, and very pretty).

Polly headed back to Lompoc after we stopped in Los Olivos and grabbed coffee. Peter and I found some more fun roads - following advice of a local GS rider we met in the cafe, ending up back along Figueroa Mountain Road through some dribbles across the road. Remember: back off on the throttle when it's slippery underfoot! (This picture

"["http://www.wadleynet.com/gpb/p4191740ws.jpg"](http://www.wadleynet.com/gpb/p4191740ws.jpg) does NOT do justice to the wiggle that resulted a second later!)

The launch was great - details on the first link at the top of this article.

We made a relatively quick trip back up the coast stopping in Los Osos for Peter to source some strange part for his VW bus, and lunch in Cambria. Then we traveled Hwy 1 all the way back, stopping in Santa Cruz for fuel, and to say hi to a friend Lisa and her new baby (Ariel, after the motorcycle).

Ariel's father Michael (KG6MMO) was out for the evening in San Francisco - having just picked up his very low mileage (700 I think) R1150GS dual spark with lots of extras from BMW Mountain View and taken it to the ACS meeting. So although I wasn't planning to attend this ACS meeting it was worth a quick drop in to say hi, and catch a look of his new ride.

Anyone want another trip south? :)

Adrian KG6MRC <BA-MARC>

** Editors note:: Please feel free to check out the pictures they are neat.

Races & Rallies

To all that want to know about the races and Rallies I do.

The rally I do are cars they run the fire brake roads. We have some every 2 to 3 miles to track the cars. If a car is missing we know where it is. They do go off the road at times. It is very important that we get help to them ASP.

Dates

May 7&8 Rim of the World Palmdale

May 29 Baldy Run Glendora

July 10 Treeline Glendora

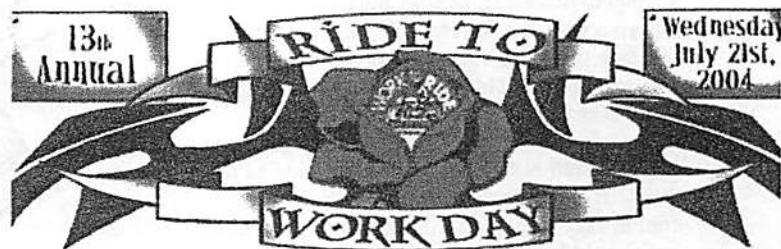
August 21 Gorman

I do other Races in Nevada if any one want any information about them or any other races I do contact me at the following.

Alvin Brown KD6UZM <AlvnKD6UZM@earthlink.net>
Ph Home 909-242-2449 Cell 909-805-5504
Hope Alvin and Connie had a great cruise!!!!!!

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"Check it out - looks very interesting"

THESE DAYS ALL MOTORCYCLISTS HAVE TO BE AWARE OF THEIR SURROUNDINGS, THIS MEANS ON THE SIDE STREETS, FREEWAYS AND PARKING LOTS.....

REAL LINES FROM THE COURTROOM!!!!

Q: WHAT IS YOUR DATE OF BIRTH?

A: July fifteenth.

Q: What year?

A: Every Year...

Q: All your responses must be oral, Okay? What school did you go to?

A: Oral.....

Q: What was the first thing your husband said to you when he woke that morning?

A: He said, "Where am I, Cathy?

Q: And why did that upset you?

A: My name is Susan..

Street Strategy

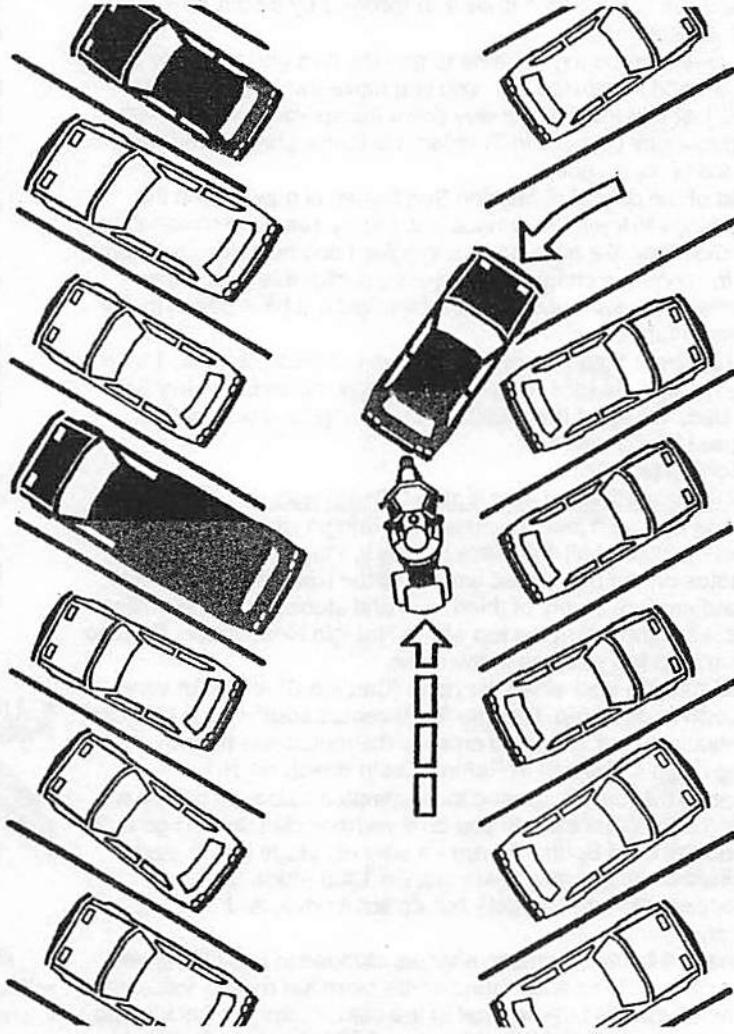
Backing Bashers

YOU'VE MADE a quick trip to the discount store at the local mall to buy some zip ties. With the bag of plastic ties safely stowed in a saddlebag, you remove the disc lock, strap on your helmet, zip up your jacket, slip on your gloves and start the engine. You're anxious to get home and continue the wiring project you were working on. With a quick look around, you snick up the sidestand, and accelerate away from your parking spot.

Riding down the lane between the rows of parked cars, you watch for stray shopping carts, children darting between the cars, and other drivers turning into the lane the wrong way. The lane is clear, except for a man loading some bags into the trunk of a car ahead on your right. And when he goes around to the passenger side and gets in, you assume he isn't about to drive away.

But, the instant the passenger door closes, you're shocked to realize that the car is already backing out into your path. Apparently, there was a driver in the car, just waiting for the passenger to get in. You reach for the front brake lever and attempt to make a quick stop, but the car backs out so quickly into your path that you can't stop short of slamming your front tire into the car's bumper. It's a minor collision, but now you're confronted by two angry men who claim it was your fault. Was it?

You should have kept your attention focused on the riding situation, rather than allowing your mind to wander to other thoughts. Since you couldn't see the driver of this car, he couldn't see you either. Any vehicle with people getting in or out should be suspect of possible sudden movement. You would have been better prepared for a quick stop by covering the clutch and front brake levers. And it would have been smart to slow down as soon as you observed the action around this car, to give yourself more time to react.



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Gain & Wave: 2M 1/2 wave center load 3.2dBi • 70cm 5/8 wave x 2 5.7dBi • Length: 30" • Conn: PL-259 • Max Power: 60W

NEW PL-259 • Dual-band 2M/70cm w/fold-over
Gain & Wave: 2M 1/2 wave center load 3.3dBi • 70cm 5/8 wave x 2 5.8dBi • Length: 38" • Conn: PL-259 • Max Power: 60W

NEW PL-259 • Dual-band 146/446MHz cellular look-a-like
Gain & Wave: 146MHz 0.0dBi 1/4 wave, 446MHz 2.5dBi 1/2 wave • Length: 12" • Conn: B-10 PL-259/8-10/NMO NMO • Max Pwr: 50W

NEW SBB-75NMO/2HMO • Dual-band 146/446MHz
Gain & Wave: 146MHz 2.15dBi 1/4 wave, 446MHz 3.8dBi 5/8 wave center load • VSWR: 1.5:1 or less • Length: 18" • Conn: PL-259 or NMO Style • Max Pwr: 60W

NEW SBB-75NMO • Dual-band 146/446MHz
Gain & Wave: 146MHz 2.5dBi 1/2 wave • 446MHz 5.5dBi 5/8 wave x 2 • VSWR: 1.5:1 or less • Length: 29" • Conn: PL-259 or NMO Style • Max Pwr: 100W

NEW SBB-5NMO • Dual-band 146/446MHz w/fold-over
Gain & Wave: 146MHz 4.9dBi 5/8 wave x 2 • Length: 39" • Conn: SBB-5 PL-259/SBB-5NMO NMO • Max Pwr: 120W

COMET SBB-7/SBB-7NMO • Dual-band 146/446MHz w/fold-over
Gain & Wave: 146MHz 4.5dBi 6/8 wave • 446MHz 7.2dBi 5/8 wave x 2 • Length: 58" • Conn: SBB-7 PL-259/SBB-7NMO NMO • Max Pwr: 70W

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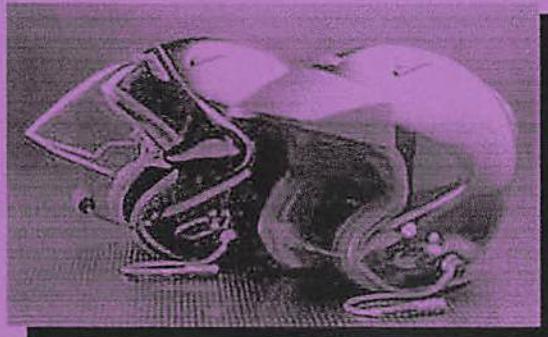
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13- BAD RIDE (EDITOR IS GONE AFTER THE RIDE)
20- "FATHER'S DAY"

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MAY 2004

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