

Ray's Desk Copy

AUG 9 - 2004

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AUGUST/SEPTEMBER 2004

From The President's Desk::

Hello all. Mijo & I hope that the summer goes well for all. We are still on holiday in France. The food and wine are fantastic. Mijo's sister and brother in-law from the Villages, Florida, were here for the first three weeks of our stay. It was nice to have the three sisters together with their mother as she is ninety years old. Then too, our daughter, Jean, and her husband Todd were able to visit for a week between business meeting on the east coast of the USA. To date, we have only visited local attractions as Mijo likes to stay at home once she is here, but soon we shall take a trip across country to the west coast and the town of Calais. We have arranged a meeting there with Graham G4FUJ and his wife. They will be on holiday and are going to make a quick trip to the continent for some French cheese and wine. It will be good to visit.

In two weeks our vacation will be over and we shall be on our way home (about the time that you read this article). Hopefully, we will see many of you at the Lakeview on the 14th of August for our next meeting and we can start to prepare for the MS 150. Yes, it will be upon us soon.

It has been nice to follow the travels of Ray & JTC on the MARC list. I read of a meeting in Texas to start getting things in order for their next MS 150. With as many bicycles as they had last year, that appears to be some task. Also, another group is trying to set up a MS 150 and, possibly, another BAD ride. Good luck in your new endeavors.

Mijo and I hope that the rest of your summer goes well and that your travels are without too many bumps. We shall tell you of ours when we return. Oh yes, if you took a trip, short or long, this summer, send a note to Bonnie so that she can put an article in next month's news letter. I, for one, love to hear and read about your escapades.

Many thanks to John N6JCB & Chuckles KG6NJP for running the nets while we are taking a break in France and Ray & Bonnie are running the country.

Bye for now:

John F. Reynolds W5JFR
 MARC President
 Johnw5jfr@adelphia.net (909)820-0509

""MARC"" CALENDAR 2004

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

MARC" NEWSLETTER DEADLINE:::

DUE:

Remember August/September will be combined

August 4th	FOR Aug/Sept
September 29th	FOR October
November 3rd	FOR November
December 1st	FOR December

Remember we have two charity events left for this year - so watch for the sign-up sheets, make sure you have your calendar with you when you sign up put it on your calendar so you are constantly reminded. Double check everything on your motorcycles plus your riding apparel & equipment....

For the new members we have reflective vests with "Event Official" on them for our members to wear during the Charity Events. We like to have our members wear their MARC shirts & the vests so they stand out & easy to recognize by the participants in the event they need assistance on or off the motorcycle. Also SAG personnel in case they have to get out of their vehicles to load

riders & bicycles- draws the attention of four wheelers out in this vicious traffic these days that there is a slight problem.

Sign up and if something happens you can't make the event PLEASE PLEASE let us know so we won't be worried about you. Thank you so much for your time and efforts.

THE BOARD::::::

Sign-up sheets for the MS 150 will be available at the August & September meetings:::::

Sign-up sheets for the Love Ride will be available at the September & October meetings. Remember for the Love Ride you have to be signed up by the October meeting as Bill KE6UUD has to turn in the volunteer list to the Love Ride Committee ahead of time:::

For both of these events we have to have as many volunteers we can get... SO SIGN UP - GET INVOLVED - ENJOY THE CAMARADERIE WITH "MARC" MEMBERS AND THE PARTICIPANTS IN THESE EVENTS.

There is an event "Heart Ride" for the American Heart Association on September 19, 2004 - not sure when we received this brochure. Starts at Biggs Harley Davidson, San Marcos, CA ends at Old California Restaurant Row, San Marcos, CA. Oceanside Harley was asking for help with this Ride. Per Ray he gave them his card but has not heard anything back from them.

(760) 481-7300 X 107

www.heartride.org

www.biggsh.d.com

This is ride information in case anyone is interested in doing the ride. I have the brochure available.

From your Orange County MS150 Coordinator

As I write this article The MS150 bay to bay tour is only a couple of months away. Please plan to help us with this great event, we sure could use your help. We are excited about the upcoming 22nd annual MS 150 Bike Tour taking place October 2ND and 3RD. I received an email from Michelle at the National MS Society, Orange County Chapter on Wednesday July 28 informing the committee that registration had just closed with 1400 riders all signed up. There will be a sign up sheet going around at the August and Septembers meeting, if you are unable to sign up at the meeting please let me know that you are available at johnkc6zoz@iwon.com. Please plan to sign up and come help us on October 2nd and 3rd. We will need as much help as we can muster for Saturday, as we will have both the regular and the century routes to cover. On Sunday it will be a little easier on us with the single route from Carlsbad to San Diego, with the exception of Torrey Pine hill. Don't forget SAG support, if you don't have a motorcycle but are able to help either as a SAG driver or a radio operator in a SAG vehicle or as a base station operator your help is also greatly needed.

What has been happening lately with the committee? Jamie MacDonald, the Orange County Chapter President announced that Michelle will be going on maternity leave as of August 17th and will return in January as a part time major gifts officer. Amanda McDorman will be taking over as Director of Special Events. On Aug 28 the committee is planning to do their annual check out ride from Dana Point to Camp Pendleton with a committee meeting to follow.

Wahoo's will be providing Saturday's lunch. Sunday's lunch will be provided by Pat & Oscar's. Sam Rubin from KTLA and his team will be on the ride again this year and he will be promoting the event on his news broadcasts. O.C. Weekly again this year will be running three 1/2 page ads and there will also be 50 transit shelter ads (the big posters) at the bus stops through out Orange County.

The ride will again be starting from Huntington Beach this year. This event start location is working out much better for the ride as the price for the over night parking is less and the security at the Huntington Beach location is great. This still adds 5 miles to the start side of the ride so we are still looking at the changes that can be made to the route to make sure it will again work this year. Anyhow, I will keep you informed on the start and route information as I get it. I will also figure out where we can meet and where we will line up for the start on Saturday Oct 2nd. The time schedule will still be about the same as last year.

Time Schedule is:

5:00am meet for breakfast (for the ones that would like a full breakfast) again the MS will have Coffee and doughnuts

6:00am place signs on bikes

6:15am leave for the Huntington Beach location

6:30am arrive at the Huntington Beach location

7:00 to 7:30am Century riders leave the Huntington Beach location

8:00 to 8:30am Regular riders leave the Huntington Beach location

Again the Orange County Chapter of the Multiple Sclerosis Society now has a Web Page. Check it out! <http://www.nmssoc.org/> they have on line bike tour registration.

Also the hotels that were used last year will be the same for Saturday night October 11th this year. The MS 150 planning committee is having 1400 riders this year, so hotel rooms will be going fast. Here is a list of the hotels and their phone numbers.

Fairfield Inn

760 Macadamia Drive
Carlsbad, CA 92009-3206
Phone: (800) 228-2800

Motel 6

750 Raintree Dr
Carlsbad, CA 92009-3206
Phone: (760) 431-0936 or
(800) 446-8356

Ramada

751 Macadamia Dr
Carlsbad, CA
Phone: 760/438-2285

Inns of America

751 Raintree Dr
Carlsbad, CA 92009-3206
Phone: (760) 931-1185

Olympic Resort Hotel 760/438-8330

Holiday Inn Express 800/992-9330
Quality Inn & Suites 760/438-2828

Thank you for your help.

John KC6Z0Z

johnkc6zoz@iwon.com

8/01/04

Hey Lady,

Glad to hear that you are back home and are well. I don't think there will be an article from me this month either. We are in (near) Billings, MT. We are heading for Yellowstone, tomorrow and going to do Bear Tooth Gap, or whatever it is.

We have been gone for over a month now, OR, WA, ID, and MT. Tomorrow will add WY. We still plan on the Dakota's, and not sure yet what follows that. Maybe down through the center of the country, hitting KA, so Anita can maybe find her roots, then on to New Orleans, and from there home.

We do have to be home around the first week in September so I can put the trailer in the shop for some needed repairs. We got some very dirty water and plugged the ice maker, and the filtered water faucet.

all for now, love to you, see you soon, (maybe)

Love ya,

De Witt Morgan KM6UK <dewitt@cox.net>
Mission Viejo, Ca.
On the road still.....

Races & Rallies

Well summer is almost upon us and I only have one race left here in California... 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

"If you can't laugh at yourself, you're missing out on a really good joke." (Charlie Sheen- Woman's World - 5/25/04)

"With every ending, something new begins."

(Maxine Cates - Woman's World 6/15/04)

TWO-WHEELING HERE AND THERE



Bonnie will really have to proof read this article because of the trouble I am having with the cursor jumping around and not staying on the line I am typing on. So there are letters that are sent all over the whole article when the cursor jumps from line to line and paragraph to paragraph. Sorry for this, but it is not me this time, it is the computer. Read on. Thank you.

Started Wednesday July 28th

As everyone knows that is on the MARC Email List, Casper now has 33,640 miles on it and while we are here at Honda Homecoming (July 30th) I will have the 3rd rear tire put on. The front tire lasted for 21,500 miles and was changed at Wing Ding in Grapevine TX. Update-I since made an appointment with MARC Member Tom (Prairie Wings M/CShop) in Winnebago (Rockford) IL to have him replace the rear tire the day I leave Honda Homecoming.

The day after the BAD Ride, Monday June 14th I met up with Bonnie and her granddaughter Debbie in Tucumcari NM and we went on to Delhart KS together and the next day on to Overland Park KS where we stayed at her daughters place. The next day I went on to Vandalia MO to the IBMC Campout. Spent one day there and when Bonnie & Debbie came through the next day going to her dad's place in New London, we once again hooked up and I followed her to the farm. Spent 5 nights there before heading South to Knoxville and the Honda Hoot. Spent 5 days there at Honda Hoot, where I hooked up with JTC and we would be riding together for the next 6 weeks.

We went directly from Honda Hoot in Knoxville to Grapevine TX to Wing Ding. We stayed at the one month old Gaylord Texan Resort and Convention Center. It was quite expensive but we shared the cost and that cut the cost in half. Our bill there for 10 days was about \$1,200. The cheapest breakfast you could buy there was \$16, so of course we never ate there. The Gaylord Texan was spectacular and sssssoooooo big. Everything was under one roof and the whole thing had 1500 rooms in it, 8 restaurants, 7 bars and numerous shops of all kinds. We, JTC and myself, replaced both tires while there. JTC put on Metzlers and I put on Dunlops. We are still trying to find out which tire will outlast the other. The tires now have 12,000 miles on them and my rear tire is down to 3/32nd, and time to change it. Looks like the Metzler rear tire is going to get more miles than the Dunlop by a couple of thousand miles. However, my Dunlop front tire looks like it is going to

beat her Metzler front tire.

From Wing Ding we went on down to Flora City FL where JTC bid on a house and the bid was accepted and now it will take time to get the credit check and title search done. ((Update) Everything has now been approved and now have to wait until escrow closes.) So it looks like JTC will be moving from Reading PA to Flora City FL in the near future. On Saturday July 10th we went from Flora City to Key West and back in that one day (over 900 miles) to start the SCMA USA 4 Corners Ride. The last 4 hours of that ride was done in a driving rain. Not fun and we got back to the Central Motel in Flora City at about 10pm. The next day we didn't continue on to the 4 Corners Ride as JTC had to do a lot of negotiating for termite inspections, bank paperwork, and other things associated with buying a home.

Monday morning July 12th we departed for Madawaska ME (the second corner of the USA 4 Corners Ride). While it was not out of our way we stopped in Reading PA at JTC's place to get some more plans for the move to Flora City FL coordinated. We spent a half day there in Reading and the next day put the hammer down and headed for Madawaska. We spent the night of July 15th in Houlton, ME just off of I-95 and about 1/4 mile South of the Canadian border. The next day we went on to Madawaska and got the necessary documentation done and made it all the way down the Saint Lawrence River, through Montreal and as far as Batavia NY which is right on I-80.

Continuing west on I-90 we stopped in Sandusky OH to meet up with Bonnie for lunch and get some new insurance cards, this was the first meeting between JTC and Bonnie. We spent about an hour with Bonnie, but then it was again time to hit the road and get some more miles under our belts. That night we landed in Rockford IL and that was close to Winnebago where JTC had an appointment to have YellowWing 1 worked on by our own MARC member Tom Weltzer who also owns Prairie Wings Motorcycle Shop. He had agreed to work on Sunday if we got there at 7am Sunday morning. We were there with the help of MARC member Don Fout who came by the motel and guided us to the shop in Winnebago. Tom worked on the wiring on JTC's bike from 7am until about 1:30am Monday morning, 17 hours. While there Paul K9PEP & Marsha K9MIP stopped by, sure was good to see each of them. I had gone back to the motel about 9pm, I can imagine how tired Tom and JTC were by 1:30am. What a beautiful job Tom did on the wiring on JTC's YellowWing 1. Everything still did not work quite right, but before long while on the

road, JTC managed to get the CB, cell phone, GPS III and the Valentine One radar detector all to work like they are suppose to. JTC had purchased the very new J & M integration unit from John (J&M owner) at Wing Ding and Tom installed that unit and cleaned up all the wiring for all the parade lights and other accessories that YellowWing 1 has on it.

From Rockford/Winnebago we made it to Mitchell SD where I visited some old high school classmates and visited my parents grave site. The next day we did our first of 3- 1000 mile days in a row. We made it to St Regis MT that night. The next day we went from St Regis MT to Seattle to Blaine WA (the 3rd, 4 Corners destination) and all the way down to Grants Pass OR. Coming through Portland OR the rear portion on the front fender on YellowWing 1 broke off and nearly caused a disaster when the piece lodged between the wheel and the front of the engine. JTC did a spectacular jog keeping the bike up and getting off to the inside of the 6 lane freeway where we only had about 3 ft of space where the cars were zooming by us at 80mph. Boy was that scary. JTC got the broken piece of fender out of there and tried to go again, but the chrome double rail decorative bar on the front portion of the front fender had broken off too and got rapped up in the wheel. But this time we got over to the right side of the road and onto an off ramp and had more room to work. Removed that bar and got back on the road. It was by the Grace Of God that we got across that Interstate without getting hit.

While on the road I called Lewis Osborn K7LVO on his cell phone to see if he was going to be around so we could meet for a late dinner or breakfast the next day, but lo and behold, he too was on his cell phone on his GW and in Walla Walla WA on vacation. Boy what a surprise that was, talking bike to bike on cell phones, those things really do work well. From Grants Pass OR we made it all the way to the house in Irvine where we unloaded all the clothes and other stuff and continued on down to San Ysidro CA to finish the SCMA USA 4 Corners Ride. After the documentation was done we went to the post office and delivered the final envelope. We then rode back to Irvine and spent the night. While on the road I had called Mark at Huntington Honda and he made an appointment for JTC to get the front fender on YellowWing 1 repaired/replaced at 9am on Friday morning. Well lo and behold, we found that the front fender on Casper had suffered the same fate. So we made an appointment for Casper to have the same repairs done on Saturday morning.

During the week I had sent out emails and made phone calls and asked if

Lisa Landry (IBA Iron Butt Rally Master), MARC members Dean KD6HEL & Carroll KN6P to meet us on Saturday morning for coffee pastries at Huntington Honda. I was so thrilled that they could all make it along with so many other MARC Members to meet JTC and visa versa. That was a great meeting and we really did appreciate all those that showed up Saturday morning to greet JTC. Thank you one and all.

We got to bed early (8pm) Saturday night and was up at 2am Sunday morning to beat the heat going East across the desert. We left the house in Irvine at 2:30am and made it all the way through Denver CO to Limon CO, 1150 miles. The next day Monday July 26th, we made it to Kingdom MO. On Tuesday July 27th we arrived here at Bellefontaine OH for Honda Homecoming. For those not on our MARC Email List, JTC and I are in a picture on the Honda Homecoming Web Site, then yesterday someone pointed out that we are also in a picture in the Honda Homecoming brochure that all the attendees get. Boy are we famous or what!

That's it folks, from June 14th thru July 29th. From here JTC goes home to Reading PA and I go on to Sturgis, Mitchell SD and then home to pick up Bonnie for the SCMA 3 Flags Classic along with John KC6ZOZ. Then on to Mitchell again for my 53rd high school reunion. Bonnie will be flying home from Seattle, WA.

It has been a fabulous riding summer and had the company of JTC too. Many memories to cherish and remember for a life time. Nothing like spending your summers on the road and riding the Roll Royce of motorcycles.

Completed with updates on Wednesday August 4th from Mitchell SD.

This article is a little strange in that Bonnie told me last Wednesday that the MARC Newsletter articles were due, so I followed orders like the little woman wanted, like a good little soldier and now today they really are due. So here are the updates from last Wednesday.

Casper now has 34,848 miles on him and by tomorrow noon Casper will have well over 35,000 miles and you can add another thousand or more to that by the time I get back to Irvine later this week. Casper will definitely go in for his 36,000 mile major scheduled maintenance procedures.

JTC and I had a lot of fun at Honda Homecoming. We met a lot of great people and went to dinner one night with 8 of them and then came back over to the motel and sat around in chairs out under the entrance canopy and drank beer for

several hours. Oh how the stories flowed after a couple of beers. It was such great fun. Then on Saturday afternoon while waiting for the closing ceremonies to begin and waiting for JTC to show up (JTC was working for Bobby, a vendor until after 4pm) for the closing dinner that we had gotten free tickets for, we met a wonderfully nice couple, Allen and Shelia Short from KY. So interesting and so funny too. We (WOTI member Bob Haggarty& Joan) were sitting under a big umbrella in the shade Talking to Allen and Shelia when Willie WD9FHA from IN showed up coming down the feeding line. Willie jumped out of line long enough to say hello. What a pleasant surprise that was. At the drawings JTC or I never even got close to winning anything. Joan had gone to stand in the feeding line for us and when she got to us we finally had to get in line too. The line went fast because there were about 8 lines of where the actual food was and they all split off from the one long line. They said there were about 3500 people at the closing ceremonies and they had fed them all. The food was good, maybe not \$15 good, but certainly good for the 2 free tickets that JTC and I had gotten from a total stranger the night before.

On Sunday morning we, JTC and myself said our good byes and departed Bellefontaine about 8am. I rode with Mark, a friend of Rob Roberts. Mark is also from Hawaii. From Bellefontaine we made it to Winnebago IL and the Prairie Wings shop where I had an appointment to have the rear tire on Casper replaced. Mark and I got there a little early so we laid down under a shade tree and took a nap for about an hour, until we heard the sound of tires in the gravel driveway. Come to find out, Tom and Beth had been rear ended by a lady on a trike while riding with a group of GWRRA Members on a Sunday outing. What a bummer that was. Luckily no one was injured. Anyway Tom got right on the rear tire and we were out of there in about 2 1/2 hours.

Mark and I wanted to make a few more miles so we hit the road after saying our good byes to Tom and Beth. A few more miles turned out to be a lot more than we expected. As soon as we got to the I-90 we ran into a 15 mile back up of all lanes in both directions and it took us 2 hours and 15 minutes to get around that mess. We finally pulled into a motel at about 9pm in Mauston WI and had made only 600 mile for the day. Considering the 2 1/2 hours at Prairie Wings and another 2 1/4 hours getting around the wreck, that wasn't bad at all.

The next morning we were back on the road after a continental breakfast at about 7am and got into Mitchell SD about 12:30. That was only

428 miles for the half day. Mitchell is where I am now and I will be pulling out in the morning for Sturgis. I will stop there for a short time to visit our friends Ken and Linda Schlueman who live just West of Custer SD on old highway 16. I probably could stay in Ken's cabin, but I think I will just head on over to I-25 and head on toward home. I don't know how far I will get tomorrow, but I will at least be headed in the right direction for Irvine CA.

Now you will probably find a lot of errors in this newsletter article. This !@#%^+ computer has gone nuts and it has deleted half of this article twice and I have had to start over. So if you can't follow the events, it is not me, it is the HP Notebook and I am about to throw it out the motel door. The cursor jumps around all the time and if I don't keep an eye on it, I will be typing on the bottom line on the screen and then it will jump up to somewhere in the paragraphs above and then delete all the message below the cursor. Don't ask me what is wrong with it, but I better get it fixed as soon as I get home or this thing is out of here. Drives me freaking nuts.

That's it for now, from Mitchell SD.

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

Overworked Importance::

For a couple of years I've been blaming it on lack of sleep and too much pressure from my job, but now I found out the real reason: I'm tired because I am overworked. The population of this country is 237 million, 104 million are retired. That leaves 133 million to do the work. There are 85 million in school, which leaves 48 million to do the work. Of this there are 29 million employed by the federal government leaving 19 million to do the work. 2.8 million are in the Armed Forces, which leaves 16.2 million to do the work. Take from the total the 14,800,000 people who work for State and City Governments and that leaves 1.4 million to do the work. At any given time there are 188,000 people in hospitals leaving 1,212,000 to do the work. Now there are 1,211,998 people in prisons. That leaves just two people to do the work. You and me - and you're sitting at your computer reading jokes.

IL/WI still hanging in there!!!!

"Hello Bonnie, and all the rest of the MARC group. Well the past several months have been very busy for me. Marsha and I have been adding on to our house. We originally hired a contractor to do the job, but he took the "down payment" and ran. So we decided to do it ourselves. Maybe that was not a bright decision, considering that I am handicapped, but after months of hard work, the "Family room" part is finished. We have agreed the new bedroom can wait until winter now.

So this month in Illinois, I haven't heard from Norm for sometime so I think he must be off on another job somewhere. Bob has been doing work around his house, and since retiring, he has taken on a part time job, so I don't hear much from him either.

During all this, I have seriously neglected both my Harley and Marsha's boat! My next project is to get the Harley in tiptop shape again. One of the exhaust pipes has cracked, and it is really noisy now. Plus the battery is going bad, so I need to replace that too. Then a little wash job, and it will be as good as new!

Ray stopped in nearby this month, along with Joy, at Tom's Cycle shop in Winnebago. Marsha and I went out to meet with them, and ended up having Pizza (Thanks Ray).

Then a couple of days later Tim ABOTS, stopped by for a couple of days. We had a good visit with him, before he left for unknown spaces. Even got him out on the river for a short ride!

We haven't been going up to see Zac, for a few months now. His mother has told us we can't visit him any more. Visiting him was one of the high points in our life, giving us an excuse to travel, and an enjoyable weekend with our youngest Grandson. We are pretty sad about it, but not sure what or why it has happened as yet.

While all of the above was going on, we hosted my mothers side family reunion, a bit over a hundred people, then Marsha's class reunion.

Busy busy.

Now we are starting to get things in order so as to go to Honduras with the missionary team again. Marsha and I have now been married for 25 years, so we are going to take a little extra time to relax and enjoy ourselves before we return to the USA. That will be in February, so we have plenty of time for riding, etc.

One last item, for those who keep track of such things, I am reverting to my old address of wa9ffl@yahoo.com
Juno has been getting slower and slower, so I am going to another service.
Semper Paratus
Paul Plasters K9PEP <wa9ffl@yahoo.com>

The Will of God will never take you to where the Grace of God will not protect you.

NEVER KNOW WHEN, WHERE & WHAT???

Sunday Morning and I am waking up to the sounds of birds. Predawn light is filtering into my tent and I am listening to other sounds. Snores. hehe Form the hard snort and gasp to the gentle beat of some close camper laying in his tent maybe 5 feet away. The song "Away in the Manger" comes to my mind but the words are changed. "the bikers are snoring but Tim, he awakes..." Never did figure out any other versus!

Got up of course and then opened the tent. Steam and fog rising from the wet ground. Minnesota Hiawatha BMW Rally is over for

another year. My friends are up too and we joke while taking down the tents. Wet with dew only means they will be hanging out on the clothesline today. 6:30 am and we are ready to fire up the engines.

"Do you think Tim Hurley is awake yet?" Duane asks... " Course he will be awake when we pound on his motel door!" Charlie nodded adding the last bungy cord to the pack on his Sportster.

Pulling the bike off its center stand and in the same motion placing the sidestand out, (you remember how JP) I swing my leg over the tent pack and finally sit on the bike. Turn on the key, open the choke and the beemer seems to start before I even had hit the button. As the bmw warmed I surveyed the camp and the other bikers. All working steady and most of them had the post rally look with tired movements and wisps of memory as they stop and watch, waving and then either drinking their coffee or back to packing.

Money Creek, MN is only 3 hours from Minneapolis. We depart and head through the rally site watching the people mingling around the coffee pot.

Fog and wet roads met us as we rode north on hwy 76. Movement along the road, then a brown coat appeared, the large doe thankfully bounced away from the tarmac as we motored by. Finally up on hwy 90 and heading west to MN 43. 7 miles later we were parked in the lot by the Quality Motel. I stayed on the beemer. "Spouse you want to get goin, Lindstrom?" Duane smiles I nodded.. "Well we will talk to you later then!"

Nodding I start the bike and wave to Charlie too. Tim Hurley and his girl friend were waiting for their surprised visit. Plan had been to get into Winona around 9:30am instead of 7am... I wasn't thinking of riding home alone just that I would stay on the bike and watch the traffic while Duane and Charlie did their dirty deed. But hey! I can take the hint...

So I headed north on hwy 61 letting the beemer lop along. Mentioned earlier that I had installed these catalysts in the tank. Amazing stuff. Getting same or better mileage with regular as I did with premium. Kind of cool to see the gas gauge not move so fast. I took hwy 60 west from Wabasha and noted the curves and valleys. Thinking I need to ride this road some other day when the pack is lighter. The bike seemed to be ok although the front end twitched from time to time.

Trip went great! Finally got on hwy 52 and cruised to the southern metro. 8:30 am and only an hour left!

The small voice started then. Do you get those things? Murmur or warnings. The voice was saying something like..." you don't need to be home in an hour.." or " slow down , 10 am would be better.." I nudged the voice to the side and rode into St. Paul. Up hwy 35E and then west on Mn 36....

BAMMM Bike dropped, squirming... I looked back and smoke billowed from the bike. I was in the right lane however I tried to reach the ditch or the guard rail. Bike stalled in the merging lane just west of Lexington Ave. I shut down the bike and surveyed the damage. Looking back and down, shock mount on the rear end had sheared. The shock dangling and wheel and shaft although ok had the full weight of the bike on the tire. Kickstand and center stand was useless, did not want to lay the bike over so I started thinking how to get the beemer over to the guard rail. No use. Took my helmet off

"Help!" I prayed. Cars whizzing by, not caring for a stranded biker. Idea came , took the helmet and jammed it between the engine guards and the road... got off the bike and it seemed to balance ok. Ran back about a block or it seemed that far and picked up the right saddle bag. all scunned up...

"Well at least its the saddlebag that was scratched before!" I then ran back to the bike and pulled my pack off.

White Honda Civic stops.

"Can I be of any assistance?" the younger fellow asks.

"Got a cell phone?"

"Sure!" He pulls it out of the car and we call 911

"Police, Fire and Emergency"

"Howdy, name is Tim Lindstrom, my motorcycle is stranded on the merging lane of Lexington and I am a quarter mile east of Snelling exit!"
"We will transfer you to DOT, Mr. Lindstrom!"
"DOT, how can I help you?"
So I gave my story again.
"Just a minute Mr. Lindstrom, I want to find you on my camera." There was silence. "East bound? I can't see your bike."
"Sorry, Sir... I am east of Snelling almost under the Hamline bridge but on the West bound side!"
"Oh there you are!" The voice assured, "I will send out some help!"
"Thank you!" I exclaimed.
The fellow who stopped says, "I have some things I need to do, guess you don't need me to stick around right?"
I nodded
He continued, "I know sometimes these machines don't work right, I like Triumphs."
We shook hands and off went that white Honda.
Sun shine and bright blue skies sure helps in a predicament that I seem to get into from time to time.
Soon a flat bed truck comes rolling up emergency lights flashing he passes the stranded bike and then pulls in ahead of me.
Backing up a bit and hops out.
I thanked him for coming so quickly as he surveyed the damage beemer and how to winch it up on the bed. Taking a fiber belt he wrapped that around the forks and I held the beemer as he started pulling the bike up the ramp. Didn't know if I could hold the bike as that flat bed is pretty slippery. However with persistence we finally had the flatbed back in its original spot and me holding the K bike. Then the driver used his fiber straps to winch down the bike. I offered the 2 I carry for such occasions... hehe and we had the bike sitting on its wheels and flopping sideways just a bit but not falling over! I took my packs and placed them in the front of the flatbed and hopped into the truck.
"Where we going?" He asks
"3725 Jackson street. only we need to go into the back alley way." He nodded with a studied look. Grinding the gears and watching his mirrors we started for home!
4 miles of bumps and wiggles as the beemer tried to lay down... Finally found that address.
"If your neighbor's car wasn't there I could have dropped the bike right into your garage!"
I nodded and proceeded to get out of the truck and open the garage, found a 4 wheeled dolly and we then started moving the bike down the ramp. Prior to that I heard the sound of a skil saw and went to the neighbor that had just moved in...(hadn't met him and his wife yet)
"Howdy, can I get some help?" the neighbor eyed me with wonder.... "What kind of help?"
"Bike broke down, need some help getting it off the truck!"
"Sure!"
So the tedious task of trying to push a bike which didn't want to move was finally done. Beemer straddled the dolly and we were able to roll it into the garage. Leaned it up against the wall. Whew. 10:30 am.... hmmmm
Paid the driver, He had really worked on this one and told me the price. "You sure that's enough?"
He smiled and wished me good luck in repair.
During all this commotion Karen had come out and was planning to go to church. However the next time I saw her she was in her regular clothes and also had told Tanya what happened. Both came down into the garage to look at the beemer. The neighbor had gone back home and I thanked him again.
"Well while your here can I get Tanya to pull the dolly out from under the tire while I lift the tire?"
Karen held the bike. And I had the jack set up high enough to get the centerstand down, however the dolly was in the way. So we worked the dolly out from under the beemer's rear tire. Finally the bike was sitting without the help of one garage wall!

Later that day I called the fellow who I used to work for. "Brian are you bored at work on Monday?"
Machining is fun when setting up but the tasks of making parts can get boring. Pun intended!
"Sure bring it in the rear drive and we can work on it!"
Monday we drove to work in the truck and I went to the shop. Brian looked at the sheered bolt. First making a jig to bolt the drive unit to. The jig was attached to the ears or where the rear brake caliper is mounted. Then he centered the drill press over the stud and proceeded with first small bits and then larger ones to drill out the stud. Called one of the other small machine shops in the area to borrow a 12mm tap and in 2 hours the bike's rear end was ready for a new stud.
Thanked Brian.
"So when do you want me to come and work off my debt?" Brian shrugged his shoulders, smiling. "When ever!"
Took the unit back to where I work and got on the phone to find a tire. \$100 bucks for a rear tire, closest shop was 2 miles away. Hopped in the old pickup and headed over there. Course that place wanted me to bring the rim in. Nope. BMW rims are soft. If anyone is to bend one it will be me.
Home Depot had my bolt and also picked up JB Weld to get the stud to set.

Knowing I won't get any work done until the bike was ready and knowing Karen was almost done with her work, we finally went home and I started repairing the bike. 3 hours later the beemer looked normal.

"You taking it out for a ride, Tim?" Karen asks.
"No, I want that JB Weld to set up first, ride it tomorrow." I replied.

Tuesday... 48 HOURS .. sounds like a show... Rode the beemer to work.

Next time that beemer twitches or anytime any of YOUR machines do something weird... take it from me... STOP and check it out! Forget that clock and getting there quick! RAY... oops.... heheh The comments I am getting from my friends now is.. "Either give up Motorcycles or get a new one." or " I wouldn't trust that weld!"
"So far I have been able to repair most of the things on these BMWs. No I don't plan to get out of motorcycles and get rid of this one? Nope.. I have only 120,000 miles left before finding another K bike!"

But the most important theme in all of my riding is Who am I riding for! Simply its this man named JESUS. With HIM involved there isn't ANYTHING I CAN'T DO

I figure there are people that I need to contact. To show some of Christ to them so that maybe they will get the HINT that life here is only the doorway into eternity. Well there are 2 doors.. ONE leads to eternal life .. the other to eternal existence... I have chosen to follow Jesus Christ and if and when things break then there is someone who needs to see a Christian man in trouble. And too its very humbling to have an accident and to walk away. So all of it is credited to my Lord and Savior, Jesus...

Not about me or us... All about HIM!

take care...

Tim Lindstrom ABOTS <ab0t@tim@juno.com>

post script... I wonder if I will make it to spokane, washington... Lord Wiling that is!

"Hope sees the invisible, feels the intangible & achieves the impossible." (Mae West - Woman's World 6/15/04)

FROM YOUR '50/50' LADY
MIJO REYNOLDS KF6BEB
<mijomkfb@adelphia.net>

NET DRAWING: sorry we only have

June 2- Gary W7GWT \$5 N/A, 6/9 - George AC3X \$5 + 5 tickets N/A, 6/16 ?? \$5 , 6/23- \$5 + 5 tickets, 6/30 \$5 + 10 tickets???
7/7- Burt N6USO \$5 + 15 tickets N/A, 7/14- John KE6TLT \$5 + 20 tickets N/A, 7/21 Dave KF6PRZ \$5 + 25 tickets Wins, 7/28- John N6JCB \$5 Wins, since we had no meeting in July, we just continued on with the \$ & tickets. But back to regular in August.. The Prez will be back!!!!!! Bundles of thanks to John N6JCB & Chuck KG6NJP for keeping the net going- job well done...

50/50 Drawing:

Looks like the Z's had it for June:

Sharing \$51 each - KC6ZQZ John, KE6ZRP Mark & KF6ZQM Harry - Congratulations to each..

Door Prize donators/winners:

\$40 Gift certificate from Huntington Honda- De Witt KM6UK
Maldol 146/446 MHz Handy antenna donated by Comet- - Mike N6QZT

MARC donations:

\$10 Gift certificate for Lake View Cafe won by Tanya KG6MWW
Laser level won by Billy N6EDY
Harley hog/Harley dog & Helmet DOT won by Carey KE6JWE
Nibbling tool won by Tanya KG6MWW
Flip Calculator/clipon flashlight won by John KC6ZQZ
"MARC" tee shirt won by John KC6ZQZ

Many thanks to the members who donated door prizes - Mel KD6MPB & Kay, Ray & Bonnie, Rich Blackburn N6TAX, Audrey & Billy N6EDY, Rich Martin N6MHN & Mike N6QZT- thank you again it is greatly appreciated

Gray ticket distributor was John KC6ZQZ/John W5JFR
Gray Ticket winner was Mel KD6MPB

Many thanks to Kay, De Witt, John Beckwith for dissecting the tickets, surely saves me time or I might be still tearing them after the meeting is over..

We did have a special ticket puller in June but somewhere along the way they were not on my or Mijo's sheet. Thanks anyway for doing a good job.

SECRETARY/Treasurer/NewsLetter Editor/Info Bureau:

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

NEW MEMBERS:

June brought us two new members:

6/04/04 - Mike Bronk KG6VDQ Antelope, CA
6/30/04 - Bill K4WPM & Patricia Merritt Newnan, GA

Welcome aboard - we hope each enjoy "MARC" - need any technical help - just go to the MARC List and send it out over the air waves and you will get lots of ideas.

MEETING:

We had a few visitors at our June meeting:
Chuck Merriman, Bill Naler, Ted Furushima & Andy Campbell from England. Great to see each and Zoe Gerst - Harry's little one, what a little doll...little shy tho...

NEWSLETTERS:

Thank you all so much for your articles- sorry I may have confused you all due to the fact I had so much on my mind to take care of when I got home - making copies of some pictures for family, getting some legal phone work done- I just was jumpin' the gun. But it all comes out in the wash so to speak... I will have my article in October.....

SUNSHINE CORNER:::

Back surgeries seem to be an item lately- walking slowly & in good spirits Along with the loss of his mother is Barry Snyder K6VBQ-

Mark KE6ZRP says he can see out of eye but not good and hand is doing good and plans on being at the Aug 14th meeting one way or another.

Rev John Helms WH6BJ, Eleanor Guthrie, prayers are with Burt & Gerie Brink for their parents.

There are more out there with bad health problems, whether it be family or otherwise, this I know-

We care dearly for our "MARC" members and their families & friends so please accept our prayers and love. We are here for you.

"Stars & Stripes forever"

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

E-MAIL CHECK-IN:::

Woohoo!

I can still get an article in.

Hey Everyone!

Well, I'm rebuilding my data base again. Computer crashes are such a pain! I should have the late second quarter e-mail check in sent out this week. I sincerely apologize for the delay. One of these days I'm going to have to get me a new system!

I'm thoroughly enjoying all the vacation & riding stories being posted. I'm thankful that this has been a good summer for most. I sure will be glad when August is over. It is always the worst summer month, weatherwise! Of course, that just applies to Houston!

All of you enjoying those cool ocean breezes better count your blessings!

Take care, be safe, be happy and I hope to see y'all one of these days.

Love ya

73's from your quarterly check in person!

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

***Editors note::: Sue was laid off so she has a little more load than the computer dumping on her again. She is hoping to get back with GE but has another company checking her out. Sure would be nice for her to come back to CA(:))ss

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.

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 <raykd6fnn@earthlink.net>

Dual Use Headset

The Challenge

I recently posed a question on the MARC list about the possibility of coming up with a headset that I can use for both an HT and a mobile radio. Most of us have come up with some sort of headset for use on our motorcycles and many of us also use an HT with a headset. My need comes from my desire to operate from a bicycle using a mobile radio (with it's higher power) and be able to walk away from the bike and still use the same headset on my HT. Admittedly this is probably not something a lot of folks need or care about, but it was as much the challenge of solving the problem as it was actually using the solution (The "means" being the end...:-)

The Issues

So off I went to try different headsets and different hookups. There were a number of issues to deal with – 1) Headset compatible with a mobile radio, 2) Type of connectors involved 3) The PTT required for the mobile radio vs. HT, 4) Quality of the audio, 5) Selection of a headset compatible with a bicycle helmet.

The Headsets

For headsets I tried many – Ham Radio headsets, Cell phone headsets, computer headsets, FRS radio headsets – and several others I had lying around.

Serendipity (not the singers though...:-)

Ultimately the key to success was really a piece of dumb luck (serendipity). All the headsets I mentioned above worked with the HT if you can make the right connections (more on that below.) The problem was the mobile radio - I just wasn't getting any output. Think about it – Mobile radio hand mic's have a bunch of electronics in them and often have power from the radio. HT headsets have little more than a mic, speaker and PTT switch.

However, one of the headsets I tried was a computer "headset" I picked up at Radio Shack. It turned out it really wasn't a "headset" but just a behind-the-head mic only – no speaker/earpiece. (Particularly confusing because the plug on the end of the "headset" was a three-conductor plug...:-)

However - what this unit did have was an inline amplifier (with a button battery in it) that terminated in a two-conductor plug. This turned out to be just what I needed to get any of these mics to work on the mobile radio (the amplifier - not the plug...:-) I had varying degrees of success with regards to quality and quantity of output but my testing partner (WA0FMB – Fr. Jim Keene) deemed all to be "useable" over the radio.

The Connections

As for the actual connections - that's a mix and match of Radio Shack adapters - depending on the actual hookup you need. In my case I used my VX-7 with the CT-91 cable. The CT-91 cable converts the 4-conductor plug into the radio at one end into 2 two-conductor jacks at the other end. One is 1/8" for the speaker output and the other is 3/32" for the mic input. (This is the same combination that my Alinco uses except the jacks are built into the radio.) Once you know which headset you're trying to adapt you go from there.

For example - a computer headset usually already has two plugs - headphones and mic - but they're both 1/8". The headphones plug fits right in. For the mic you need a mono 1/8" female to 3/32" male adapter (from Radio Shack). That's it. For a headset with a single jack (some ham radio headsets, cell phone headsets, FRS headsets etc) you also

need a y-cable (also sold by radio shack.) It's the "airline audio adapter" cable. It has a stereo jack (3 conductor) on one end and two mono plugs on the other end. Now you've got the split you need again. If you're trying to use a cell phone headset it has a single 3/32" stereo plug. So now you need a stereo 3/32" to 1/8" plug adapter (from guess where?)

Ultimately I ended up with a collection of about every possible adapter - mono, stereo, 3/32", 1/8" etc. But only because I was trying so many different combinations. Once you know what you're working with - it's just a matter of finding the right ones. The end result is - I can wear one headset that I can unplug from one radio and plug into the other.

PTT

Of course - I haven't talked about PTT yet have I? That's another issue. The mobile radio is really the easy one - if you know the wiring requirements. You just have to build a little harness that separates the mic and PTT functions. Many of us have already done that for our Motorcycles. In the case of the Yaesu radios - it includes a 27k ohm resistor to get it to work. And of course my harness takes into account my desire to use either the Mic itself or the remote PTT mounted on my handlebars (just like a motorcycle.)

For the HT you also have to have a way to key the mic and it depends on what you end up with. If you use a ham or FRS headset it may already have a PTT built in. I found a cheap (\$10) headset at the local ham store (Jun's) that has a PTT in it that works great in my VX-7. I also have a Pryme headset designed for my radio works just fine in the HT and with a "special" little modification works great with the Mobile as well.

What you run into here is the potential need to push two PTT's. (That's where the "special" modification comes in). In any case - if you use a headset that doesn't have a PTT that works on the HT, you can always just push the built-in PTT button on the HT.

Audio

The audio quality and output seemed to be of little significance. My partner indicated all were useable, though some were better than others. One required the amplifier even for the HT and another (a throat mic) had fairly marginal quality.

Which headset?

Ultimately I was able to get virtually every headset to work on both radios so the final choice came down to compatibility with my bicycle helmet. I ended up selecting either the cheap \$10 headset from Jun's or the Pryme headset. I selected these two because they both work with my bike helmet (nothing over the head) and had built in PTT switches. I then found a simple way to keep their PTT switches engaged while plugged into the mobile radio.

So - there you have it. A project that took up way more time than I can afford, but was satisfying nonetheless. If anyone needs more detail feel free to give me a call and I'll be happy to help.

Footnote – I planned to use my "rig" on the 4th of July in support of the festivities in Marina Del Rey, however I didn't have time to build it the way I wanted to and it failed shortly into the day. I'll refine my construction and try again.

John Beckwith, N6JCB [**<jbeckwit@lmu.edu>**](mailto:jbeckwit@lmu.edu)

WHO SAID IT WAS A "B.A.D." RIDE?

Looking back three years ago – everyone proclaimed that the 2001 Ride was the Very Best B A D Ride ... Ever. It was the best coordinated – And had the best COMMUNICATIONS. There were 5,000 participants – Everyone was well fed, entertained, and went home happy. Money wise the figure was \$230,000 dollars – Just short of a quarter of a Million.

THAT'S WHAT WE REPORTED in 2001 – And in 2002 – ITS WAS EVEN BETTER.

As hoped for – We had an even larger crowd in 2002. And the take was at \$380,000. It just keeps getting better every year. **THEN IN 2003 – IT WAS EVEN BETTER** — the take exceeded \$400,000 – And the attendance increased to over 6800. The committee reached way out and set the goal for 2004 at \$500,000.

WE ALMOST MADE IT - The amount raised by the 2004 B A D Ride was \$492,000 – That is a \$90,000 increase over last year. The attendance was 7600 – An increase of approx 800 participants. **IT JUST KEEPS GETTING BETTER EVER YEAR**

The Ride was a Huge Success – And again MARC can claim a share of the credit for that. Even though this was only our fourth time supporting the American Diabetes Association's Motorcycle Event – And even though the BAD ride is probably the most "challenging" of our capabilities – Our MARC Members came thru with an outstanding performance. I am very proud of the capability, professionalism, and "can do attitude" that our members exhibit when we are "supporting" an event.

Even the weather was cooperative – It was a perfect day to go for a ride. And we had the perfect "Place" to end it – with a delicious BBQ Picnic Lunch. There were "Vendors" galore, Multiple Bands, Lots to "Look" at, and even a Motorcycle Drill Team to watch.

Bonnie KD8OFQ and Mijo KF6BEB put up the control tent and installed the equipment – Set up the "MARC CONTROL" and "MARC SIMPLEX" stations – And were "on the air" providing "coverage" for the Mobile Units that were departing their homes, heading for their individual "Start Point" locations. Ellen KE6KWS and Kaye Johnson assisted at the "Base" with administrative duties. We are "blessed" with Base Station personnel that can "handle" any assignment – Under any conditions. Bonnie and her "Crew" are a big reason that MARC is such a continual success.

DeWitt KM6UK and Audrey Swearengen established and manned the First Aid Station

Alvin KD6UZM, Mel KD6MPB, Bob N6HOJ, Jim KC6AOU, and Pat KD6IAQ operated stations at the Rear Gate and at the Front Gate/Volunteer Booth.

In as much as the "Final Meeting" for this event had already taken place during the MARC Breakfast Meeting the day before – "Checking in" by radio on Sunday morning provided us with the "assurance" that each of our members were awake and "actually" on the way to their duty assignments. It also provided the riders with "coverage" in the event they developed any problems en route.

Even though we were operating over a goodly portion of So California – Ray KD6FN was able to come up with Repeaters, frequencies, and relays that gave us complete coverage of the entire operating area. Our teams were always in contact with MARC CONTROL. Since "cell phones" would not operate from the Park – We had to make provisions to provide a link-up to 911 in case there was an "emergency" on the road. Consequently, Bob KD6YBT and Teri KF6HJT were monitoring the Net at their homes to provide a connection to the telephone system. Thank goodness this capability was not necessary – But we were ready if needed. For future operations, I would like to see this "at home" coverage expanded so that we could have a "monitor" for at least each County.

We provided communications and "escort duty" for Fifteen Start Points. These mobile units allowed a communication link-up between the "Destination Park" and all the Start Points" –

providing information concerning the number of participants at each location, estimated departure times, etc. etc. They were prepared to take care of any "emergency" along the way – And they provided estimated times of arrival at the Park. These ETA's were adjusted as necessary, as the individual units approached nearer and nearer to the destination. Control personnel at the Park were made aware of each "incoming unit" – And they were prepared for them.

Our mobile communicators coordinated with the "Ride Captain" of each location, providing him with communications to the destination Park – And the "status" of his unit, from rear to front. In a few instances we didn't have enough Ham equipped Motorcycles to provide them at both the front and the rear of each traveling unit – So we utilized non-hams using CB Radios to communicate with the ham at the head of the escort.

The following provided escort duty. John Beckwith N6JCB, Jim Keene WA0FMP, Mark Kanzlar KE6ZRP, Ted Moody KB6CUS, Diane Moody KB6CUR, Bill Douglas KE6UUD, Lloyd Stroud CB, Peter Fleming N6LMO, Diane Bryant N6MHQ, Andrew Campbell CB, Charles Robles KF6TXI and Stephanie, Bill Naler CB, Ray Davis KD6FHN, Jim Evans KC6RCR, John Reynolds W5JFR, Andy Bocker W6AJB, John Edwards KC6ZQZ, Kevin Griffin CB Fara Belzai KF6ZQO, Robin Belzai KG6EUS, Harry Gerst KF6ZQM, Wayne Barringer KB6UJW, Hiroko Barringer KG6LFZ, Hugh Cash KB6IEM, Tanya Cash KG6MWW, Roger Wheelock KG6OND, Chuck Merriman CB, Carey Macy KE6JWE, Mike Zimbalist KE6KWQ, Jeff Gallagher KB6SUP, Chuck Wellman KC6NJP, Howard Kanae KG6SHL, Mike Naron N6QZT.

As each arriving unit neared the Park, the Back Gate Shadow alerted the "Parking Crew" to be ready for them. Our MARC Escorts broke off as the rider units passed the Front Gate, and parked in the Volunteer Parking area. They had all performed admirably and really helped in the safe and successful movement of all the riders to the end destination. The escorts reported in to the Volunteer Tent as they arrived, and were given their Lunch Tickets. After Lunch they were free to leave, or stay and partake of the entertainment. Unfortunately, our Escort Riders are almost always the last to arrive at the Park, and consequently several of the "escorts" did not get T-shirts and ride pins when they arrived at the volunteer tent. I now have those T-shirts and pins, and will hand them out at the August Breakfast meeting. I have reached an agreement with the ADA people which should correct this situation. The MARC radio operator at the Volunteer/gate (Mel KD6MPB manned that position this year) will obtain the Lunch Tickets, T-shirts, Pins, etc for all MARC Personnel from the volunteer tent at the start of the day And will issue them to our MARC members himself when they arrive. That way they won't all be gone by the time our last riders check in.

Mike and I want to thank all of you for another outstanding performance of the greatest Motorcycle Communicators in the world. Again you have made MARC look good, And the ADA people are very pleased with our services. We appreciate your cooperation in all the "last minute" assignment changes that took place. Unlike our other rides, where assignments can be made, and equipment issued on the spot, utilizing whomever that ACTUALLY arrives for the ride – We had to make specific assignments – to specific locations – well ahead of time. Then when you "factor" in the pre-ride meeting actually takes place the day before the actual ride – And recognize that some of our riders cannot attend THAT meeting – We have to attempt to "pair" them up with some one who can also pick up their equipment and information, and give it to them the next morning. Unfortunately – equipment capability, and compatibility, and sickness, and any other problem that might arise – All tend to cause changes. And, sometimes a change at one site may cause a "domino effect" on other assignments. These "last minute" changes are all part of the game and we accept THAT – But we do really appreciate your understanding and willingness to

change assignments, do what's called for, and make the best of the situation.

Also a special thanks to Bill Douglas KE6UUD who represented MARC at the Inland Empire BAD Ride Committee Monthly Meetings, and to John Beckwith N6JCB who represented MARC at the Los Angeles BAD Ride Committee Meetings.

Once again, A whole bunch of THANK YOUS and KUDOs for all the Volunteers who gave up their Sunday and performed their assignments in such an outstanding manner. You are a credit to this organization. You not only made MARC "look good" – But you also helped a lot of people with their fight to beat the Diabetes problem.

BAD RIDE COORDINATORS

Billy N6EDY ... billyN6edy@aol.com

Mike N6QZT ... mikeN6qzt@juno.com

SEATTLE RALLY OR NOT

I had great hopes of making the Spokane rally. Even rode the beemer half way... however the further away from home the more uneasy I felt! See I left Minneapolis on the 13th of July, plenty of time to get to the rally! However instead of doing the straight shot to the rally, up I-94 and then I-90 in Montana and on to Spokane... I decided to drop down to I-90 and ride to Sturgis, spend a night with my cousin Paul and then go out.

Then to top off my trip I had a friend come from Chicago on his Oil head and he was following me. No way could I back out! Heh. Bike was packed with everything. Then on the rear seat (where some riders in this close net family adds gas tanks) I had my tent and chair strapped to the bike. Yes the screwdriver antenna was on its mounting post and the Icom was ready for communication too. However Tuesday the 13th the bike didn't run as well as it usually does. Backfiring and idle had a lobe. Even had to find gas in some small town in South Dakota. The fuel tank drained real quick.

Anyway, Wednesday morning we set off heading out of Sturgis with the bright morning sun dancing behind the black hills. Finally crossed the state line of Wyoming and my gut didn't feel so enthused about this trip. Dan came by me and waved for me to follow. He was on a mission to get somewhere fast. Me? I was thinking of my fuel problem or lack of good gas mileage. So I nodded to Dan and kept my speed, watching him slowly depart from my presence. Finally I was alone and then decided it was time to turn back.

Found a small town and filled the gas tank. Bike started up as I eased of the center stand and checked the Fuel plus computer. Rode back to the freeway only this time headed East. Into bright morning Sunshine! My spirit seemed lifted although I did have some disappointment too. Made it back to Sturgis and stopped at the BMW dealership. Talked to the mechanic about the problems I was having. He came out and gave a listen to the K bike.

"The rattling your hearing isn't valve train." He blipped the throttle with his head cocked to the side. "Your clutch has a rattle, and its common on these bikes for the clutch to rattle." I nodded. "How about my fuel mileage?" I asked " Well it could be just the fuel injector pintels." He said. "When was the last time you had the valve shims checked?" He continues. " These 2 valve engines are pretty stable. We usually just check them and don't have to change out the shims." "Do you have time today?" I asked.

"Well no, not really, there are 2 beemers that need to be worked on. The owner is heading for the rally in Spokane and I really don't have much time." He looked at me and we agreed that maybe I had better get the work done in Minneapolis instead.

"Thanks for the look." I said " We have coffee on if you want to come back inside." He smiled

"That's OK... I don't drink the stuff!" I smiled back and waved. Headed up the hill to my cousins. They were very surprised to see me and I explained the problems with the bike.

" We know the mechanic at the BMW shop and maybe he would have time to look at it late tonight."

Exclaimed Ruth, Paul's wife. "No, that's Ok. I can get it home and do the work on it. The mechanic did tell me to add some fuel injection cleaner to the tank at the next filling. So I will do that and see what needs to be done when I get home. Is it OK for me to stick around today and then head back home Thursday?"

"You can stay as long as you like!" Paul boomed. " I have some work to do however if you need anything call my phone." Both Paul and Ruth hopped in their cars and headed out.

Pulled out the billfold and found my phone numbers. called Dan's Cell phone and explained the problem with the bike, thanked him for riding with me for 600+ miles and maybe see him at some fall rally. then called home to advise Karen on my plight. Well she wasn't home either.

Paul's home is up on the bluff just west of Sturgis. Looking down on the freeway and hearing the howl of tires from trucks or hearing the icon of Sturgis whine (Harleys) was kind of neat.

Kept thinking in this short summer season we have that the 15th of July is about half way thru the summer.... Even in Sturgis the temps hadn't been where the weather man says they're "supposed to be for this time of year" . Still that day was kind of nice to set back and think. See there is more to this than just a bmw and some problems with it. Nope Karen had told me last winter that she didn't want me to be gone as much as last summer. And then last week I knew she didn't want me to go.

There is this thing in marriage where we need to support each other. If the support isn't there then you, well I can expect disaster of some kind to come. Then too, there has been extra bills to pay and having me running around the country when I should be working on paying them... well you get the idea!

Woke up the next morning at 4am. Well its 5am at home. Got the shower done and waited for my cousin and his family to get up. Finally shook hands and gave hugs to my cousin and hopped on the beemer. Both wished me success on the trip home. I nodded and started the journey down to the bottom of the hill. Stopped at an Exxon station filled on gas and bought some injection cleaner. Added maybe Oz., headed out on I-90 going east.

"Well at least," I muttered to myself, "I'm not seeing any beemer folk heading west!"

Took it easy for the first 100 miles letting the injection cleaner work and mix with the fuel. Then I opened it up to 80 mph and started passing all those RVs and Semis and even some Harleys, Heh. Pulled into a gas station and added more fuel to the bike and out again racing the morning light. Bike purred like it usually does.

Turned on the Icom and was able to call into the Satem Net on 14.26500.

Gas mileage jumped from Gold Wing standards to BMW... heheh.... sorry... heheh At 80mph I was getting almost 45mpg. Cool. So the day went well. Took some back roads in Minnesota and finally got home here around PM.

Unloaded the bike and sat in the house to clear my head.

Yep, keep learning things in life. Like support for trips or doing trips for people and not for my own selfish ideals maybe.

Course I am a guy... and it takes longer for the males in this Creation to figure it out! I mean that was 1400 miles that I didn't NEED to do if I had been more awake on the ideas and needs from Karen!

Or is it just me who gets the LOOK?

73!

Tim Lindstrom AB0TS <ab0tstim@juno.com>

"What did the pencil say to the pencil sharpener?
(Quit going in circles and get to the point)

"Each day is a new adventure in discovering how truly special you are." (Linda Knight) WW 8/1/04

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 Kurvakyn or American Flat Racks 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.

(Ray & I bought these as MARC could not afford to pay for 50-100 of these at a time so Checks go to Ray Davis (not MARC)

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HAM'S 25TH

On September 10th, 2004, Honda of America Manufacturing will be observing its 25th anniversary of manufacturing in America, which began in Marysville, Ohio, with 64 associates.

Twenty-five years later, Honda of America has 13,3000 associates and, Honda in Ohio has more than 16,000 has associates and says it spends over \$7.3 billion with 185 Ohio suppliers.

To mark the occasion, Honda says the annual Home Coming on July 29-30 will be "pumped up" and the week of September 6th, 2004 will hold some special celebrations.

For more info see:

www.ohio.honda.com/events/homecoming

Odds & ends

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This looks like a handy product for roadside emergencies?

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NEW
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
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
Gain & Wave: 145MHz 0.8dBi 1/4 wave • 446MHz 2.15dBi 1/2 wave • Length: 12" • Conn: B-10 PL-259/6-10NMO NMO • Max Pwr: 50W

NEW
Gain & Wave: 145MHz 1.4dBi 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: 50W

NEW
Gain & Wave: 145MHz 2.15dBi 1/4 wave • 446MHz 4.9dBi 5/8 wave x 2 • VSWR: 1.5:1 or less • Length: 29"

NEW
Gain & Wave: 145MHz 2.6dBi 1/2 wave • 446MHz 4.9dBi 5/8 wave x 2 • VSWR: 1.5:1 or less • Conn: PL-259 or NMO Style • Max Pwr: 100W

NEW
Gain & Wave: 145MHz 2.5dBi 1/2 wave • 446MHz 5.3dBi 5/8 wave x 2 • Length: 39" • Conn: SBB-5 PL-259/SBB-5NMO NMO • Max Pwr: 120W

NEW
Gain & Wave: 145MHz 4.5dBi 6/8 wave • 446MHz 7.2dBi 5/8 wave x 3 • Length: 58" • Conn: SBB-7 PL-259/SBB-7NMO NMO • Max Pwr: 70W

NEW
Gain & Wave: 145MHz 4.5dBi 6/8 wave • 446MHz 5.5dBi 5/8 wave x 2 • VSWR: 1.5:1 or less
• Length: 38" • Conn: PL-259 or NMO Style • Max Pwr: 80W



NEW
Gain & Wave: 145MHz 3.5dBi 1/2 wave center load 446MHz 6.0dBi 5/8 wave x 2 center load • VSWR: 1.5:1 or less
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as we have most of the set-up equipment at
3 Lindberg, Irvine, CA for charity events.

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

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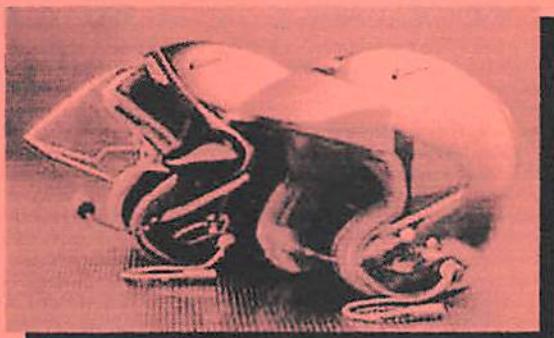
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