

Ray's desk copy

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

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OCTOBER 2004

From The President's Desk::

Bonjour à tous. Our summer vacation in France was memorable. As I said in our last visit, Mijo and I thoroughly enjoyed our five weeks with family and friends. Our daughter Jean and her husband Todd were able to join us for ten days. They spent a week at home with us in St. Mihiel and three days visiting Paris and Euro Disney. Mijo's sister Bernadette and her husband Tom, from the Villages, Florida, were also able to join us at home for three weeks. In truth, they arrived a week prior to us so they were there for a month. It was nice for the three sisters to be together to celebrate their mother's ninetieth birthday. The food and wine were delicious and plentiful.

One highlight of our visit to the continent was a drive across country to Calais. Mijo and I spent a couple of days there playing tourists. If you remember your WWII history, this is where the British were forced from France by the Germans, as they occupied the North West part of France. The city and surrounding area is replete with remnants of the German occupation. There are many cement blockhouses and fortresses used to launch havoc upon the British Isles. The V1 and V2 rocket launch sites are just a few miles from Calais. We also saw the entrance to the "Chunnel" the tunnel between France and England. While there, we had the pleasure of meeting Graham (G4FUJ) and Sue Wright, our British MARC members. They hopped a ferry from Folkestone, near Dover, to Calais and spent the day touring Calais with Mijo and me. We enjoyed lunch at a sidewalk café near the "Old Watchtower" and visited the Calais Lighthouse. We did some shopping at a large department store (a French version of a Super Walmart) for some French cheese and wine. Oh yes, if you ever have the opportunity, ask Graham how many times Sue had to remind him to drive on the right side of the road? It is only a mile from where Mijo and I were staying and where we met the Graham's to the ferry port. Seems that he kept forgetting that they

were on the continent and not on the island where they drive on the "WRONG" side of the road. I say this because we do drive on the right side, don't we? Thanks to Graham and Sue for taking a day out of their vacation to "FLOAT" across the channel and meet with us.

Now we are home and Mijo has returned to work in her classroom. I have long since returned to my duties in the maintenance shop at GE. We have had two MARC meetings and things are in high gear for the MS 150 and the Love Ride. Bill, KE6UUD, and I have attended our first Love Ride meeting and will soon be attending a second to get things ready. If you are going to join in this year's Love Ride and have not yet put your name on a sign-up list please contact Bill or me as soon as possible. As the MS 150 is the weekend before our next MARC meeting at the Lakeview Café, I seriously doubt that you will be reading this before this event. Therefore, I shall thank all who joined in this year's fun, working the MS 150.

I know that many of our MARC members are under the weather both literally and figuratively. We have several members who live in Florida, across the gulf coast and up the eastern seaboard. They have been hit repeatedly by the frequent hurricanes during this past month. For them, I pray for clear skies and hope that things dry up soon. Others have been ill this summer. That is no fun. I wish them all well and hope that good health is in the future. I did have minor surgery a couple of weeks ago. I received my lab reports and they all were negative. That is good. I am feeling fine now. The only problem was severe bloating after the procedure was finished. I felt well enough the next day (Saturday morning) to get up early and ride down to Huntington Beach Honda to visit with friends, have coffee and kick a few tires.

Now, I need to get busy collecting my gear and getting the Wing ready for next

weekend and the MS 150. Mijo and I will be off on Friday evening to go to Carlsbad to meet with Bonnie and Ray. On Saturday we will be up early to set up the Net Control station and then Ray and I shall head north to meet up with the southbound riders and assume our escort duties. Eventually we will both return to Carlsbad for the evening and then rise early Sunday morning and set off for San Diego. This makes for a couple of long days, but it is well worth it to assist the MS group in their fund raising efforts.

Until our next visit, au revoir, à bientôt.

John F. Reynolds W5JFR

MARC President

Johnw5jfr@adelphia.net (909)820-0509

Double check everything on your motorcycles plus your riding apparel & equipment...

GET INVOLVED - ENJOY THE CAMARADERIE WITH "MARC" MEMBERS AND THE PARTICIPANTS IN THESE CHARITY EVENTS

"MARC" CALENDAR 2004

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:**

November 3rd FOR November
December 1st FOR December

You're locked in a room with five doors. Each door has several locks, all different. The keys are on five rings, but each ring does not hold all of the keys necessary to unlock one of the doors. Instead, each ring holds only some of the keys required to unlock two of the doors. How many rings would you need to get out? (Answer in November newsletter)

THIS AND THAT (OR MURPHY GO HOME)

Well summer is now officially over, and it is time to get back to the realities of life in the Fast Lane.

What an interesting summer Anita, and I had this year. The first year I have been without a motorcycle for I forget how many years. We did the same thing (almost) that we did on the bike, only this time instead of packing up and moving on every day we stayed sometimes as much as 2 1/2 weeks in a place that was especially nice. We would base there and use the truck to go to interesting places.

This year we traveled in our big pick-up and a 36 ft 5th wheel trailer with two Australian Shepherds. Unfortunately we also Mr. Murphy along with us. We hit OR, WA, ID, MT, WY, and SD, right at Sturgis time. THAT is a story in itself.

The second day out found us motoring up US-101 just north of King City, a noted windy area. THAT is where Mr. Murphy jumped aboard. The main awning deployed at about 60 MPH, with a head wind of about 30 knots. Remarkable what happens to a piece of canvas at that speed. Needless to say we completed the trip without a main awning.

Day three found us still on US-101, north of Salinas, CA, going up a long, steep hill, passing a big rig. Long story very short, when I came back toward the lane in front of the big rig, and about 1/2 way in BOTH lanes, a car came into that lane. I couldn't see the ramp because of the big rig. In the meantime, a California Division of Forestry P/U tried to squirt by me on the left. An accident was going to happen. IT did, he got squeezed between my trailer and the center divider. \$7000.00 damage to my trailer, but a "no fault" accident. We were able to continue on our trip.

Even though I *thought* I was running a pair of water filters, we got a load of bad water in Stockton and plugged up a faucet and the ice maker. We had to buy ice for the rest of the trip. That was when I found out that the delivering company, MIKE THOMPSON, didn't put a main filter in. We are going to have some serious discussion on that issue.

In putting out the main slider, at different times two doors got torn off, a quick stop at a Myrtlewood Factory in OR, put the mirrored wardrobe door into the galley. One of the dogs got a foxtail in her ear and that was a visit to the vet. Several other things happened, but let's get to the end of this. On the way home, coming down US-101 on curvy roads, a top heavy basket in a compartment turned over and launched itself over the edge with about \$500.00 worth of stuff. We couldn't recover it. WHAT A GREAT TRIP, and YES as soon as the trailer is repaired, I'll be heading off again.

Oh, about MR. Murphy, when we got home and unloading the stuff from the trailer, I had set my *full* coffee cup up on the freezer, when I opened the door to put some frozen stuff in, the cup fell..... I just screamed, MURPHY, GO HOME!!!! Anita, out in the trailer laughing wildly yelled back, "what happened now???"

Love ya,

De Witt Morgan, KM6UK <trk29@cox.net>

Hello from South Carolina.

I'm sitting here watching the rain come down

from the remains of Jeanne and am already getting PMS. So I am writing looking for some information.

Since my wife died, I have decided to sell the Subaru Legacy wagon we have had for about one year and replace it with a GL1800. I want to get the bike, install any accessories and put it on the road in one operation.

I'm leaning towards a Kenwood D700 and a new Garmin 26XX GPS. The choice of GPS depends on having a NEMA output to drive the APRS in the Kenwood. I also will want the CB for the bike. I haven't used my cell phone much at all on the road, so I don't think I need that. I think I'll skip the CD changer and install one of the satellite radios. I would like one extra fuel tank, probably the seat tank. I'll also need a rack and the antenna mount. The only other accessory that I am thinking of is a set of driving lights.

I'd love to get a great deal on a low mileage used bike but I have a feeling I'll be buying new. I want to get a yellow bike and get some New Orleans artwork (Mardi Gras colors are Gold, Green and Purple) to include the King of Mardi Gras. That will lead to the name of Rex.

Do you have any suggestions as the practicability of my choices?

Also, besides our local Big Dealer Niehaus Cycle, does anyone have any suggestions on dealers that have stock and will talk price. If this works out I may be making a trip to California looking for expertise in routing wire under the plastic.

I'm currently 64 1/2 and will be retiring this spring. I have a bunch of roads I want to bicycle and motorcycle on as well as a few mountain meadows I'd like to watch the sunrise from. I may want to do the 48 state run with the new bike just to fill in one of those tank top maps!

Norm Huber N9ZKZ <n9zks@earthlink.net>

Hello everyone,

I thought you should have a HEADS up on the Dates for the Baker to Vegas run For 2005.

Here are some details for 2005:

§ Event dates are: April 23rd and 24th

§ The Host Hotel will again be the Las Vegas Hilton

§ The Finish Line will remain at the Silverton

§ 218 Teams started last year... 216 completed (5 Teams with Stop Watch failures)

§ Last year there were 37 runners medically treated... 21 transported... 15 of those transported by air...

§ Estimated 225 Teams for 2005

§ Rule Book will be basically the same... 2005 edition out in about 30 days...

The Baker to Vegas Team Captain Meetings remaining this year are:

§ October 10/20/04

§ November (none)

§ December 12/1/04

The Laughlin River Motorcycle Run is on the same period (April 21-24).

Be Safe,

Burton Brink N6USO <n6usoburt@verizon.net>

"If we were meant to fly, we wouldn't keep losing our luggage."
(Anon)

"Measure your success not by how many people you know, but how many people's lives you've touched." (Anon)

NOW & THEN

We are getting ready this week as we write this, for the MS-150K bicycle ride charity event. From the sign up sheets it looks like we have 29 MARC Members volunteering their time for this event. These volunteers are doing everything from working the net control base station, the SAG's, the bicycle tail gunners, providing communications at the rest stops and supply trucks and of course the motorcycle riders. I want to thank each and everyone of our MARC family members who are giving of their precious time for this and other events. It literally brings goose bumps to my arms and tears to my eyes when I think about all the work our MARC volunteers do for these wonderful charities. Thank you, Thank you, Thank you, God Bless you all.

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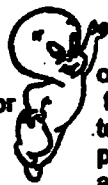
SCMA 3 Flags Classic, Mexicali MX to Kelowna, B.C. Canada.

A few statistics first, the total miles for the entire trip, home to home was ABOUT 3800 miles. Casper, the 8 month old white 1800 GW now has 41,000 miles on it, averaged between 35 and 37.9 mpg between gas fill ups that took on 9 to 11 gallons of gas at times. That was 2 up (Bonnie was an absolute trooper on this grueling ride), with all the rain gear, cold weather gear & lots of it, several changes of clothes, extra 5 gallon gas tank in the right saddle bag, small air pump (which we used several times) and all the other stuff we could carry in the trunk, trunk rack bag, left saddle bag and the large box at the back of the bike on the Heavy Duty Bushtec Deluxe trailer hitch. By the way, John, Bonnie and I rode the entire official route start to finish, (2064 miles) except once where we got lost and came to a dead end road and had to back track to the main highway that was part of the route for sure. Don't trust those GPS's to be right every time, all the time. The good old AAA maps and the detailed SCMA 3 Flags Classic maps handed out at the start are by far the most dependable.

John Edwards came down to our house in Irvine at about 9:50am Thursday morning Sept 2nd. We were on the road headed for El Centro CA by 10am. It was a beautiful ride down I-5 to the I-805 in San Diego. The weather was in the high 70's and stayed that way when we transferred to the I-8 East toward El Centro. The ride up through El Cajon, Alpine, Pine Valley was nice temperature wise at above 4,000 feet. When we dropped out of the Cuyamaca Rancho State Park and on to the desert floor at Ocotillo the temperature hit 113 degrees for the last 27 miles. Bonnie has a problem with high heat and we picked up the speed a little to get her to the Motel 6 where we had reservations for the night. We got to El Centro about 1:30pm. We quickly checked in and changed into some cooler clothes and went next door to the Carl's Jr for some lunch. Drank lots of ice tea while we were killing time.

When we came out of the Carl's Jr we looked back toward the Motel 6 and could see smoke coming from the area where our motorcycles were parked so we ran back to the motel to discover an old 80's Cadillac on fire that no one was around. It was right next to our bikes so we move them away from that car and called the 911 number. They already knew about it, so a couple of long minutes later the El Centro Fire Dept showed up, laid a line and we watched them struggle getting the hood open while the fire blazed away. Finally they got out the K-12 circle saw and cut a big hole in the front of the hood to get to the latch. I loved all these happenings because I am a retired fire captain. After they got the fire out, found the owner and got the information and got their hose loaded, I got to talk to the 3 fireman on the rig. Of course the car was a total loss, the owner had just purchased it that morning from a friend. Went to bed at 8pm that night.

We got up at 2am and got ourselves ready to get across the US/Mexican border to find the Araiza Hotel, the guest hotel for the start point of the 2004 3 Flags Classic. It was a good thing we got



over the border by 3am because the maps giving directions to the Araiza Hotel were not all that good and we got lost and it took us 30 to 40 minutes of riding around Mexicali to finally find the place. The only reason we did find it when we did was because we accidentally rode past the back side of it and found our way back to it.

We got our pictures taken for the 3 Flags Classic Passports, signed our release forms and got about 20 minutes to talk to some of the many friends we have made over the years of 19 consecutive 3 Flags Classics. At exactly 4am they collected the start cards and it was a mad dash to the motorcycles and then another mad dash to the border. I was actually the first one to the actual crossing, but the border patrol officer wanted me to open the trunk and the big box on the back and while he was doing that several other motorcycles got across the border at other gates. Luckily we did not load all of our gear on the bikes, but left the stuff in the motel room so that we wouldn't have to tote all that weight around on strange streets and roads in Mexico.

So we got back across the border to the motel room and took about 20 minutes to do some chores and get everything loaded. So we were actually on the road north out of El Centro by 4:45am. By then most of the 300 motorcycles were already ahead of us. So we had a lot of company headed north up the 111 to East on State 78 to Blythe where we hit I-10 East for about 38 miles to where we picked up 60/71/89 up through Prescott AZ. We stopped in Yarnell on 89 south of Prescott to use the facilities and have breakfast. While there we got passed again by all the motorcycles we had passed on the way, that far. So we would have to pass all these same motorcycles again sometime this day. By getting out of El Centro by 5am we got out of that severe 113 degrees heat from the day before. It was about 80 degrees in the morning, but there was no sun to beat down on us.

Once we got through Prescott AZ we begin to catch up with a lot of the motorcycles again and the wind came up pretty severely. The route took us up 89 to I-40, West through Flagstaff where we stopped for the 1st gas fill up. All the way from Prescott up through Flagstaff, North on 89, all the way to Kanab UT we had severe winds, sometimes head on, sometimes from the right side, but we never got a break for about 300 miles. Finally when we turned East on UT-12 at Panguitch UT we ran out of the wind. Here we got gas and put on some of our cold weather gear because we have been over that UT-12 before up through Tropic, Escalante and Boulder to Torrey UT. We knew this would be a very cool and curvy road. Check point #1 was at the Day's Inn in Torrey. Back at the intersection of the 89/12 where we stopped to get gas and add cold weather gear, we also called ahead to the Day's Inn in Torrey to make reservations for the night. They only had 3 rooms left and we were happy to get one of them. We had come 770 miles that day to the first check point. These roads today had some really great curves, hairpin and switch backs in them, really great motorcycle roads. After Flagstaff we were at near or over 4,000 feet elevation all day.

After getting our passports stamped and signed off we unloaded the bikes and asked about a good place to eat. We went to the only place they could tell us about. It was very high priced, the waiter was very rude and the food wasn't anything to brag about. End of Day One.

Back up at 4am, 39 degrees, put on all our cold weather gear, others were already gone and others loading their motorcycles, on the road at 4:45am. Got back on UT-12 north to 72 north across I-70 onto UT-10, north to Price. Stopped for gas at Price, a highway patrolman at the station says that the winds blew there all day yesterday too, then onto 191 north. Now this section of 191 we know very well because we have been over it many times on past 3 Flags Classics. It is 45 miles of motorcycle bliss. Long sweeping curves in open range (watch out for the cattle) in a valley between 2 rolls of hills with the road at 9100 feet. You can really tear down that

road because you can see all the road ahead of you for half a mile and can straighten out all the curves. After we left 191 the route took us west on US-40 to I-80 west for a short time to I-84 north to UT-167 & UT-165 north toward Logan UT. It was while we were on 167 that the GPS guided us off onto 158 and we came to a dead end road and had to back track to 167 again. This was the area that we got light hail and rain on us. It was so light that we never bothered to put on our rain gear. This is also where we decided NOT to go by the GPS's strictly anymore and depend on the little yellow route maps that the 3 Flags Classic volunteers passed out at the start in Mexicali. After that we never got lost again using the combination of the GPS's and the little yellow maps.

We get into check point #2 at Pocatello ID about 2:40pm Saturday afternoon, we had come 1227 miles from the start on Friday morning. We didn't waste much time there. Just used the rest rooms, got the 3 Flag passports stamped and signed, got some snacks and gassed up again and hit the road north up the I-15. At Blackfoot ID we take UT-26 NE to US-93 North. UT-26 is pretty straight, but once we got on US-93 that all changed. Talk about some real motorcycle roads, this is it. Once you get to Challis ID it is a road with many, many curves, although the red lines of the road on the maps don't really show it. Right where we crossed into Montana we were right next to the Great Divide where we crossed one pass at 7,241 feet & another at 6,951 feet. It was getting late in the afternoon but we pushed on.

We passed motorcycles parked at motels in Salmon, Darby and when we got to Hamilton we tried to get a room at the Days Inn and Casino, but there were none available in town at any of the other motels either. So we had no choice other than to push on. Now it was dark and starting to cool down rapidly. About 20 miles further up the road we came to the very small town of Stevensville MT. There was a very small Arrow Inn motel there and they had 2 smoking rooms left, and that was it. We were told in Hamilton that you can't find a room in Missoula MT because the U. of MT had a home football game there that day and everything for 50 miles of Missoula was sold out. So we took a look at the 2 smoking rooms at the Arrow Inn and they did not smell too bad, so we took them and was thankful to get them too. We quickly unpacked the bikes and headed for the downtown area of Stevensville to find a place to eat that the man at the motel recommended. Before we got to the restaurant recommended by the motel clerk, we saw Mary's cafe. A very tiny hole in the wall place and decided to try that. That was a great decision because the food was so good, lots of it and the price was more than reasonable.

Up again at 4am and on the road again by 5am toward Missoula. There we filled up with gas and continued up 93 across I-90. At Ravalli MT we pick up MT-200 NW toward Sandpoint ID and check point #3. Just after we turned onto MT-200 we came to a mule deer standing in the middle of the road. She just stood there looking at us approach, so I honked the horn and she took off back the way she had come, across the ditch and over the fence. A little down the road from there we encountered a coyote standing in the road, honked the horn again and away he went. That was the closest we got to hitting any animals on the whole trip, good thing too, some of the other riders were not as lucky, we heard later.

The third checkpoint at Sandpoint ID was to open at 10am, but we got there at 9am, so went to the McDonald in the same mall and had breakfast. When we came back we saw MARC members Dean KD6HEL, John WH6BJ & Carroll KN6P waiting to get their passports stamped and signed. We had ours already done and got out of there ahead of the Magnificent Seven, IBA Riders.

From Sandpoint we took US-2 West to US-395 and then north to the Canadian border at Laurier WA. There we gassed up for the last time to be able to make it all the way up to Kelowna and back out of Canada to the USA without buying gas in Canada. Not that it made any difference, we just didn't want to use our credit cards in Canada for gas, no big deal. Once we got into Canada we changed our driving habits a lot. We took it a lot easier. From the border the official route took us West on the Trans Canadian Hiway to Hiway 33, North all the way to Kelowna. We arrived at the final destination at the Grand Okanagon Lakefront Resort in Kelowna at 2:30pm Sunday. The Magnificent Seven (IBA Riders) had caught us about 10 miles out of Kelowna and of course were waiting there when we got to the finish, so we were about 15th to the finish line, not bad riding 2 up and carrying all that cold weather gear and clothing. As always, the official route was special in that it was just a great motorcycle route and the scenery was spectacular too, and the banquet Tuesday night was as always very special. Paul and his crew had done another A+ job.

We had come 2064 miles with 6 gas stops, in a total time of 60.5 hours. All I can say is that we love this ride. Riding with our riding partner, John KC6ZQZ is in itself a treat and we work and ride together so well. There is never a disagreement or angry word spoken, even when we take a wrong turn and get lost. We actually have a big laugh over it and just think it is part of riding the 3 Flags Classic. The roads are something to see, the camaraderie is spectacular with all the participants that we have met over the many years we have ridden this ride. Bonnie was an absolute gem on this ride too. She weathered the rain, hail and hot weather without a whimper. Did I mention that Bonnie won the biggest 50/30/20 portion of the money drawing, by winning "ABOUT" \$1300, wow do we get to celebrate now. That just about paid for the whole trip for Bonnie and I, including the price of the 3 Flags Tickets.

The ride home was as short and swift as possible. We departed Kelowna at 5am on Wednesday morning Sept 8th. Made it all the way down US-97 to Weed CA, about 750 miles. They should name that section of US-97 from Kelowna to the Oregon border, the "Apple Valley Highway". For a stretch of about 300 miles we never ran out of apple orchards. Picked up I-5 at Weed and made it all the way down to Modesto/Lodi CA that night. That was a 1058 mile day. Up again at 4am and on the road before 5am to try to beat the heat coming down I-5 to Southern CA. Got home to Irvine CA at 10:30am Thursday Sept 8th. Believe it or not, we actually got sprinkled on 3 times on the I-5 between Castaic CA and home in Irvine, that was about the last 95 miles. Hey, it never rains in Southern CA in the summer time. It was a good thing that it didn't rain any harder anyplace on the whole trip, as when I got home I found my rain gear laying on the table where I had laid it so I wouldn't forget them. Getting OLDheimers disease I guess.

We are already making plans for next years 30th anniversary SCMA 3 Flags Classic for the year 2005. It will go from Tijuana MX to Calgary Albert Canada over Labor Day Weekend, a 5 day, 8 state ride. My son Rod has already said he wants to join us. He has done the 20th & 25th anniversary 3 Flags Classics. We'll have to add another auxiliary fuel cell to his 1992 GW, he already has one 4.4 gallon tank in the right saddle bag, but he will need more to keep up with us.

TTYL, Love to All

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**

From your Orange County MS150 Coordinator

As I write this article The 2004 MS150 bay to bay tour is this weekend. I would like to thank everyone for coming out to help with this very worth while event. The bike riders love having us there watching over them during this ride. The Multiple Sclerosis Orange County chapter can not express enough how much they appreciate the MARC group being there to help. I will have much more on my follow-up report in the November newsletter.

Again my thanks go out to all the MARC members for all that you do.

John Edwards KC6ZOZ <johnkc6zoz@iwon.com>

LOVE RIDE XXI 2004

WOW!!! Is it time for the MS150 and the LoveRide already. Where did the past year go??? I've been told that as you get older the years fly by faster and faster. Hmmm, I must be getting older. Time has come again to gas-up your bikes and test the pit button to see if it still works.

LoveRide 21 is just around the corner on November 14th and as in years past looks to be a good day for a ride, entertainment and food. This year's talent at the Castaic Lake will be Lynyrd Skynard and at Glendale Harley-Davidson it will be Charlie Brechtel entertaining the masses.

The food this year will be provided by Rattier's BBQ of Santa Clarita. Also the Victor McLaglen Motor Corps will be performing again this year. As usual there will also be various celebrities attending this ride. I am still taking signups for this ride. **THE LAST DAY FOR SIGNING UP TO DO THE LOVE RIDE WILL BE AT THE MARC MEETING ON 10/9.**

For the new members that are working the ride or considering signing up, here is a brief description of what our job is: For the motorcycle mobile ham operators our main job is to ride along with a group of motorcycles and to report to the net control operator any adverse conditions on the road such as an accident or other problems that could cause a problem for the ride. With up to 20,000 motorcycles leaving Glendale, this information is helpful to keep the ride to Castaic Lake going smooth. If a problem is reported, the people at Glendale can slow the number of bikes leaving until conditions clear up on the road. Unlike the bicycle rides that we work we are NOT there to assist the motorcycle riders, there are way too many that are alongside the road for one reason or another for us to help.

For the people working the freeway onramp your job is to slow down the riders approaching the sharp right turn onto the freeway and to report if the backup getting onto the freeway is getting to long. In previous years before we started working the freeway onramp at least one accident occurred each year at that location and that stops the ride until the accident has been cleared up. For the past few years that we have provided people at this location there has been no accidents at this location.

We are going to meet at the McDonalds on San Fernando road and the Glendale (2) freeway at 6 am to be in place by 6:30. The frequencies will be: For net control, 447.560- PL 136.5 and for bike to bike and at Glendale, 144.370 simplex.

I will have all this information and maps at the meeting on 11/13, the day before the Love Ride so if you can, please attend. For any questions or if you are signed up and cannot make the ride or want to signup for the ride please call me at 626-966-8976 or email me at "wbdoug@mailaka.net". If you are already signed and do not receive a conformation from me by Saturday 10/9, please call me.

See you there and ride safe.

Bill Douglas KE8UUD <wbdoug@mailaka.net>

Hello MARC members.

Well, for the last 10 years, I have been a participant in the Love Ride in Glendale, and last year was the 20th anniversary of the event. Chris and I raised a few hundred dollars for the event to get some of the goodies they had, including a Love Ride jacket for Chris, but both of us also got a special DVD of the Love Ride. It contains information about the first Love Ride, and also showed quite a bit of the 20th. In that presentation of the 20th, the video showed many of the people and volunteers that worked the event, and about 4 times, is zoomed in on a map that appeared to be on a video screen. Guess what, there were call signs on the map, most notoriously, KB6CUS! Wow, a Harley Event (mostly) and Ham radio call signs... Anyway, I was very excited to see it, and showed it to Chris. APRS positions and the bikes. The video did not show MARC members working the event, for was there an audio explanation of the map, but I knew what was going on there, and was very proud to be a part of MARC and to be a Ham.

Thanks guys (and gals) for keeping us safe when we ride.

Mark Kanzler, KE6ZRP <ke6zrp@sbcglobal.net>
Ham on a Hog

I few months ago I was asked to write a short Article on the way 9-1-1 works from a cell phone. (Attached Below)
It was published in the Motorcycle Sounds for my Gold Wing Road Riders Association for the Officers.
I felt that this should be sent out to others as a reminder to help both Law Enforcement, Fire and other Emergency personnel to get to you faster.

You have my permission to forward this to others or publish it your newsletters, with credits given as due.

Thanks

Be Safe,

Burton Brink N6USO

["http://www.grz.com/n6uso"](http://www.grz.com/n6uso)

9-1-1 Calls From A Cell Phone

When calling 9-1-1 from a cell phone, it does NOT give your location to the 9-1-1 operator.

Your call goes to the Local Highway patrol.

Make sure you tell them **WHAT CITY, ADDRESS, and your CELL PHONE NUMBER** you are calling from, as they will not have it on their screen like it does when you call on a Land Line phone.

Tell the Operator the type of problem you have in a calm voice.....I need police....I need Fire.....I need Ambulance....etc...

Listen to the Operator for questions and instructions.

Stay on the phone until the operator hangs up or tells you that you can hang up.

If you do not get out this info when they first answer, precious moments are wasted. Minutes can be critical for saving a life.

Also, even if calling from a Land Line or Hard Line phone, remember that sometimes the computers are not always updated properly.

It might still show an OLD ADDRESS for your phone. Confirm all your info to the operator when you call 9-1-1, never "ASSUME" they have it.

I have responded to 9-1-1 calls and was sent to the person's old home, as the phone company never updated the address in the system when they moved, but kept the same phone number.

Be Safe,

Burton Brink, N6USO <n6usoburt@verizon.net>

ILWI

News ? What news? We don't need no news! Well actually we do need news, and I was just joshing you a bit.
Hello Bonnie,

Well lets see, probably the high point of the past month was getting to see Tim up in the Wisconsin Dells. Marsha and I rode up, had a nice lunch and visit with Tim, before he had to get back to the rally.

The Ride was exceptional. in as much as we seen about every trick imaginable on the way up there. Marsha and I have put a bit over 500 thousand miles on Harleys, and seen a lot, but this one trip was IT!

Right off the bat, a semi made a sudden right hand turn from the fourth lane on the LEFT hand side of the road.

Then some old-timer in a Cadillac was poking along about 40 miles per hour in what else? You guessed it, the fast lane. Then he would get mad when some one went to pass him on the other side, and would cut them off.

We were coming up behind a mini van of the older Chrysler make, I noticed it had an air conditioner hanging out the rear window, the glass was painted over except for a small heart shaped hole. As we passed, the front end had been sawed off, and a piece of plywood was crudely fastened on to plug the hole up front, where engine, drivers seat and controls had been removed! Sort of reminded me of a movie I had seen called "Grapes of Wrath", Sort of a Ma and Pa Kettle affair I guess.

Times seem to be getting harder for many folks. As we have traveled in good times and bad, always during "hard times" people let their cars run down a bunch, run their tires way past the limit etcetera.

Well we noticed many cars with flat tires, and other wise broken down. Boy some of the stuff I see people driving across the country would scare me just driving across town!

We are still working on our house, today for instance, I spent all day replacing the roof. I will finish it next week.
Last week, I was replacing the roof on the garage, and fell clear off the roof. I didn't like that much at all!
I landed in our neighbors yard, and their rather vicious dog decided it should attack me for intruding.
Now I know many are going to say "what has this to do with Motorcycling"? Well only to explain why we haven't put on as many miles as usual.

As for what it has to do with radio, we had to move the tower, in order to add these 2 rooms on. The radio system is back up and running good. I can be found many evenings on 7.2835 at 01:00 UTC to about 03:00 UTC with the OMISS net, and many mornings at 14:00 UTC with the SATERN net. which is activated right now for Hurricane Jean. The fourth time in less than a month! I just now heard that Jean had hit an Island and killed every one on the Island (This is unconfirmed as it just came through.).
Well I was on the roof at 6:30 this morning until 6:00 this evening with the exception of a short lunch break, so forgive me if I seem to be rattling on. I probably am!

73 Paul Plasters K9PEP <wa9ff@yahoo.com>

TIM & HIS THEORIES & RIDING

I have this theory that if the parents of some kid doesn't want their child to take up motorcycling that they, (the parents) Should have the motorcycle in the garage during the time that the child is growing up. That way when young Johnny Doe wants to become an individual and NOT be like his parents that the motorcycle issue from the frightened grandparents would be nil.

Unless of course if the kid decides he does want to ride then the parent in charge would give the proper instructions...
Today I was out mowing the lawn around the church. Some people

love to mow their lawns. Its a time to think things through. Walking or riding the mower has some benefits.
Mull over the problems or just watch the traffic all the while the mower is droning along. Now if this theory#2 could be installed in the heads of wanna be motorcyclists that there is a way to get out from the hectic communications by riding in the wind and only hearing that or the motor under you. Same prospect. Eyeing the traffic while the brain meanders over the days work.

July 26 I headed southeast on I-94. Summer is real short up here on the Tundra. You have to make plans and do them or soon you will be sitting by the fire and singing Christmas Carols! With that thought on my mind I had sent a note to Paul, K9PEP and asked if he and Marsha was looking for company. So we worked out the dates. Riding along on that Sunday morning was great! Sun was real bright and the greenery of Wisconsin with the woods and fields had a welcome smile on this trip.

Tried to take some back roads however they all seemed to wind back to I-90. South of Madison, WI the traffic became heavy and slow. No wonder, in the median there was 2 trooper cars. One fellow was sitting in his car and the other guy aiming his radar gun toward the traffic around me. Decided to exit and find some breakfast.

Finally made it to Paul and Marsha's I had told them maybe 1pm however getting going early got me there before noon. Paul commented on that when he finally returned from some run to the store.

"I thot I heard you on the repeater," Paul continued " Well it was a kerchunk of sorts."

"Yep." I replied. "However, I couldn't hear the repeater talking back to me. Besides I knew how to get here and the traffic wasn't helping much either."

I had checked the odometer 350 miles or real close to that. Paul showed me the room he had added on to the house. Sure opened up the kitchen.

Also showed me the master bedroom that needs lots of attention. We enjoyed the day together.

Monday they took me out on their pontoon. That was cool. Nice and quiet with the sun beating down on us. Nobody else out as well I spose those people were at work paying for their toys and homes and

"Always good to see you and Marsha." I exclaimed. "However I need to ride over to Iowa and see Karen's dad.

" Good having you, Tim!" Paul replied.

So off to the west I went on hwy 20. Did stop at the rest area east of Galena. Green hills and farms abound in this part of north western Illinois. hwy 20 seems to be placed on a ridge and one can look down on both sides of the road, drinking in the scenes of farming. Dubuque had road construction so I headed southwest on hwy 150 and then took some back roads around the north side of Cedar Rapids and then headed north again to Shellsburg.
"Glad you made it!" Ken's eyes gleamed. "I had just came home myself and hoped you wouldn't be waiting." Ken is 85 years old and still spry. Although no motorcycling which is OK.

I stayed with him that Monday night and we talked into the early hours of Tuesday about the country and watching some TV.

" Kelly's husband wants me to get him some T-shirts from Good Thunder, MN." I said. "So instead of heading directly home I plan to ride west and then take hwy 169 north toward Mankato, MN."
Kelly is my oldest daughter. She married Chris Thunder this past April.

"OH?" Ken smiles. " Well we will see you next trip then!"
Shook hands and even gave each other a clumsy hug.

So by 10 am after mowing the yard I was back on the bike and heading up the road toward Waterloo. Although this time I stayed on hwy 20 and kept going west instead of north on hwy 27. Winds were howling out of the west. Every so often I would see a school bus painted with a pastel color and bikes hanging off the sides. I had heard that the annual ride across Iowa was on this week. Reminded me of hippy busses all painted up and weird items

on them. even one had a deck on the top with a little picket fence around it! Spose they had to measure that for the bridges?

Anyways I pulled into a gas station and filled it with fuel. All sorts of people with bikes on the top of their cars to kayaks to just people eating ice cream. Then the squawking of kids and straining voices of parents... well it drove me back on to the beemer... however as I was leaving the station I noticed a biker in yellow jersey, shorts and a bicycle helmet holding a sign..."Need ride to my Bike" scribbled on the cardboard.

Heard this voice within my soul..." Pull over and give him a ride." I pulled over and the fellow seemed surprised. He picked up his bag and stuffed the cardboard sign into his shorts.

"Thanks for picking me up! how far are you going? He asks while I am moving the bike thru the gears..."

"I thot I would like to ride up 69." I replied "Where is your bike?"

"Well you can drop me off at 69, the bike is up hwy 17 in a small town called Eagle Grove."

If you remember I had some troubles with the rear shock mount on the rear end of that bike. Kept thinking about my puny shock and having this fellow on the back of my bike. Leetle more weight than having Karen riding with me.

"I can take you to your bike." I said. Figuring if the shock can hold we will be find if not .. ouch, OUCH! hehe

"Where are you from?" Tom asks.

"Minneapolis." I replied

"So am I!" he yells over the wind. "I have a Polaris Victory and a '69 BSA bike..."

"Really! I turn and ask..."Do you know about Bob's Java hut?"

"OH yeah! I live about 2 blocks from there!"

"First Thursday too?" I ask "Yep, Course living so close I have to know about that!" Tom replied.

Who would have thought that I would find someone in an Iowan cornfield that knew about the HUT or even First Thursday. See First Thursday is just that. the First Thursday of each month there is a gathering of bikes. All sorts, every year, almost every vintage and they all meet on the south side of Minneapolis. Just a gathering of like minded people who park their bikes in a 3 block area and walk around looking at bikes. I have told other bikers or err the UPS man who rides or maybe some fellows at the HUT and usually the answer is

"What, where or First Thursday???"

We finally arrive in Eagle Grove. Lots of people and lots of bikes. Tom pointed at the gas station and the bike chained to a small tree. I shut off the beemer and hop off. Tom is a tall guy.

"Can I have your phone number?"

"Sure!" and I gave it to him.

He motions for me to look at his cell phone. He says, "Tim's BMW. and there is your phone number."

I nod and stick out my hand. We shake. " Spose I had better go." I said.

"Well , Tim thanks again!"

I started the bike and rode away. Seems this Tom has a car and drives it to the next town where the bicycle route will end for the day. Hikes back to his bicycle and rides it to his car 40 miles away. Rest of the trip was pretty normal. Found Good Thunder and got 3 T shirts and a coffee mug warmer. Took some pics of the town, soon I was back on the bike heading for home.

Now why did that voice or thot came into my mind to pick this fellow up? Well you know why. God has plans for this Tom and maybe I am part of the plan to bring him into the kingdom. I have been in contact with him in fact I did see him at the First Thursday in August.

Saw him sitting on the parking lot fence, talking to some other biker.

"Hi Tom!" I stuck out my hand and he squinted at me...

"Who are you? his eyes were searching mine..."

"I picked you up on the road in Iowa? Brought you to your bike?"

"OH! Tim's BMW!" Recognition time... "Course I didn't recognize you... no helmet or jacket on either!

He smiled and told his friend I was the fellow who helped him get to his bicycle. the other guy nodded and smiled too.

"Thanks for stopping by and saying hi!"

Never know what the days will bring. Especially if we listen to those small voices and the adventures that we may obtain if only we dare to do something out of the ordinary....

Never did get on the radio that trip... Seemed there was one of those Sun storms that wiped out HF....Oh well guess I had better things to do!

73,

TIM AB0TS

<ab0tstim@juno.com>

Justice for All in the News

WHAT

The American Motorcyclist Association created "Justice for All" to focus the public's attention on inadequate sentencing of drivers who seriously injure or kill motorcyclists, and to push for laws with tougher penalties when motorists' traffic offenses or criminal actions result in death or serious injury.

WHY

A \$70 fine for killing three motorcyclists. And more stories of injustice.

You've heard the story: Former U.S. Rep. Bill Janklow was convicted of second-degree manslaughter for a traffic crash that killed a motorcyclist, and then got just 100 days in jail. Think that's unusual? Think again. It's just one example of what happens in courtrooms all over the country. And Justice for All, through the efforts of concerned motorcyclists nationwide, aims to change it. State by state.

HOW

If you want justice, you need to get involved. Learn about the AMA's "Motorcyclists Matter" program, which targets one of the leading causes of motorcycle crashes: motorists violating motorcyclists' right-of-way. Work with your local AMA Community Council – or, if there isn't one in your area, organize one. And with a Justice for All kit, you can show the world that motorcyclists mean business.

WHO

Groups that endorse the goals of Justice for All

Thousands of motorcyclists nationwide have shown their support for Justice for All—by ordering a Justice for All kit, by contacting their legislators, by getting involved with an AMA Community Council, and in countless other ways. And there's a growing number of state and national motorcycling organizations that endorse this important campaign.

WHEN

Taking justice on the road – to Sturgis, South Dakota

The pursuit of Justice for All won't end, of course, until we get tougher penalties in every state. But in August of

2004, the road to justice passed through Sturgis, South Dakota.

And we took our message to motorcyclists, legislators, and citizens throughout the Midwest, and to motorcyclists attending the 2004 Sturgis Rally.

www.AMAdirectlink.com/justice

AMERICAN MOTORCYCLIST ASSOCIATION

WISCONS DELLS RALLY # 34

Wisconsin Dells rally #34, course I have only been to maybe 6 of them but this was the 4th consecutive year, which kind of amazed me. I had planned to ride down early and meet up with Paul and Marsha (k9pep and k9mip). Told my friend Duane that and he said we would meet at the rally later. So Paul and I e-mailed the assigned 2 meter frequency for contact and we were set. Got to the rally sight before 10 am. Well you know how excitement

and lack of sleep will put a person on the road before the sun is up! And that's lots easier these days. I was on the road at 5:15 AM and the moon was still out and stars too. Kind of depressing that summer is gone... No rain though.

So the tent was set up.. I had paid my bill for the weekend and had that hospital arm band on the wrist. Waited by the entrance of this resort with my HT and a half wave antenna on that. Calling ever so often and listening mostly to nothin... Getting hungry, Been up since 4:30am and its almost noon...

Popp . po-po-pop... here come Paul and Marsha in the harley with sidecar. Paul sees me standing and pulls in by the median. Long antenna waving for all those beemer brothers to see! We say our howdies while soaking up the heat from the sun. One of the curious comes over and looks up at the antenna.

"What is that? you can talk on that?"

Paul is answering his questions as fast as he is firing them off. "There is another bike around here with a tall..." He waves his arm and looks over at my BMW with the dk-3 screwdriver and eyes me... "that yours?"

"Yep. Hf or ham radio antennas." And Paul and I explain what the radios can do.

Finally I introduce Paul and Marsha to this fellow named Jim and he gets talking to Paul. Seems there is some persons that they both know. Well the Dells isn't that far from Rockford, Jim here knew somethin' about Rockford.

"What frequency was I supposed to listen to? I asked. I still can't remember what it was and we never did talk on the radio! So I followed the sidehacked Harley into town til we found a Pizza buffet and had our lunch. We talked of the summer and the projects that got done. Family and the things that still needed attention. Too warm to be outside so we took our time in the cooled environment. Glancing at the clock I knew I should be going and find my friends. So we walked back out to the bikes and talked another 15 minutes before heading out.

"Karen has to come with next time!" Marsha smiles

"I suppose." I replied

"Or if she doesn't come, Paul will have to come with me to one of my girlfriend luncheons!"

Hard to be the 3rd wheel especially when riding in one.... heh I headed back to my tent and met up with my friends. Duane and Tim. We moved my tent as they had taken up the shaded spot. Walked around and looked at the vendors. Drinking our lemonade or mountain Dew. Enjoying the time.

"Either I lost my rain fly or its still at home!" I was tying my stuff sack over the top of my 2 chinese men tent.

"Tim Hurley doesn't have his either..." Duane replied. " We went into town and bought a tarp.

Tim was laughing about it. Anyway they were draping the tarp over his tent. I kept looking at some way to hide my tent under the overlap of his tarp. However we didn't need it. Never did rain that weekend!

The Dells Rally is the weekend after Labor Day. Kind of the last hurrah before summer is over. As the biker boomers keep growing older there seems to be less campers. This rally used to be at the state park or private parks where most would tent. Not anymore. The resort is slowly enticing these bikers to come inside their A/C walls and find the comfort of Cable T.V. instead of a good campfire. I mean which came first the colored fires or the color tv? I rest my case....

Although there is one great benefit when having the rally at some resort. The main meal on Saturday night is in their hall with all the table cloth and real dishes! No need to find a rock to hold the paper plate or the dismal failure when seeing your milk spilling onto the anthill.

Sunday came and we headed for the border. Leading with Duane following on his Concours and Tim Hurley on his Honda919. No bags for that man. He had made a sissy bar and tied his stuff sacks to that. Then stuffed himself between those bags and the gas tank.

Droning along on I-90, enjoying the company and watching the day awake. Some cold spots along the road even with the powerfull sun. Stopped for breakfast at a Hardees in Black River Falls...

"Are you 55?" the associate asks me...

"I may look like it but I am only 51!" I replied. I got to remember to tell Karen that...

So this guy gives me the senior discount because of his comment.... hmmm

Soon we are back on the bikes and droning home. Duane comes along side of me and points at his gas then back at the honda 919. I nod and we peel off at the next exit so Tim could fill his tank. I looked at mine knowing I had enough to make it home. Also knowing the beemer doesn't like cutrate fuel in the first place... Back on the road and heading for Minnesota. Tim blasts by on his Honda and heads north out of Hudson.

Duane follows me to the interchange of 94/494/694. We take 694 and ride west.

I see a wave and watch Duane exit off on hwy 10 and again I am alone.

Back home and in the computer room when I hear the door open...

"Hello?" Karen calls.

"Yep." I reply. "I'll be right up!"

Always good to get home, don't you think?

73

Tim Lindstrom AB0TS <ab0tstlm@juno.com>

WATCH OUT ! "PHOENIX, AZ & SAN FRANCISCO, CA"

HERE COMES SOME OTHER B A D RIDES

The American Diabetes Association has been very very pleased with the past B A D Rides that we have been conducting here in the Southern California Southland. They are now planning to establish them nationwide.

The B A D Ride was initiated right here in Orange County, and has continued to expand and cover more territory each year.

The local ADA manager, who has been coordinating the rides since they started, has been selected to move to the Headquarters in Phoenix, Arizona — With a new assignment to establish B A D Rides throughout the United States.

She has been thoroughly pleased with the support that MARC has been able to provide for the local ride, and will be looking for that kind of support for the new locations.

It is my understanding that Phoenix and San Francisco will be the first targets for the new Rides. That means that MARC is in pretty good shape to handle the Northern California location — But we don't have any group in Arizona ready to cover the situation.

We need the Arizona members to form a chapter and get ready to support that Ride. Contact me and I'll give you some help and suggestions on how you can accomplish the mission — even with a limited number of riders.

If you wait too long — some other group, or even CBers, will probably take over the job.

Please, lets not let that happen. If you can't get enough motors to handle the job initially — Solicit some help from CBers to form a Ham-CB team, or even a motorcycle-automobile team. If you can get things started — You might even get some help from some of our local riders.

**Billy N6EDY <billyn6edy@aol.com>
BAD Ride Coordinator**

"You're not the only one who sings in the car; 75% of people who drive with the radio on also sing along with it!"

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

NET DRAWING: Due to vacations and such we did have 3 winners on the following dates 6/16 - \$5 N6EDY Billy PD at Sept. Meeting,
6/23- \$5 KG6RDA Sidney Gerst (holding hers) Sidney was at the August meeting so she does get her monies, 6/30 - \$5 KD6UZM Alvin also pd at the September meeting

Aug: 8/4- \$5 Gerie KE6SUW N/A, 8/11 \$5 + 5 tickets Andy W8AJB (pd),
8/18- \$5 ??? N/A, 8/25- Chris KG6SAR N/A
Sept: 9/1- \$5 +10 tickets Ray KD6FHN(pd), 9/8- \$5 Mike KE6KWQ n/a,
9/15- \$5 KF6ZQO Fara n/a, 9/22- \$5 + 5 tickets Wayne KB6UJW (yes)

50/50 Drawing:

Aug 14 cash winners were Kay John, KD6UZM Alvin, and yes KD6OFQ Bonnie each winning \$51.....

Sept. 11 brought KC6ZOZ John, KD6UZM Alvin and KD6FHN Ray winning \$53 each.

Door Prize donors/winners:

Aug 14

\$40 Gift certificate from Huntington Honda— N6EDY Billy

Maldol 144-430 MHz AS-20 antenna donated by Comet--

KE6ZRP Mark

Sept 11

\$40 Gift Certificate from Huntington Honda — KD6UZM Alvin

No Donation from Comet- Ray was buried in things and we had arrived home from 3 Flags on Thursday so cutting things short..

MARC donations:

Aug 14:

Crescent wrenches won by Kay Johnson

Rotary Tool Accessory set won by Billy N6EDY

Desoldering tool/solder accessory kit won by Andy W6AJB

2005 Calendar/monthly carry calendar won by KC6ZOZ

14ft Ratchet tie down won by KD6OFQ Bonnie

Each month we have had one sole member come up and draw the tickets for the door prizes- Ted KB6CUS did the honors

Sept 11

50 pack CD-R discs won by Billy N6EDY

J-B weld won by Bob WD6L

Inspection mirror won by De Witt KM6UK

2005 calendar and monthly carry calendar won by Kay Johnson

Performance Ratchet tool won by Rich N6TAX

Bike Clean/2 towels won by Mike N6QZT

September Miss Holly did honors. Thank you to each who

Many thanks to the members who donated door prizes for August - Mel KD6MPB & Kay, Ray & Bonnie, Chuck, Robin & Fara, Wayne & Hiroko, Barry & Billy N6EDY, thank you again it is greatly appreciated- Now just for some great info Barry K6VBQ donated a special Spritzer for the military, he and his wife buy these — the winner of the give-away was Sharon KC6ZSH- He also was selling them for \$10 and you write a message to the Military and Barry & wife handle the mailing of them (It is awfully hot over there so these little deals come in very handy) Thank you Barry.
September-Mel/Kay, Billy/Audrey, De Witt, Peter Fleming, Bonnie/Ray

AUG:

Gray ticket distributor was Mike N6QZT

Gray Ticket winner was Ted KB6CUS

Sept:

Gray ticket distributor was John W5JFR

Gray ticket winner was Mike KE6KWQ

Many thanks to Kay, Alvin, Heidi, Holly, Cody, Dylan & Ted for dissecting the tickets for August. For September Kay, Alvin & John W5JFR— they stack up fast.....

"Each life is a garden of possibilities, bringing its own bouquet of enchantments to every day." (anon) w/w 5/29/04

"The best time to give ADVICE to children is when they are young enough to believe that you know what you are talking about." (Great Aunt Iku) ww 5/04

SECRETARY/Treasurer/NewsLetter Editor/Info Bureau:

Bonnie KD6OFQ 949-651-1038 Fax 949-651-3042

Cell # 949-300-4441

<bonidavis@juno.com> <bonidavis@earthlink.net>

NEW MEMBERS:

On 8/18 Phil (AD6NH) & Maureen (KF6WKP) Pacier of Placentia, CA took on the MARC membership, Phil did attend the August meeting.

On September 11 we were honored with Bob WD6L's new bride Sandra KB6IFU as a new member.....

9/25- AG4MQ Bernie Lavezza of Chesapeake, VA

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:

AUG- the MS 150 sign-up sheets went around-great meeting about 48 members were present- after vacations etc- it was astounding.

Sept- low attendance and we had the MS 150 & the Love Ride sign-up sheets going around so if you were not at the meeting and plan to do the Love Ride please send an e-mail to Bill <wbdcoug@mailaka.net> he will need to know ASAP. The MS 150 will be in action by the time you get your newsletters....

NEWSLETTERS:

Many thanks to all who contributed to the August/September plus the October newsletters. I know there has to be some summer articles out there that would be good reading for our members.....

With the computer the newsletter is much easier to do.

SUNSHINE CORNER:::

Our love and prayers to all who are ill, in hospital or have family sickness or loss of a loved one or friend.

Love and prayers go out to the "MARC" members who live in Florida for their safety and well-being. As well as all the Floridians affected by the HURRICANES thrashing the states. We are here for you if you need anything..

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

E-MAIL CHECK-IN:::

HI Y'all!

I can't believe I'm missing the Newport-San Diego MS-150. Some of my fondest memories include the curb parties at Carlsbad. Ray, you have to be my proxy this year for the glasses of Asti. Make sure I enjoy them, OK? (I still miss Terri's laugh on the bottle runs.) Hopefully, enough money will be raised someday to eradicate MS. It won't be in time for my friend in Temecula, but for the future, it is imperative.

OK. My computer is semi-operational at the present time. Be looking for your post and please reply back. I hope it is not an imposition or annoyance to any members. I have been doing this for almost three years and there are those from whom I have NEVER received a reply. It takes just a few seconds, so please try to humor me!

Have a wonderful time in Carlsbad and thank you all for your efforts for the MS Society. Be careful, I'll miss being there, and maybe I'll get to see y'all at the NEXT anniversary meeting in May, 2005. Ride safely and enjoy.

I hope all y'all are doing well. My prayers and thoughts are with everyone in Florida, as well. It's been some season.

Take care and be happy!

Love ya

Sue KF6HZJ <counterqueenie@abcglobal.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.

CONGRATULATIONS TO OUR NEWLY WEDS:

BOB (WD6L) & SANDY (KB6IFU) HINSHAW
ROGER (KG6OND) & JAMIE WHELOCK

A K6SYC **FULL SPECTRUM 2004**

Dear Mike,

Thank you for the your significant contribution in making the Ham Radio Full Spectrum 2004 such a great success! You could tell by the many questions during your presentation and we could tell from the many enthusiastic remarks afterwards that they were glad you were on the program.

Your presentation and the discussions that followed did indeed help complete the full spectrum of today's Amateur Radio.

73 and thank you again!

Tom Herren
K6SYC Chief Operator

*THANK YOU FOR BRINGING YOUR FIRE DRUM
AND MAKING THE MARC MOTORCYCLE DISPLAY
ON SUNDAY! THIS IS A GENUINE THANK LETTER
TO THE PARTICIPANTS - BUT I WANTED TO THANK
YOU PERSONALLY.*

Tom

Hi there fellow MARC members,

At the August, So. Cal. MARC meeting, Bonnie asked for someone to go and represent MARC at the "Full Spectrum Ham Radio Open House" being put on by the Shoreline Yacht Club, in Long Beach, on the 15 of August.

Bonnie gave me all the goodies to take along, including the MARC banner. I had a spot just outside the front door, where we could park our bikes, and set up a table. Not long after I got there Butch Macy KD6VBO and his son Chris KD6VBP, showed up with their bikes. However, they didn't stay, and I want it on the record, that I'm very upset with them. They went out sailboat racing, and didn't take me with them. I may never forgive them. Ya, right.

Later a few other MARC members showed up to take in the open house, Bill Douglas KE6UUD, and I believe Rich Martin N6MHN.

Gordon West WB6NOA, was present putting on a demonstration on microwave radio.

We had nice weather and good friendship all around, and was able to spread the MARC message.

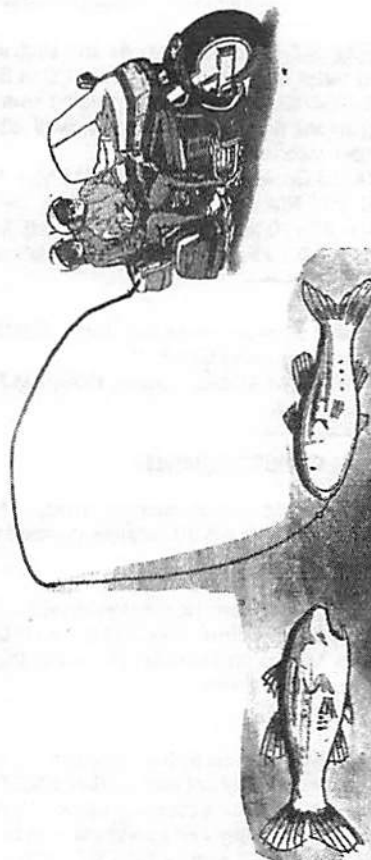
I hope that MARC can do more of this in the future.

Have a very good fall and keep the rubber side down.

Mike Naron, N6QZT, MARC
BAD Ride Coordinator
626-297-2999 Cell
760-240-2400 Home
miken6qzt@earthlink.net

**MIKE THANK YOU SO MUCH FOR
FILLING IN ON THIS Endeavor**

DOES THIS REMIND YOU OF ANYONE FROM THE MS 150 - 2003????



"I told you, 'If it tastes good, it's probably bad for you.'"



ACTION ALERT - WRITE NOW! SENATE AND HOUSE INTRODUCE HEALTH INSURANCE BILL!
TELL YOUR MEMBERS OF CONGRESS TO FIX THE HEALTH INSURANCE LOOPHOLE!

U.S. Senator Susan Collins (R-ME) introduced S. 423, "The Health Care Party for Legal Transportation and Recreational Activities Act." U.S. Representative Scott McInnis (R-CO-3) introduced the House companion bill, H.R. 1749.

The legislation aims at promoting health care parity for individuals participating in legal transportation and recreational activities—activities like motorcycling, snowmobiling, horseback riding, running or walking. This legislation addresses a loophole caused by a Department of Health and Human Services' rule making it possible for health care coverage to be denied to those who are injured while participating in these activities.

Collins was joined by Senator Feingold (D-WI) in introducing the Senate legislation. McInnis was joined by U.S. Rep. Ted Strickland (D-OH-6) in addition to 49 original co-sponsors to the House bill.

"From riding Harley Davidson motorcycles to visiting the Snowmobile Hall of Fame in St. Germain, these activities are part of Wisconsin's heritage and economy," Feingold said. "It simply doesn't make sense to exclude those participating in these activities from health care benefits."

As background, self-insured employers and unions have been known to deny health benefits to their motorcyclist employees and union members. These unfair measures had been adopted on the questionable advice of third party administrators in an effort to keep the cost of insurance premiums low.

On August 21, 1996 an important opportunity arose when President Clinton signed the Health Insurance Portability and Accountability Act (HIPAA), prohibiting employers from denying health care coverage based on a worker's pre-existing medical conditions or participation in legal activities.

Strickland called it "sad" that Congress had to step in on the issue.

"When Congress passed (the original law) we intended to make sure someone who is motorcycling, snowmobiling, running, or walking couldn't be denied health-care coverage," Strickland said. "I'm pleased to be the original co-sponsor of a bill that would ensure these individuals receive the medical coverage they need in the event they are injured while doing one of these legal activities."

In 2001, the Health Care Finance Administration released the final rules that would govern the law. The rules recognize that employers cannot refuse health care coverage to an employee on the basis of their participation in a recognized recreational activity. However, the benefits can be denied for injuries sustained in connection with those recreational activities. Essentially, the regulation grants protective status to motorcyclists without any substantive benefits.

"Because of this loophole, someone who participates in motorcycling, snowmobiling, running or walking could be denied health care coverage, while someone who is injured while drinking and driving a car would be protected," Senator Feingold said. "It is time that Congress corrected this so that those who are abiding by the law are not denied coverage."

The AMA is urging all motorcyclists—and those involved in any other type of recreational activity—to notify their Members of Congress and tell them to support S. 423 and H.R. 1749, The Health Care Parity for Legal T



That is why the AMA is encouraging you to enter your zip code in the "Take Action Now" icon, click "GO" to write your Member of Congress, and urge them to ensure motorcycles are considered in ITS development, within the TEA-21 reauthorization process.

The National Agenda for Motorcycle Safety (NAMS) revealed that this promise has fallen short of expectations. According to the working group, the Department of Transportation's desire to accelerate the deployment of the Intelligent Vehicle Initiative raises concerns that expediency has taken precedence over reliability in a mixed traffic environment that includes motorcycles. Moreover, the research that has been conducted since TEA-21 has focused solely on automobile safety. There has not been one study conducted on motorcycle safety. This is critical because motorcycle awareness is a passive safety dilemma; whereas ITS technology enhances awareness.

The U.S. Department of Transportation has not provided a reasonable accommodation to motorcycles as it relates to intelligent transportation. As stated in TEA-21, motorcycles by law must be considered in the development of intelligent Transportation Systems (ITS). The AMA is urging Congress to direct the Department of Transportation to ensure that motorcycles are considered in design, evaluation, and assessments prior to the deployment of intelligent Transportation Technologies within the private and commercial fleets within the TEA-21 reauthorization process.

Equity Act for the 21st Century (TEA-21) that investment in intelligent transportation systems could improve transportation safety and efficiency. In addition, it offered the promise of reduced impacts on communities and the environment. Intelligent Transportation Systems offers an exciting and forward-looking approach to solving many transportation problems through such technologies as Automated Collision Warning Systems (ACWS) and Automated/Adaptive Cruise Control. It specifically promises to be a positive force in mitigating motorcycle fatalities.

ACTION ALERT - WRITE NOW! TELL YOUR CONGRESSMAN TO ACCOMMODATE MOTORCYCLES IN INTELLIGENT TRANSPORTATION SYSTEMS!

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.

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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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HERE YE HEAR YE HEAR YE THE "MARC" CHRISTMAS PARTY IS COMING December 11, 2004

GUESS WHAT WE ARE GOING TO HAVE LOTS OF GOODIES FOR THE DRAWING- RADIO +++
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NEW

NEW AX-75 • Dual-band 2M/70cm w/fold-over
Gain & Wave: 2M 1/2 wave center load 3.2dBi • 75cm 5/8 wave x 2 5.7dBi • Length: 30" • Conn: PL-259 • Max Power: 60W

NEW

NEW AX-95 • 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

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SBB-2/SBB-2NMO • 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 EX-107B-EX-107B1NMO • Dual-band 146/446MHz
Gain & Wave: 146MHz 2.6dBi 1/2 wave, 446MHz 4.9dBi 5/8 wave x 2 • VSWR: 1.5:1 or less • Length: 29" • Conn: PL-259 or NMO Style • Max Pwr: 100W

SBB-5/SBB-5NMO • Dual-band 146/446MHz w/fold-over
Gain & Wave: 146MHz 2.5dBi 1/2 wave • 446MHz 5.5dBi 5/8 wave x 2 • Length: 39" • Conn: SBB-5 PL-259/SBB-5NMO NMO • Max Pwr: 120W

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 3 • Length: 58" • Conn: SBB-7 PL-259/SBB-7NMO NMO • Max Pwr: 70W

NEW CP-5M/5NMO/3/8-24 • Universal mount and coax cable combos.
(SO-239, NMO, 3/8-24/PL-259) Heavy-duty, adjustable RS-730 trunk/van/ SUV/truck door mount and deluxe cable assembly. 16' 6" length w/18" mini RG-188AV type coax. Max antenna 70".

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NEW

NEW C707/6757NMO Challenger Series • Dual-band 146/446MHz w/fold-over
Gain & Wave: 146MHz 2.15dBi 1/2 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

NEW C707/6757NMO Challenger Series • Dual-band 146/446MHz w/fold-over
Gain & Wave: 146MHz 3.5dBi 1/2 wave center load, 446MHz 5.0dBi 5/8 wave x 2 center load • VSWR: 1.5:1 or less • Length: 40" • Conn: PL-259 or NMO Style • Max Pwr: 80W



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OCTOBER 2004

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