

MAY 9 - 2005



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

MAY 2005

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**MARC WEB PAGE:**

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RAY DAVIS (ASST) KD6FHN

**MARC LIST:**

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**From The President's Desk::**

**HAPPY MOTHER'S DAY TO ALL**

In last month's news letter I greeted you with a wish for spring weather. It finally arrived here. We are experiencing our normal "June gloom" even though it isn't June yet. I enjoy the cool riding weather. I had plans on buying new tires for my cycle in the next few weeks. Well, that was hurried along. This morning I went into the garage, put my helmet on and hopped on my trusty steed. As usual, I made sure it was in neutral, raised the side stand and started to back out of the garage. It wouldn't move. Now I asked myself, "self what is up?" Checked again to make sure it was in neutral and tried to push back again. Nope, wouldn't budge. About this time I asked Mijo, KF6BEB, if the rear tire was FLAT? I proceeded to take off my riding jacket and open the gates to the back so I could take the truck to work. This afternoon, I called the local cycle repair shop (unfortunately not H&H, too far) and made a quick appointment to have new tires installed before the Gearin' Up ride this Saturday. So, hopefully I will get my ride back Friday after work..

Our quick trip to New Mexico went well. I was able to get all the work done for my Stepmother in Socorro. We also found time to make a day trip to Santa Fe where we visited with friends and found time to see part of old town and the state capitol. On the way back to Socorro, we stopped in Albuquerque and spent some time with some of my aunts who live there. We also found time to do some shopping and of course enjoy the good New Mexico food.

Speaking of quick trips, looks like Ray, KD6FHN, had a good, safe (almost) trip to Houston, Texas. I say almost because I heard that he had to break out the super glue and duct tape, but that is another story and I shall let him tell you all about that. Jerry, WA0GLD, and the Houston bunch did a super job on the MS-150. I cannot imagine that many bicycles all in one group. Perhaps next year I will be

able to join in on the fun, that is if GE has initiated my retirement by then. I would leave a week before Ray and probably get home a week after him. Different riding styles and too many family members to offend if I didn't stop to visit as I passed through.

It is May again and time for our anniversary meeting. It has become a tradition for MARC to have a raffle for a new radio at our anniversary meeting. This time we will have a Kenwood, D700A mobile. This radio is APRS compatible so the winner, if they desire, can connect to a Garmin GPS and be APRS ready. Of course we will have our normal complement of outstanding door prizes and a super 50-50 pot to share. I am sure that Bonnie, KD6OFQ, will manage to find a couple of extra special door prizes to give away as runner up prizes to those who bought a chance on the D700A and didn't win.

Now for an update: my motorcycle was repaired and on the road in time to work the Gearin' Up ride. I am substantially lighter in the wallet but all is well. We (MARC) have completed our first event of the year, no accidents or injury to report. Thanks to John, KC6ZQZ, our event coordinator, and everyone who gave their time on a beautiful Saturday to assist the organizers of this event. From all reports, the APRS worked very well. Net control was able to track our positions most of the day and keep the event staff apprised of the location of the first and last riders on each of the three routes that we, in MARC, were escorting. Yes, there were some areas where digi-peaters were unavailable, but usually these gaps were short and easily filled in. We even had a couple of cases where a rider with an APRS sender would call net control on the HAM and say "Where am I?" Maps and outstanding knowledge of the area would immediately come into play, directing the wayward soul back to the previously established route. All in all, a very good day and a good test of our MARC

communications enhanced by the addition of several APRS equipped motorcycles and one APRS able SAG vehicle.

Many happy miles and static free QSOs

May all your highways in life be clear and the skies ahead be filled with sunshine.

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 MARC President  
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**"MARC" CALENDAR 2005**

May 14- 13th Anniversary  
 May 21- SoCal Tour de Cure  
 June 11-Breakfast Meeting  
 June 12- Bad Ride,CA  
 July NO Meeting  
 Aug 13- Breakfast Meeting  
 Sept 10- Breakfast Meeting  
 Oct 1- Breakfast Meeting  
 Oct 8/9- MS 150  
 Oct 23- Bad Ride, AZ  
 Nov 12-Breakfast meeting  
 Nov 13- Love Ride  
 NO morning meeting in Dec  
 Dec 10- Christmas Party

**MARC" NEWSLETTER DEADLINE:::**

June	1st	FOR	June/July
Aug	3rd	FOR	Aug
Aug	29th	FOR	Sept
Sept	21st	FOR	Oct
Nov	2nd	FOR	Nov
Nov	30th	FOR	Dec

"A mother's love is like an arm around your shoulders offering a little bit of encouragement, a little bit of warmth, and a little bit of guidance wherever you go"

Happy Mother's Day to all

## THE GEARIN'UP FOR ABUSED KIDS IS DONE FOR 2005

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

Mijo KF8BEB, Bonnie KD6OFQ and JULIE KC6ZDS did net control from the start/finish line there at the Vanguard University. Bill KE6UUD working the APRS laptop computer and teach the ladies how to track the motorcycles and Alvin in his SAG wagon. They were able to handle all the problems that came into net control, and kept all the MARC members on route.

A special thanks to Bonnie, Ray and Howard for getting to Vanguard at 5AM to get net control set up and ready to go. Ray was a little hasty with the tear down though. I hear that Net control was working off handhelds as the last few riders arrived at the finish line.

Thanks to all the participating MARC members Dave W6DRC our bicycle mobile ham radio operator did a great job sweeping the 55 mile route. Again thank you, so much to the MARC members that signed up and showed up to help out with this great event. We had 12 motorcycles in total for this event John W5JFR, Chuck KG6NJP, Howard KG6SHL, Ray KD6FHN, John N6JCB, Fara KF6ZQO, Andy W6AJB, Charles KF6TXI and I -KC6ZOZ. And best of all we had a few new workers to the event Jeff KB6SUP, Rich N6TAX, and for a long hard day in the saddle Billy KF6WBV escorted the last 100 milers to the finish line. We did a little shuffling around of the motors as we got into day which worked out very well. To my knowledge, there were no serious injuries and the normal amount of flat tires. I don't know for sure if the signs were removed by the cities or if people in the neighborhoods took them down, but the routes where somewhat marked and we did have to follow the bicyclists a little closer.

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

**"This is truly a wonderfully professional club we have here."**

I talked with a lot of the riders and have received e-mails from the committee, they all expressed their thanks to the MARC group and said how much safer they felt having the MARC organization there with them on the ride. All the MARC Members I talked to said that they also had a lot of fun and enjoyed doing this event.

Again, a big thanks to all who participated with the GFAK ride. Thank you, Thank you, Thank you, you represent much of the heart and sole of this organization. God Bless you.

**John Edwards KC6ZOZ**

**Some feedback from one of our riders. A nice compliment regarding the Motorcycles (MARC). - Gary**

Wow. Tough ride. But we finished. I did not think my buddy Mike was going to make it. He is not built to ride hills. He was cursing you on Newport Coast. He is great on flats and on small inclines...but the hills really tear him up. But I got him through it.

I wanted to make sure you knew that the motorcycle support was awesome. We were pretty much at the end of the pack and they stayed with us and made sure we were good to go. When I get a chance...I will give you some

feedback on some other aspects....but overall it was a great experience. I would love to ride it again by myself and try for a better time.

Thanks for all your help and advice.

Tom

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## THIS AND THAT

### CONGRATULATIONS MARC, happy anniversary.

Well, here we are ready to celebrate another anniversary. When I think back on our enthusiastic beginnings way back yonder. Who would have thought that that first tentative meeting in the Mc Donalds, in Fountain Valley, would have evolved into what it is today. As I have said before, we expected that we would draw a few other riders here in Orange County. Look where we are today. Members all over the country, and our "pound sterling" friend in England, are promoting MARC, and recruiting new members, well, all over. MARC is VERY well known in many places.

When I think back on our first feeble attempts to use ham radio on our motorcycles, to what is being done today I am just totally awed. My first attempt was a Radio Shack 2M with a rubber duckie antenna. Now, anyone can look on line and see where many of our riders are. I didn't make the last event because of a conflict, but what I see, and read about the APRS applications have everyone agog. While I have no interest in the application for my use, I applaud those of you who are using the application.

One of my favorites about APRS, is one our friend in Texas posted. Ray Davis, 92.3 MPH, 243 feet, Jerry Irwin, 36,365 feet, and 632 knots. Now "that" is going way over the top. My thanks to the APRS team headed by Chuck Welman. These guys have done an awesome job of getting the folks who want APRS to get on line with it.

I used to know how much money MARC has helped generate for charity with the various events we support. It is now WAY up in the millions of dollars we have supported. I think we are nearing 30 million. What an awesome number! My one regret is that I can no longer ride my beautiful YELLOW GoldWing in the events, and around the country.

In my riding years I accumulated many hundreds of thousands of miles, used up 6 GoldWings, saw myself in every state in the United States of America, and all of the Candian Provinces except Labrador, and parts of Baja California. But I haven't stopped traveling, I just changed from two wheels to 8, 4 On my Ford F-350, and 4 on my Alfa, 5th wheel, 36' trailer. Yes, I had "style" when I rode, now I still have "style" when I head off into the wilds of America. (I don't go "camping," I go RVing, along with my microwave, queen size bed, and Direct TV.)

This summer Anita, and I, and the dogs, will be heading first to Oregon, to our annual Retired Firemen's 4th of July picnic, and then "maybe" up into the Northwest Territory through Canada, and then for sure, the AICan Highway from milepost one up into the Yukon, and on over to Anchorage. Hopefully we will be able to eyeball Lloyd Fuller there for a meal and a chat. (You buying Lloyd??)

CONGRATULATIONS MARC, happy anniversary.

De Witt Morgan KM6UKtrk29@cox.net

## RIDING SEASON ABOUT TO BEGIN



1. Don't forget the 13th MARC Annual Anniversary Meeting this coming Saturday May 14th. There is a Kenwood TM-D700A that will go home with some lucky winner from the Special Raffle Prize Drawing. Then too, as all of our regulars know, we will have so many other prizes that most will go home with 2 or 3 prizes. COME JOIN THE PARTY

2. MARC YOUR CALENDARS "NOW" FOR THE MARC CHRISTMAS PARTY ON DEC. 10th 2005, At 6:30pm AT THE LAKEVIEW CAFE.

3. The good news. The days are obviously getting longer, now at 13 hours 36 minutes of daylight and the riding season is here and it is time to start eating up those pavement miles.

4. Last month I rode over to Houston TX to participate in the MS-150 Houston to Austin bicycle charity event. You can read all about it in Jerry WA0GLD or Rick KB5BGN MARC Newsletter articles. Wow, 12,100 bicyclists, a couple of thousand volunteers, what a logistical problem that creates, yet it went off without many problems. Thank you Jerry and Rick. Thanks to Jerry and Marsha too, for permitting me to share their "LITTLE CABIN" on the lake. Great job guy and gals.

5. The Gearing Up For Abused Kids is now history too. Be sure to read John KC8Z0Z article regarding this charity event that the MARC motorcycle mobiles also used, the new to us, APRS (Automatic Position Reporting System) application. Although this is a very small event (they only had between 130/150 bicyclists) compared to the MS-150 here in Southern CA and for sure the Houston to Austin MS-150, none the less, it was an important outing for us. Thank you John for doing another superb job on coordinating this event again this year. Your efforts are very much appreciated by all of us.

6. A few, a very few of us have been riding some of the Southern CA Motorcycle Assoc. (SCMA) rides on the Sundays after our MARC Meetings. One Sunday there were John N6JCB, Charles KF6TXI & Stephanie, Howard KG6SHL and myself & Bonnie. The following month there was just Charles, Howard and myself. The next month there was only Howard and myself. NOW I DON'T WANT TO HEAR NO MORE QUESTIONS ABOUT WHEN ARE WE GOING TO GO ON SOME RIDES OTHER THEN OUR CHARITY EVENTS. The very people that ask the question, don't participate anyway. But when I am in town, I will still be going on some of the SCMA Rides, they are always good rides and the food is good too.

7. Talk about rides, tomorrow morning Wed. May 4th at 4am I am headed for San Antonio and the WOTI BBQ (also known as the Alamo Run). I will stay Wed night in Fort Stockton TX (1079 miles) and then cruise into San Antonio before noon Thursday. I will share a room at the Holiday Inn in New Braunfels TX with MARC member, Willie WD9FHA from IN. (By the time our MARC Members read this in the MARC Newsletter, we will be back home in Irvine.)

I will return to Irvine CA for the MARC Anniversary Meeting the following weekend May 14th.

On the following Monday or Tuesday I leave for the Dayton HamVention in Dayton OH which is on May 20/21/22nd. Which ends on Sunday afternoon after they close HamVention, I will hit the road for home and be home by Tuesday May 24th.

Then on Friday May 27th Andy W6AJB and myself are going to go ride the SCMA Blazing Saddles Ride over Memorial Day Weekend. We go to St. George UT on Friday May 27th and start from there on Saturday May 28th, overnight in Grand Junction CO Saturday night. Sunday we head South to Roswell NM. and overnight there. Monday we finish at the Radisson Woodlands Motel in

Flagstaff AZ where we will attend a Blazing Saddles Banquet that night. Everyone will be able to track our where about by using the URL <<http://www.findu.com/cgi-bin/find.cgi?call=kd6fhn-10>> or this compact URL <<http://tinyurl.com/bovuf>> or for a better map, you can go to <<http://www.aprsworld.com/>> and type in my FCC ham radio call sign, KD6FHN. <<http://www.aprsworld.com/>> resets every 24 hours, so if you type in my call sign and get a window that says there is no report, it means that the GPS/Kenwood TM-D700A ham radio have not beaconsed because Casper's ignition has not been turned on for that period of time. Using either software program you will be able to track us all the way across the good old USA anytime, anyplace. If by chance you are tracking me, please give me a call on my cell phone on the bike (949-300-9669) and let me know that the Garmin SP III and the ham radio are beaconsing. If for some reason you can not make contact on my cell phone, it means that I am in either a bad location with no cell sight or the cell phone on Casper is not working, it has a mind of it's own and doesn't work every time, everyday.

In May alone, it looks like a 10,000 mile month for Casper and we haven't started the summer adventure yet. Hopefully the rear tire has enough rubber on it to make it to the end of May, or at least to when we get back from Dayton. We have a free set of Dunlop Elite III's waiting for Casper at Huntington Honda when we decide it is time for a change. They were won at the MARC Christmas Party last year.

8. The other good news, for me anyway, is that I hit my intended weigh reduction goals last Sunday at 167.5 Lbs, a lose of 30 Lbs. Feeling great and loving it. Why can't we eat all we want and still stay thin, life would be so good then? More good news for me again, is that I will turn 73 this month and am still riding and going strong.

9. Last but not least, there isn't any bad news and that makes it good news.

Please, all of our MARC Family members, GWRRA, SCMA and WOTI friends, ride safe out there and we hope to meet up with you on the road along the way. God Bless

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

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## SOCAL TOUR DE CURE 2005

Our meeting on May 2, 2005 brought some bad news.. Our yearly top fund raser had a bicycle accident on Saturday and broke her pelvic. I don't know how it happened or what was involved. But I surely hope her team will get behind her and raise a lot of money.

Then the Pick up Stix cancelled out on us for lunch. Seems like a never ending battle getting some one for lunch. Now evryone is hunting for luch sponsors - makes no difference if we have two or three, each bringing food for 500. Hopefully everything will end up okay.

Now MARC members- yes I know we are a communications group but we do sponsor a rest stop and I need two more people to help Mel & Kay at the Back Bay rest stop. Someone who doesn't ride a motor and wants to help would be wonderfull. Mel & Kay are old hands at this so they what to do.

Also MARC members we need more motorcycles for this event. So please sign-up for the Tour. And if something happens that you can't make it PLEASE let us know we don't know if you had an accident or just what happened to you when you are on the list and a no show.....Also I need someone else at the Net control besides Mijo & I.

Bonnie Davis KD6OFQ Communications & Goody bags

## BIKERS AGAINST DIABETES -- 2005

When is a BAD Ride -- Really GOOD ? When the BAD ride stands for "Bikers against Diabetes" -- And, is sponsored by the American Diabetes Association. It's coming the second Sunday of June -- the 12th. We will have the sign up sheet for the BAD ride at the May meeting. In the event that you are planning on "working" the ride -- and you WILL NOT be at the May meeting, and did not already sign up at the April meeting -- Please drop me an email so I can get an early indication of how much support we will have for this operation. We will need the following information: Name, call sign, phone number, e-mail address, whether you receive the MARC List, and passenger info.

**FOR CYCLE RIDERS** -- do you have VHF, UHF, and do you have CB capability. Do you have APRS Capability. We will need all the motorcycles we can get. We will need 5 to 6 handheld operators, and operators for the Net Control. We will need operators who will monitor the ride from their home QTH's -- To act as relays, or to call 911 in the event any of the Start Point Rides have an emergency while en route. Please let me know if you know any CBers that you recommend as "Trail Sweeps" in the event that we do not have enough "MARCies" to do the job.

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

This will be the fifth year that MARC has supported the BAD Ride. And the first year to support it with our new APRS Route System. This ride "tests our abilities and stretch our capabilities" more than any of our endeavors because our members are working such a diverse number of assignments -- which are spread out over a goodly portion of Southern California.

Each year the ride has been a huge success, and getting more popular. MARC can claim a good share of the credit for this because of the services we provide.

This ride will "draw" Motorcyclists from all over Southern California. Participants will be "Checking-in" at one of the 18 "Start Points" located throughout So California, to register and turn in their money. They will then "convoy" to the Picnic in the Park.

Inasmuch as most of our MARC members are operating "on their own" in separate areas ? I am providing a "scenario" of what will (or should) be taking place -- So that everyone can see how they fit into the overall plan, and what the other MARC members are doing. This is your instruction sheet -- for your assignment

### AN OVERVIEW OF MARC'S PARTICIPATION IN THE 2005 BAD RIDE

We will discuss the Ride at the June 11th MARC Breakfast meeting. Necessary information, vests, and equipment will be distributed --

And Ray will issue Radio Frequencies. We will attempt to assign you to a start location near your home, if possible. If you do have a specific preference -- Please let me know -- And we will attempt to honor your request. However, SOMEONE does have to go to the more distant places. If you are willing to take one of "outlying places" -- Please let me know. That could help out in making the assignments. Start Points are in Ventura; Cathedral City; Fullerton; Harbor City; Pomona; Riverside; Montclair; Oceanside; Loma Linda; San Juan Capistrano; Marino Del Rey; San Juan Capistrano; Westminster; Laguna Niguel; Irvine; Van Nuys; South Gate; Long Beach; Temecula; and Los Angeles. Some of these may change as we get closer to the Ride date. This year will be the first year to use the APRS capability ? and we will try to assign APRS Bikes to the more distant locations. APRS Bikes will be used at the "lead" where ever possible.

MARC will dispatch two Motor Patrol Riders to each "Start" location. They should establish personal contact with the "Registration Official" -- and -- the "Road Captain" for each location.

Present "target time" for arrival at your individual "start point" is to be "in-position" by at least 0900 hours. MARC Control will be "on the air" by at least 0700 hours for your "in-route" check-in, and to "monitor your ride" to your individual assignment. We need to know that you are "awake" and "on your way" -- And -- that you arrived safely. Individual "start points" communicators will initially provide an administrative link between the start point Registration Personnel and the Park Headquarters. And later, during the convoy, the Lead MARC Motor Patrol should ride side by side with the "ride Captain" at the head of the Convoy (within "TALKING" distance) -- Keeping MARC Control advised of the number of bikers, their progress along their route, and the estimated time of arrival at Oak Park. The other MARC Motor Patrol will act as the "sweep" -- Keeping the "lead" advised of the condition of the convoy, and calling for assistance in case of accidents. Both motors will operate on the assigned 440 frequency for communications back to MARC Control. They should also select a 2 meter frequency (Something other than MARC Simplex) to use for their bike to bike communications. In the event of an accident or incident, get the info fast, pass it on, and return to your "sweep" position as fast as possible. The sweeps will have to use their own judgment concerning assistance for breakdowns, etc. Keep in mind that if you get tied up with non-emergency type situations -- You limit your capability to be "there" at the back of the pack performing your primary responsibilities toward the convoy. In the event that we do not have enough Ham radio equipped Motors to send to each location, we may have to utilize a CBER to act as the second motor, and serve as the "sweep". If you happen to be using a "CB sweep", use your ingenuity, "guide" them along, and "make" it work.

Inasmuch as the Motor Patrol Riders will report directly to their assigned locations (rather than meeting at some central location) -- It will be necessary to issue you your "equipment" early -- like at the MARC Breakfast meeting the day before. If you are assigned to a start point -- **AND WILL NOT BE AT THE MARC MEETING ON THE 11th OF JUNE** -- Please let me know so that we can make some other arrangement to get your vest and equipment (possibly your start point "partner" can pick it up for you).

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

Bonnie says she will prepare a "sign" that says "Ride Captain" -- which you may use to "dress up" the leaders bike, and help establish a "rapport" between you. You should endeavor to establish a good relationship with the Ride Captain. Technically he is responsible for his convoy and MARC is there to assist him. If he knows what he's doing -- That is great. However, if it looks like he needs help, or needs suggestions -- then diplomatically assist him. If he looks to you to tell him what to do ... Play it by ear ... and make the best of the situation. You should discuss the route your going to take, and make it a safe trip. The ADA People have promised me that they will be paying more attention to the selection and training of the Ride Captains this year.

And, at the present time -- The word is that we will NOT be utilizing the Toll roads. If MARC Control asks you to delay your arrival time, or slow down, or go around a few blocks -- Pass this on to the Ride Captain, as suggestions from the Park, and tell him why. Let him know that this is an attempt to reduce the congestion at the Park in the event that too many units are arriving at the same time. Individual locations will "convoy" to the "Oak Canyon Private Picnic Area" which is located next door to Irvine Lake in Orange County. These convoys should depart their areas to arrive at the Picnic area between 11 to 12 AM. All participants should have arrived at the Park by "noonish." They will then be served a nice hot lunch, and entertained by a succession of Bands. Other entertainment will be a "Presentation" by the Motorcycle Drill Team, Bike Show, Games, Demonstrations, Vendors, Booths, "Eye Candy", etc etc.

Now that sounds easy enough -- All it requires is 2 Motorcycle / Mobile communication units for each of the Start Points

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

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

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

The communications tent should be "up and operating" before 0700 hrs so that we can "cover" the riders during their trips to their individual Start Points. These "start point" mobile units will provide the capability for messages to and from the Park. Messages from the convoys should include periodic updates of the number of "check-ins", Proposed and actual departure times, Estimated "travel time", And, most important – Periodic adjustments to the estimated arrival time at the Park. Close CO-ORDINATION and CO-OPERATION will be necessary between the "Motor Patrol Riders and the "Ride Captain" of each Convoy – And – with MARC Control. Bonnie and her crew may attempt to provide some "guidance" to a "convoy" if it appears that too many units are going to "bunch up" at the park. If considered appropriate – They might even suggest a "slow down" to delay the arrival time for a designated convoy. The Rear Gate operator will keep the Parking people appraised of the time and size of the incoming new arrivals.

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

Our MARC Motor Patrol Riders are to "break off" from the convoy as it passes the Main Entrance – And enter thru the Main Gate – Rather than following the convoy to the rear gate. You may park in the Volunteer Parking area inside the Main Entrance. Coordinate this entry with the Main Gate Position operator on MARC simplex if necessary. MARC will have a "roped off" area to the right as you come in the main gate, Park your bike, "Check in" with the "MARC Operator" near the booth, he will direct you to the MARC Control tent. Turn in your equipment We will have your Meal Ticket, T Shirt, and Ride Pin at the Control Tent. Eat lunch ... And ... Your "on your own" for the rest of the day.

Inasmuch as Cell phones will not operate from the Park, we will need a capability for making "911" type calls in the event of an accident – Especially while the convoys are out on the road. In as much as we will have Mobile Units spread through out the So Cal

are – Any of our MARC members who can be at their home on Sunday Morning are requested to check in to MARC Control and "standby" to act as a "relay", or to make "Emergency" telephone calls if needed. Hopefully, if we have enough members "checking in" and "standing by" – Then no one will have to be "glued" to their radio all the time – If you are not working in the event – And you can "Stand By" at home – Please "sign up" on the sheet for this so we know who and where you are – and who we can depend on.

MARC Control Personnel and Coordinators should plan on arriving at the Park at 0700 to help set up the Communications Tent . MARC Control and Message Center will be set up at a central location – Convenient to all the facilities. We will use MARC Control to cover all the outside communications with the start points. MARC Simplex for in-the-park communications. They should be on-the-air prior to 0800 to provide a net control for the start point riders as they travel to their respective locations. A non- Ham operator will also be located in the MARC tent to monitor the FRS radios and the Vender crew radios providing the necessary link between MARC and the Vender Setup Crew and later the Security Patrol. It is anticipated that MARC Control may terminate it's operations as soon as all the start points have arrived and the bulk of participants have entered the park – Guesstimated to be about 2PM. At this point, Security will assume all communications responsibilities.

Shadows and Position Operators should arrive by 0800. MARC Simplex will act as net control for in-park communications. We will provide "shadows" for the Main Coordinators; Main Entrance position, Rear Gate position, and Security. It is anticipated that the Net Control Tent will act as a message center for all the other various Coordinators who might possibly need answers or assistance as they attempt to "set-up" and get the "show" ready for the arrivals. Those people that DO NOT have an assigned "shadow" will be instructed that they may come by Message Center and we will be able to contact the Individual's "Shadow" that they are trying to communicate with. We will have a "hand held" operator there to "shadow" the message center for that purpose.

The First Aid station will be established in the area next to the MARC tent and will be available within speaking distance of the MARC Control operators. The First Aid Station should be functional by 0800.

If I don't tell you different – Plan on getting your coffee and donuts before you arrive at the Park. There is generally Coffee and Donuts at the start points. But not necessarily at the Base Park it is not necessary for you to "pay" for the event ? However , it's for a good cause, and you may do so if you desire. We will have tickets for sale for the drawing for a new Harley Davidson Road King Motorcycle. Tickets are \$10 each – And the odds are a heck of lot better than you will have in the Calif Lottery. It's for a good cause – And everybody ought to buy at least one.

Once you have signed up – please notify us as soon as possible of any changes in your plans so that we can make the necessary adjustments. Also – Please notify me IF YOU DO NOT RECEIVE EMAIL ON THE MARC LIST ? Because I will need to also include you address separately when Email is sent out. Further, if you haven't signed up yet, and want to work the event – please Email us so that we may add your name to the list. That is about it – Everyone should have plenty of chances to "Operate" and "Co-operate" – So, lets have fun with it. All MARC Personnel should wear Vests to help identify themselves as communicators. If it all goes well – Bonnie, Charles, and myself will take the credit for it. If it doesn't go well – THEN IT WAS ALL YOUR FAULT !

Billy Hall N6EDY <billyn6edy@aol.com>

Charles Robles KD6TXI - <charlesrobles@earthlink.net>

BAD Ride Coordinators

Mike N6QZT, Bill KF6UUD, John N6JCB, Area Coordinators

Believe me I will be at the park between 5:30 & 6 AM-  
Bonnie KD6OFQ-need to save the parking spaces 4 M/C



## UNLUCKY – STILL WORKING!!

Here I am, working at the Millstone Nuclear Plant, in Waterford Connecticut. I have brought my trailer to live in and my bike to ride. The trailer provides me with the comforts of home. I have my ham radio, my computer, printer, scanner, internet, refrigerator, satellite dish with recorder, DVD & VHS, and most important, my Tempredic® mattress. I, of course, have ample time to use all of that while working twelve hours a day, six days a week.

Thursdays are my day off and last week I spent it getting the newsletter for my ham club written, printed, and mailed before taking a nice ride on the bike up to Hartford. Just a nice sunny day in the low 60's. I do have to say that for the stranger in town, the road signs were of no use unless I wanted to go to New York or Boston. I was finally well on my way back to the campground before one of the signs directed me to New London, which is close to my campground.

My GPS didn't help at the critical spots due the fact that the state of Connecticut has been on a serious cement utilization binge. The new interchanges and extended ramps are not on my version of the maps. That of course is just an ever present problem in the metropolitan areas of this country.

The things that I will remember about the ride will be the splashes of brilliant yellow color provided by the forsythia and daffodils. It will be the gentle hint of color of the buds filling on the trees. Spring is here and I'm enjoying it.

This week I started my day off catching up a little on going through my mail, throwing all the credit card applications away. When I got through with the things I had to do, I checked the radar and saw rain all around me. If truth be told, rain was being reported by hams all around but it seemed to bypass the trailer park. The only rain drops I saw were as I came out of dinner in the evening and that was only a fine mist. The rain has done some good. The flowering trees are bursting with color. Other trees are bursting with the fresh green of new leaves. The restaurants and services catering to tourists are opening! Spring is sprung!

This will probably be my last working trip. I turned 65 last month and I will be taking my social security in a couple of months. Those amenities mentioned earlier will be great as I explore our great country. The only change I would like to make would be to trade my 26 foot tag-a-long for a 36 foot fifth wheel "Toy-wagon". Then I'd have a place to store my Wing, bicycle, and more "stuff" while traveling. I also would have the larger tanks, which would make the campsites without full hook-ups viable for extended stays. It also makes a fantastic operating station for field day or charity events.

All you lucky people with normal 40-hour jobs, or who have already retired, enjoy your spring. I'll try to get a few hours in on the bike as the work permits.

Norm Huber N9ZKS <n9zks@earthlink.net>  
"http://www.findu.com/cgi-bin/find.cgi?call=n9zks-12&radar=\*\*\*\*"

### Desert Storm Road Rally

I was supposed to meet Dean at noon in Ehrenberg, Arizona for the Desert Storm Road Rally. I left around 9:45am Friday, April 1<sup>st</sup>. I arrived at noon California time, 1pm Arizona time. I was late! We had lunch and then went and checked the course out. We made any changes that were needed.

Everyone was supposed to meet in Ehrenberg at 6am Arizona time. One person was still on California time and showed up an hour late. Another crew took him out and sent him down the course but he never showed up. I went down the course looking for him and found him with a flat tire. Not knowing how to open his jack handle, he had accidentally broken it. I had to take the jack out of the Suburban and jack his car up to replace the tire. This made us about ½ late starting the rally. This man was a radio person. After the rally started we couldn't figure

out why we couldn't talk to him. Turns out he had forgot to hook his antennae to the radio.

During the rally, about the fifth car through, caught fire 1 mile from the finish line. The car was destroyed but the driver and co-driver got out the car fine. The only part of the car left intact was the rear bumper which had blow off when the gas tank exploded! We had to call the Fire Department in to make sure the surrounding area did not catch fire. It took the Fire Department an hour to get there as they came from 40 miles away. They came with a tanker and a fire truck. By that time the fire was out, but we still had to wait for them to clear the course before we could continue with the rally. The rest of the cars drove the course at normal speed. Then we turned the cars around and went back the other way and the rest of the rally went fine.

### APRS Trouble

My APRS was turning on and off and I couldn't figure out what was going on. The bands on my radio were changing from 2 meters to 440 and back. After putting up with it for two days, I found a water bottle under the seat which was hitting the radio and changing the bands. My APRS worked just fine after that!

Alvin Brown KD6UZM <kd6uzm@verizon.net>

MS 150 OCTOBER 8/9, 2005

We have now had our 2<sup>nd</sup> meeting of the Orange County MS150 Committee on April 13. The discussions have been centered around getting more sponsors for the event. Several major sponsors have already stepped up to the plate to help and more are expected to be on board by the time the event starts.

The committee also wants to find ways to acknowledge those individuals and teams that are top money contributors as special thanks for their efforts. As a side note, the numbers the riders wear are distributed according to the amount of funds raised. The person wearing the number 1 is the top individual fundraiser.

The Orange County Chapter for MS has their Web Page located at the following address: <http://www.nmsoc.org/> Check it out! You can find information on the new overnight stop at the Westfield Shopping Town Plaza El Camino Real, along with all the recommended overnight hotels. Click on MS Bike Tours in the left-hand column and then on the MS 150 Bay to Bay. There are many more items listed including the tentative Route for the MS150.

They will once again have ON LINE bike tour registration! This should save a lot in postage and speed the money collection.

The Safety Sub-Committee that John (KC6ZQZ) and I have signed up for has not met yet but should do so in the near future. Many people have asked to be on this sub-committee which indicates to me, that safety is on everyone's minds. We should have some more information to disseminate after the May 11 meeting.

In having sat through 2 meetings I thought that I was the new person on the block. What John (KC6ZQZ) tells me is that most of the people running the committee are new. John has several years of the MS Committee attendance under his belt and has been able to give valuable advice on numerous occasions.

MARC rolls it's sleeves up and sets to work the very first day a committee meets and doesn't stop working till the last rider is over the finish line! To me this is an accomplishment we can all be proud of.

Andy Bocker W6AJB <a.j.bocker@verizon.net>

### "MAY IS MOTORCYCLE AWARENESS MONTH"

To make the Public aware of the motorcycles on the road. Also to upgrade your riding skills for your safety.

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

**NET DRAWING:**

4/6- Chuck KG6NJP \$5 + 10 tickets (PD), 4/13- Jim KC8OAU \$5 (N/A), 4/20- \$5 + 5 tickets Bijan KG6NBE (N/A), 4/27- Bob KE6TVT \$5 + 10 tickets (N/A)

**50/50:**

April showers brought April winners: Kay & Mel KD6MPB, Bob WD6L & Harry KF6ZQM each won \$42

**Door Prizes:**

\$40 Gift Certificate donated by Huntington Honda won by Alvin KD8UZM

HS10(SO 239 fitting to SMA fitting 18" ong adaptor donated by NCG Comet won by Ted KB6CUS

**DONATIONS FROM "MARC":**

Emergency bicycle tool kit won by Howard KG6SHL

Double Flipper calculator won by Andy W6AJB

First Aid Kit won by Bob WD6L

Slime (stops flats) on bicycles won by Kay & Mel KD6MPB

3 piece wrench set/pre-glued tire patches won by Mark KE6ZRP

Spoke wrench set/tube repair kit won by Mark KE6ZRP

Digital tire gauge/reflector tape won by Kay & Mel KD6MPB

Other door prize donators: Mel KD6MPB & Kay Johnson, Billy N6EDY, John & Mijo Reynolds, Wayne & Hiroko Barringer & Ray & Bonnie Davis. We deeply appreciate the door prizes brought in by our members-I used to list them & the winners but it got too much and besides most would pick up their prizes and walk away.

So you understand I do need to know the winners of Huntington Honda, NCG Corp & "MARC". Thank you one and all.

Gray ticket distributor was John W5JFR

Gray Ticket winner was Keara Gallagher

One gray ticket drawn this month.

Thanks to the ticket dissectors - didn't get your names but a big thank you to all.

Don't forget the Special Prize drawing for the Kenwood D700A at our May 14th, 13th Anniversary meeting and a few other goodies...Tickets \$1 each....

**SECRETARY/Treasurer/Newsletter Editor/Info Bureau:**

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**NEW MEMBERS:**

4/23- Ross Chapman KB1MGD of Danville, NH joined the MARC group.

Please welcome Ross and we are here for you if you have questions on most of the equipment we mount on our motorcycles.

**MEETING:**

Discussion on the Abused Kids Ride, the SoCal Tour de Cure & the BAD ride and sign up sheets for each.

**NEWSLETTERS:**

Gee they did come out of the woodwork and get me some articles- GREAT GOING MARC members.. Hope everyone enjoys the articles..

Gearin' up for Abused Kids was exciting for the net control operators using the APRS system. The only way they can hide from us is turn off their radios... It was very good to have Bill KE6UUD there to assist us but the down side of that he finds out

what goes on at Net Control when we aren't busy on the radios..Of course this being a small ride there wasn't as many remarks made to the motorcyclists behind the scenes(:)ss

**SUNSHINE CORNER:::**

We need to keep Alan Gallagher WB6T in our prayers along with lots of love- he will be in the hospital longer than he has anticipated.

To the many members who have sickness, loss of a loved one, or family who are ill and need lots of love, we are here for you in prayer.....as we care and Yes Eleanor Guthrie is back in with the cancer attacking her stomach & liver. She is on radiation(13 down with 15 still to go. I talked to her & Tom this AM(Thursday 5/5/05) Then they will start her on a new drug ??? Instead of the old Chemo. She has been moved to The Nathan Adelman Hospice who Tom says is giving her very good care.

Our love and prayers go out to the Military and their families ... They are doing so much good while on their missions. We are very proud of each one in the military and their families. Keep up the spirit...

**GOD BLESS AMERICA SUPPORT OUR TROOPS**

**E-MAIL CHECK IN LADY:::::**

Hi Everyone!

Thank you to those 73 (hmm how ironic) folks who responded back to my quarterly post. The responses were fewer than usual. I'm wondering if the super technical world of spam prevention is preventing my requests from actually getting all the way to the inbox of some accounts. They don't get returned as undeliverable so if anyone has any good advice for me, please feel free to suggest anything that will help make this more efficient!

It was good to see Ray at the MS-150 here in Houston. I thoroughly enjoyed meeting Jerry and Ric as well. I heard nothing but praise for the Motorcycle Crew. Some of my co-workers were riding (bicycles) in the event and they were very impressed. As always, I was proud to be associated with MARC. It was very crowded at Bellville so I missed hanging out with everyone at the break point. I mostly ended up helping at the GE area since the lady handling net control at Bellville appeared to be very much in control of the operation. It was her first event and believe me, she could have used a tutorial from our Queen of Net Controls, Bonnie Davis. Nobody can hold a candle to you, Bonnie. You're the best. You always handle the responsibility with grace, assurance and the ability to keep everyone at ease while performing a most difficult task. My hat's off to YOU.

Happy Anniversary MARC! I'll miss being at the meeting again this year. My heart will be there, for sure! Any way I can get into the drawings from afar? It's just not the same as being there in person though. I swear, someday I will win the radio!

Ride safely, enjoy yourselves and stay happy. I miss you all!

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

Let us not forget Dimitri, our great waitress Ligia and the Lake View personnel- we appreciate all that you do for "MARC" Good food, great meeting place what else can you ask for. Thank you all.

"Pretty much all the honest truth-telling in the world is done by children" (Oliver Wendell Holmes)  
"Good character, like good soup, is made at home" (B.C. Forbes)



# Things are bigger in Texas

## The Houston-Austin BP MS 150

And some comparisons between the Texas and Southern California MS 150s

By Jerry Irwin, WAØGLD

April saw the successful completion of the 21<sup>st</sup> Houston-Austin, TX BP MS 150. After two weeks of watching the weather guessers predict rain and thunderstorms, they were proven wrong with an absolutely beautiful weekend.

### PREPARATION & TRAINING

Preparation for this event runs for nearly eight months. The steering committee meets the first Wednesday of each month starting in September. MARC members Jerry Irwin, WAØGLD, and Ric Sadler, KB5BGN, both sit on the MS 150 steering committee. There are additional meetings the various groups have from time to time. Motorcycle representatives attend any appropriate meetings such as Safety or Ride Marshals (bicycles), etc.

The early months of meetings are mainly planning meetings. Then starting mid-January the training rides begin. Various organizations and charities have found that these bicycle rides are a good fund raiser. In the Houston area there are about twenty five such rides in the weeks leading up to the MS 150. A substantial number of these are MS Society sanctioned/approved training rides for the MS 150. These are not only training rides for the bicycle riders, but also training for the hams, SAGs, supply, break point workers, and of course motorcycles.

The Houston area motorcycle volunteers are not a formal club or organization like the MARC bunch in California. It is a collection of guys and gals that have volunteered to participate in the MS 150 and other charity rides through word of mouth, at the recruiting booth Ric & I run each Icom day at Houston Amateur Radio Supply, and via the volunteer sign up form on the MS 150 website. And I recruit all year. Several motorcycle volunteers have a spouse or other family member or close friend riding a bicycle in the tour. In addition I hold at least one ham-cram-course for interested volunteers to earn their no-code Technician license. This year Houston gained twelve new hams, six of which were motorcycle volunteers. New volunteers are then added to my secret email list which I keep it very closely guarded to help protect the volunteers from spam. All ride requests and other information is forwarded by me to the group as I receive it. The entire motorcycle volunteer organization is managed via email and a few phone calls.

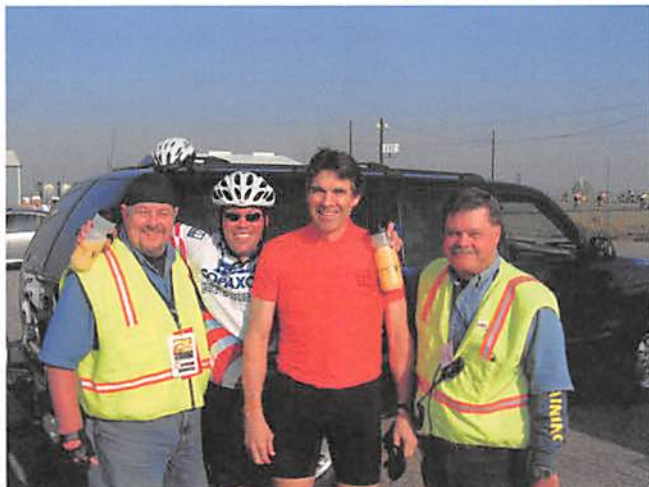
Neither Ric or I can work all of the rides that occur in the Houston area. When I receive a request for motorcycle support of a charity event, I advertise it to the group. Individual members then contact the volunteer coordinator for that particular ride. One of the motorcycle riders then assumes the coordinator function for the motorcycles. There are always a few volunteers, sometimes more. It just depends on each person's schedule and availability

Other activities in preparation include volunteer training day for new volunteers. While volunteer training is provided for all volunteer groups, motorcycle training is mandatory for new motorcycle volunteers prior to riding in the MS 150. Training includes a two hour course presented by Ric Sadler and me. Topics include history of the MS 150, Command and Control, Texas bicycle laws, route procedures, medical emergencies, various emergency response plans, how to herd bicycles, taking care of your self, and the feeding and lodging of volunteers. CPR, AED, and basic first aid training is also available for those that want it. All new motorcycle volunteers must also participate in one of the smaller training rides under the supervision of Ric or I before they may ride in the MS 150. We take the training, preparation, and safety of our motorcycle volunteers very seriously.

We also prepare packets for every motorcycle volunteer. These packets include the all access pass, maps, volunteer wrist band, frequency lists, GPS coordinates, medical forms for bicyclist injuries treated on the tour, a very basic first aid kit, and any additional information that has not been distributed by email. These packets are distributed to the riders prior to the morning of the event. I have some distribution points around Houston that I deliver the packets for the riders to pick up at their convenience, as well as a booth at the big registration fair located at the west Houston Omni Hotel the day prior to the MS 150. Every motorcycle volunteer has his or her



## *Houston-Austin BP MS 150 Photos*



**Ric Sadler, KB5BGN, Clay Walker, TX Governor Rick Perry, and Jerry Irwin, WAØGLD**



**BP MS 150 Command Post located at MS Society Lone Star Chapter Headquarters in Houston.**



**MARC Members Jerry Irwin, WAØGLD, Ray Davis, KD6FHN, and Ric Sadler KB5BGN getting ready to lead the bicycles on Sunday morning.**



**BP MS 150 motorcycles lined up following the Conga-Line at Sunday's finish at the state capitol grounds. Time to turn in vests, get a rider pin, and head home. Here are fourteen of the fifty-three volunteers.**



**Motorcycle volunteers waiting to start day two.**



tee-shirt, riding assignment, callsign, emergency phone number list, etc. prior to the event. So all we have to do is show up and go to work. There is no meeting in some parking lot two hours before the event to figure out who's there and what we're going to do. It takes a tremendous amount of work by Ric and I to complete the preparations, but it sure makes it nice on the day of the event to see it go so smoothly.

## THE BIG DAY

So now it's the big day. This year's Houston-Austin MS-150 was held April 16-17. There were 13,000 bicycles registered for the event and approximately 12,100 on the route. The route is about 175 miles with the overnight at LaGrange, TX fairgrounds. Most of the riders are on bicycles, but we entertain all modes of transportation including an occasional unicycle, several rollerblade skaters, and a runner or two.

The BP MS 150 this year was led by country music singer and song writer Clay Walker and Texas Governor Rick Perry. They rode the first fifteen miles of the tour accompanied by Ric and Jerry.

On the tour this year we had 53 motorcycles, 23 of which were hams. MARC members riding motorcycles this year included Jerry Irwin, WA0GLD, Ric Sadler, KB5BGN, Boz Bozwell KE5AOV, and Randy Ammerman, KE5DXB, and a very special guest, Ray Davis, KD6FHN. All MARC members were radio equipped. There were five motorcycles APRS equipped.

The ride is conducted over a two day period. Saturday has starts from two different locations separated by several miles. The routes converge about twenty miles into the tour. Sunday's start is from a single location, but the riders go opposite directions to improve the flow out of the fair grounds and again meet about 20 miles into the route. Motorcycles are assigned to both routes each day. The motorcycles line up near the start points and then flow out in pairs at intervals so as to be dispersed evenly among the bicycles. Throughout the day the motorcycles flow back and forth along the bicycle riders and perform the tasks required be it mechanical, traffic flow, or medical assistance to the extent possible. A detailed explanation of what we do while patrolling is not required here as every MARC member should be familiar with those duties. Some motorcycles, depending on their schedule requirements, join the ride downstream later in the morning and as each day ends, riders will sign off with the command post and go their separate ways.

## COMMAND CONTROL AND COMMUNICATIONS

You SO-Cal MARCies have a great system of motorcycle/ham operators and net control to provide communications and motorcycle support both. We do things slightly different in the Houston area events. Although the percentage of motorcycle hams is growing, we normally have separate communications and motorcycle groups. And not all rides have ham communications support. Some use business band radios, Nextel, and (yuck) cellphones. It is without question the best case when hams are involved.

The Houston MS 150 is directed by a command post open from noon Friday until late Sunday evening after all tour activities and clean up is complete. It is staffed by four to ten hams depending on the time of day and level of activity. The volunteers staffing the command post do a very good job of keeping on top of what's going on. They have maps and situation displays projected on the wall so all operators can easily view them. APRS is used extensively by the MS 150, with more units having APRS each year. The beacons the command post tracks include the rabbit, the turtle, the tour director, all ambulances, several SAGs, APRS equipped motorcycles, and a few others. In addition, the start, finish, and all break points are shown on the projected maps. It makes for a very nice set up and is a tremendous asset to the managing the 15,000 bicycles and volunteers on the tour during its peak. The command post handles SAG issues, supply coordination, route problems, and most important, any medical emergencies requiring dispatch of special equipment including our dedicated ambulances and the Life Flight helicopter that is dedicated to the MS 150 both days. And of course, the command post can also dispatch and assign motorcycles to any location on the tour as required.

Rural Texas between Houston and Austin does not have near the repeater assets you have in Southern California, so we are a little more limited in that area. Two nets are run simultaneously both days. One net carries the operational and logistic traffic, and a second repeater is dedicated to medical issues. Motorcycles stay on the operations net, and are dispatched from there, even to medical emergencies. Given the current repeaters available, we conduct all nets on VHF, and use unit-to-unit conversations on UHF simplex. All dual band radios on the tour are tuned to the UHF simplex frequency, and then the VHF side to their respective net for the location. HF radio is also used during the tour, however I am not involved in that so I cannot comment on it. In addition, the VHF repeaters are linked back to the command post, so the command post is always on each net. And if all else fails, or for those without ham radio, there is a toll free number distributed to all operations personnel including motorcycles that rings directly to the command post.

Localized communications at the start, finish, and overnight are handled by a business band repeater with handhelds used by the MS Chapter staff, and key logistic members of the Steering Committee. This type of communications beyond the scope of hams as it is lots of short, administrative calls concerning logistics and is best handled with this type of set up. All tour and enroute communications are handled by hams, which number well over 100 during the tour.

The tour ends on Sunday evening with a "Conga Line" that follows the turtle across the finish line at the Texas State Capitol building in Austin. It is an experience to behold. This year's line following the turtle had four medical units, fourteen motorcycles, and around thirty SAG vans and box trucks in the parade. What a neat experience.

I have been volunteering for things since my early Boy Scout days, and since becoming involved in Ham Radio and getting my license in 1963. The Houston-Austin MS 150 is without a doubt the most inspiring, rewarding experience I've ever had as a volunteer. And I speak for Ric who has very similar feelings about this. It is absolutely great. And we have some of the best, most dedicated and enthusiastic motorcycle volunteers you could ever ask for.

Come join us next year. You shouldn't have to drive any further than Ray did!!

## **\*Baker to Vegas 2005 a Success!**

The twenty-first annual Baker to Vegas Challenge Cup Relay was held on April 23 & 24. 219 law enforcement teams competed this year in the 120 mile relay race that stretches from the truck-stop town of Baker, CA, through the Mojave desert and the outskirts of Death Valley, and into the city of Las Vegas, NV.

San Diego Police Department picked up their third straight win with a time of 13 hours 19 minutes. This is one of ham radio's biggest events, with over 400 radio operators participating in communications ranging from team support to overall race support.

There were several dozen MARC members out handling the race officiating this year as usual. APRS was used quite extensively this year, with some 50 trackers out on the course. In a couple of days, you will be able to view a replay of the race on the Baker to Vegas tracking website <http://www.b2vtracking.com>.

Plans are already being made for next year's race, and I hope you will consider lending your support either as a MARC mobile, or as a checkpoint communicator.

In other news, I have completed two useful additions to the APRS network. The first is a little program that allows you to do a QRZ callsign lookup (who-is) over the air from your APRS software or right from your D7 or D700. Simply send an APRS message to AD6NH-WI with the callsign to be queried in the message text. The server will return the result to your APRS receiver anywhere in the world! More information can be found at <http://www.aprsca.net/qrz.html>

Secondly, I have completed the fine-tuning of an application that allows for APRS users to send messages to email addresses, AND for people who have registered their callsign on the APRS email server to send messages from their email terminals to APRS users! This is a neat and powerful application that can be used in a variety of ways. To send an APRS message to a persons email address, simply send an APRS message to AD6NH-EM, and in the message text write the email address followed by the message. The email will be delivered with the message in the subject line of the email. The format looks like this:

To: AD6NH-EM Text: ad6nh@arri.net Hey this is really cool!

To send an email to an APRS receiving station, you must register a "shortcut" on the email server. This helps to ensure that a log of the callsign being used to send the message is valid. To register your shortcut, send an APRS message to AD6NH-EM with the following text: phil ad6nh@arri.net

This sets the shortcut "phil" to the email address "ad6nh@arri.net" Now you are ready to send message to the APRS network from the email address "ad6nh@arri.net" Here is the format:  
From: ad6nh@arri.net  
To: mail@aprsca.net  
Subject: KB6CUS Hey get back to work!!  
Body: userid:phil

This will ultimately send an APRS message to KB6CUS. The format is a little complicated, but once you figure it out you'll be typing messages all over the place. There are more commands and a more detailed explanation of the format available at <http://www.aprsca.net/email.html>. I hope you enjoy these APRS services, but be careful when sending messages mobile!

73

Phil Pacier - AD6NH

Hello everybody,

Well Bonnie suggested I might write a little about Marsha's and

my, trip to Nuevo Vallarta, MX. last month.

It all started when Marsha and her "shampoo girl", in the beauty shop, started talking about a vacation together. Next thing I know we are all on an airplane headed to the great South west.

This was to be a vacation like I had never been on before. We managed to get through all the security checkpoints, on both ends, with less than average problems, which is very unusual for me. Remember that on most trips the metal in my legs causes the metal detectors much pain. They did not even lose or break our luggage! At Marsha's request, we did not take any radio gear along. Remember last year coming home from Honduras, they drop - kicked my suitcase from about 30,000 feet, bursting it open and spewing radio equipment all over the airport. I got most of my gear back, but lost 1 very nice, nearly new, handheld.

Marsha and I have been pretty much all over the USA, Canada, and Mexico by Harley, but we always just rambled, stopping whenever we wanted, and enjoying it a lot.

Anyway, the deal Marsha and Doris made with a local travel agency, was that "we write 1 check and it covers everything, food, room, transportation from Chicago and back again etc". I was not sure how this would work out, but as it turned out they had 4 restaurants on the property, plus a couple of "grills" down by the beach. Anytime you were hungry you just went in, sat down ate what you wanted and then left. Drinks? Well they had little "bars" sat up all around the place. You just went up asked for what ever you were drinking, and it was handed to you. Everybody was so polite too.

They had about a half mile of beachfront property, on the Pacific Ocean, plus 2 very large swimming pools, and you could go scuba diving, sailing, kayaking, or sailing on a Hoby craft, target shooting, ping pong contests, and more, also all included. Every evening, they had a "theater show". Usually all but the main 2 or 3 people were daytime employees, but they did a good job of keeping you laughing. Just the theater presentations would take several pages of print. I will say that one actress from Cuba, and another from Mexico City, appeared to be made of rubber! I do not believe there was an angle those girls could not bend to!

You could go "parasailing", but that was provided by outsiders and you had to pay for that your self. I did watch 1 individual "skiing", using a kite to pull himself all around the ocean. Sure looked like fun.

I asked how big this place was, and the desk clerk told me it could hold 2,800 guests. Wow can you imagine feeding that many people? Every day!

Anyway we could not let "seeing the town", escape us, so we hailed a taxicab, and went up town. We walked all over the place seeing as many sites as we could. They have for instance a VERY old cathedral, that is a really popular tourist attraction, as well as many statues honoring past heroes, etc., lots of "modern art" type "statues", along the beach.

Then there was the "open air" market! Marsha went nuts buying things. Guess who "got the privilege" of carrying all this. Yup, you are right, I did!

Did you ever try carrying a bathroom sink all afternoon? How about with 5 Liters of Vanilla stuck inside it. It gets heavy! It was a pretty sink, though. Now she wants me to hook it up for her, in the new bathroom we added..

While walking around, Joe spotted a Hooters, and he decided we should stop in. If you are ever down to Nuevo Vallarta, or Puerto Vallarta, don't stop there. The place has a very bad reputation with the local people. It cost me \$450.00 plus 2 days in bed to find that out. Yes I got very sick. The doctor did make house calls though.

I was surprised that I saw nearly no 2 wheel vehicles while there. I also did not see any Ham radio antennas anywhere. In talking with local people, I found that if you can get a job, the pay will be about \$5.00 a day. No wonder those people want all to come up here to find work!

Anyway we are glad to be back home, and it is getting nice enough here now, to get that old Harley out and go for a ride or two. Now if gas doesn't get too high, or too hard to get, we want to see more of the best country on the face of this earth!

73 all, see you "on the road", Paul K9PEP



## UNLUCKY – STILL WORKING!!

Here I am, working at the Millstone Nuclear Plant, in Waterford Connecticut. I have brought my trailer to live in and my bike to ride. The trailer provides me with the comforts of home. I have my ham radio, my computer, printer, scanner, internet, refrigerator, satellite dish with recorder, DVD & VHS, and most important, my Tempapedic® mattress. I, of course, have ample time to use all of that while working twelve hours a day, six days a week.

Thursdays are my day off and last week I spent it getting the newsletter for my ham club written, printed, and mailed before taking a nice ride on the bike up to Hartford. Just a nice sunny day in the low 60's. I do have to say that for the stranger in town, the road signs were of no use unless I wanted to go to New York or Boston. I was finally well on my way back to the campground before one of the signs directed me to New London, which is close to my campground.

My GPS didn't help at the critical spots due the fact that the state of Connecticut has been on a serious cement utilization binge. The new interchanges and extended ramps are not on my version of the maps. That of course is just an ever present problem in the metropolitan areas of this country.

The things that I will remember about the ride will be the splashes of brilliant yellow color provided by the forsythia and daffodils. It will be the gentle hint of color of the buds filling on the trees. Spring is here and I'm enjoying it.

This week I started my day off catching up a little on going through my mail, throwing all the credit card applications away. When I got through with the things I had to do, I checked the radar and saw rain all around me. If truth be told, rain was being reported by hams all around but it seemed to bypass the trailer park. The only rain drops I saw were as I came out of dinner in the evening and that was only a fine mist. The rain has done some good. The flowering trees are bursting with color. Other trees are bursting with the fresh green of new leaves. The restaurants and services catering to tourists are opening! Spring is sprung!

This will probably be my last working trip. I turned 65 last month and I will be taking my social security in a couple of months. Those amenities mentioned earlier will be great as I explore our great country. The only change I would like to make would be to trade my 26 foot tag-a-long for a 36 foot fifth wheel "Toy-wagon". Then I'd have a place to store my Wing, bicycle, and more "stuff" while traveling. I also would have the larger tanks, which would make the campsites without full hook-ups viable for extended stays. It also makes a fantastic operating station for field day or charity events.

All you lucky people with normal 40-hour jobs, or who have already retired, enjoy your spring. I'll try to get a few hours in on the bike as the work permits.

Norm Huber N9ZKS <n9zks@earthlink.net>

["http://www.findu.com/cgi-bin/find.cgi?call=n9zks-12&radar=\\*\\*\\*\\*"](http://www.findu.com/cgi-bin/find.cgi?call=n9zks-12&radar=****)

## Desert Storm Road Rally

I was supposed to meet Dean at noon in Ehrenberg, Arizona for the Desert Storm Road Rally. I left around 9:45am Friday, April 1<sup>st</sup>. I arrived at noon California time, 1pm Arizona time. I was late! We had lunch and then went and checked the course out. We made any changes that were needed.

Everyone was supposed to meet in Ehrenberg at 6am Arizona time. One person was still on California time and showed up an hour late. Another crew took him out and sent him down the course but he never showed up. I went down the course looking for him and found him with a flat tire. Not knowing how to open his jack handle, he had accidentally broken it. I had to take the jack out of the Suburban and jack his car up to replace the tire. This made us about ½ late starting the rally. This man was a radio person. After the rally started we couldn't figure

out why we couldn't talk to him. Turns out he had forgot to hook his antennae to the radio.

During the rally, about the fifth car through, caught fire 1 mile from the finish line. The car was destroyed but the driver and co-driver got out the car fine. The only part of the car left intact was the rear bumper which had blow off when the gas tank exploded! We had to call the Fire Department in to make sure the surrounding area did not catch fire. It took the Fire Department an hour to get there as they came from 40 miles away. They came with a tanker and a fire truck. By that time the fire was out, but we still had to wait for them to clear the course before we could continue with the rally. The rest of the cars drove the course at normal speed. Then we turned the cars around and went back the other way and the rest of the rally went fine.

## APRS Trouble

My APRS was turning on and off and I couldn't figure out what was going on. The bands on my radio were changing from 2 meters to 440 and back. After putting up with it for two days, I found a water bottle under the seat which was hitting the radio and changing the bands. My APRS worked just fine after that!

Alvin Brown KD8UZM <kd8uzm@verizon.net>

MS 150 OCTOBER 8/9, 2005

We have now had our 2<sup>nd</sup> meeting of the Orange County MS150 Committee on April 13. The discussions have been centered around getting more sponsors for the event. Several major sponsors have already stepped up to the plate to help and more are expected to be on board by the time the event starts.

The committee also wants to find ways to acknowledge those individuals and teams that are top money contributors as special thanks for their efforts. As a side note, the numbers the riders wear are distributed according to the amount of funds raised. The person wearing the number 1 is the top individual fundraiser.

The Orange County Chapter for MS has their Web Page located at the following address: <http://www.nmssoc.org/> Check it out! You can find information on the new overnight stop at the Westfield Shopping Town Plaza El Camino Real, along with all the recommended overnight hotels. Click on MS Bike Tours in the left-hand column and then on the MS 150 Bay to Bay. There are many more items listed including the tentative Route for the MS150.

They will once again have ON LINE bike tour registration! This should save a lot in postage and speed the money collection.

The Safety Sub-Committee that John (KC8ZOZ) and I have signed up for has not met yet but should do so in the near future. Many people have asked to be on this sub-committee which indicates to me, that safety is on everyone's minds. We should have some more information to disseminate after the May 11 meeting.

In having sat through 2 meetings I thought that I was the new person on the block. What John (KC8ZOZ) tells me is that most of the people running the committee are new. John has several years of the MS Committee attendance under his belt and has been able to give valuable advice on numerous occasions.

MARC rolls it's sleeves up and sets to work the very first day a committee meets and doesn't stop working till the last rider is over the finish line! To me this is an accomplishment we can all be proud of.

Andy Bocker W6AJB <a.j.bocker@verizon.net>

## "MAY IS MOTORCYCLE AWARENESS MONTH"

To make the Public aware of the motorcycles on the road. Also to upgrade your riding skills for your safety.

## 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 \$13.00

### 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 just have them for the Left side handlebars (No more for the right side). 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, sorry no polished plates left.

(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))

---

## Custom Cables for GPS and APRS – contact Chuck KG6NJP [kg6njp@pacbell.net](mailto:kg6njp@pacbell.net)

### Garmin GPS-18PC GPS power cable

36" power cable assembly, with a 2A mini-ATO fuse in a weatherproof fuse holder. Adapts the Garmin GPS-18PC cigarette lighter adapter plug to "hard wired" for motorcycle or car. As described in the January 2005 MARC newsletter article about the GPS-18PC.

Price: \$19.00

### Garmin GPS serial cable to Kenwood TH-D7A or TM-D700A

72" data cable with a right-angle 3/32" stereo plug on one end and a DB-9 male connector on the other end. Connects a Garmin serial cable (designed to plug into a PC) to a Kenwood TH-D7A or TM-D700A. As described in the January 2005 MARC newsletter article about the GPS-18PC

Price: \$19.00 Kit: \$9.00

### IBM PC or compatible to Kenwood TH-D7A

72" data cable with a right-angle 3/32" stereo plug on one end and a DB-9 female connector on the other end. Connects a PC with a 9-pin serial port to a TH-D7A.

Price: \$19.00 Kit: \$9.00

### Garmin 4-pin "round" plug to Kenwood TH-D7A or TM-D700A

72" data cable with a right-angle "Garmin-style 4-pin round connector plug on one end to a 3/32" stereo plug on the other end. Connects a "classic" Garmin GPS with the "original" 4-pin round connector to a TH-D7A or TM-D700A. This cable does not provide power to the GPS...!

Price: \$24.00 Kit: \$14.00 Special lengths up to 72" no extra charge

### Garmin "eTrex-type" plug to Kenwood TH-D7A or TM-D700A

72" data cable with a Garmin "eTrex-style" flat connector on one end to a 3/32" stereo plug on the other end. Connects Garmin GPS with the eTrex-type connector to a TH-D7A or TM-D700A. This cable does not provide power to the GPS...!

Price: \$24.00 Kit: \$14.00 Special lengths up to 72" no extra charge

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ALERT.....

IF ANY "MARC" MEMBERS IN SOUTHERN CALIFORNIA HAVE APRS AND/OR WORKING ON IT AND ARE NOT ON THE LIST I HAVE COMPILED (on another page) PLEASE SEND ME YOUR INFORMATION.

NOW FOR ANY OTHER "MARC" MEMBERS FAR AND WIDE HAVE APRS OR WORKING ON IT PLEASE SEND YOUR INFORMATION TO ME ALSO.

THANK YOU VERY MUCH

CHUCK KG6NJP <[kg6njp@pacbell.net](mailto:kg6njp@pacbell.net)>

**BNC-24** • Dual-band 2M/70cm HT Antenna  
Gain: 2.15/3.5dBi • Length: 17" • Conn: BNC  
Super flexible featherweight whip

**SMA-24** • Dual-band 2M/70cm HT Antenna  
Gain: 2.15/3.5dBi • Length: 17" • Conn: SMA  
Super flexible featherweight whip

**MH-209** (BNC Conn) • 2M/70cm Dual-band HT Antenna  
**MH-209SMA** (SMA Conn)  
Gain & Wave: 0 1/4 wave • Length: 3" Soft flexible rubber

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Bright Chrome and Brushed  
Aluminum Finish!

**NEW** **CP-5M** • Dual-band 2M/70cm  
Gain & Wave: 2M 1/4 wave • 70cm 5.8dBi 5/8 wave • Length: 21" • Conn: PL-259 • Max Power: 60W

**NEW** **CP-7** • Dual-band 2M/70cm w/fold-over  
Gain & Wave: 2M 1/2 wave center load 3.2dBi • 70cm 5/8 wave x 2 5.7dBi • Conn: PL-259 • Max Power: 60W

**NEW** **CP-10** • 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 • Conn: PL-259 • Max Power: 60W

**NEW** **CP-12** • Dual-band 146/446MHz cellular look-a-like  
Gain & Wave: 146MHz 6dBi 1/4 wave • 446MHz 2.1dBi 1/2 wave • Length: 12" • Conn: B-10 PL-259/B-10NMO NMO • Max Pwr: 50W

**NEW** **CP-18** • 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** **CP-29** • Dual-band 146/446MHz  
Gain & Wave: 146MHz 2.15dBi 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

**NEW** **CP-39** • 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

**NEW** **CP-58** • 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-75** • 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

**COMET 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-188AU type coax.  
Max antenna 70".

**NEW** **CP-146** • Dual-band 146/446MHz w/fold-over  
Gain & Wave: 146MHz 3.5dBi 1/2 wave center load • 446MHz 5.5dBi 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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**\*\*\*OPENING MAY 11, 2005\*\*\***



## "MARC" YOUR CALENDARS FOR THE COMING EVENTS

- MAY** 4,11,18,25- "MARC" NET 7:30 PM ON THE ALERT SYSTEM 446.900 PL 110.9  
8- MOTHER'S DAY (REMEMBER YOUR MOTHER, WIFE, GRANDMOTHER)  
14-"MARC" 13TH ANNIVERSARY MEETING 8 AM AT LAKE VIEW CAFE (714-572-8521)  
21- SOCAL TOUR DE CURE  
30- MEMORIAL DAY
- JUN** 1,8,15,22,29- "MARC" NET 7:30 PM ON THE ALERT SYSTEM 446.900 PL 110.9  
11- "MARC" BREAKFAST MEETING 8 AM AT LAKE VIEW CAFE (714-572-8521)  
12- "BAD RIDE"  
19- FATHER'S DAY (REMEMBER YOUR FATHER, HUBBY, GRANDFATHER)
- JULY** 4- HAPPY SAFE FOURTH  
6,13,20,27- "MARC" NET 7:30 PM ON THE ALERT SYSTEM 446.900 PL 110.9  
9-NO NO MEETING NO NO MEETING

### SPECIAL INFO:::::

"MARC" HOME PAGE: <http://marc-hq.org>  
"MARC" LIST: [marc@nport.com](mailto:marc@nport.com)  
"BA-MARC" LOCAL SITE: <http://ba-marc.org>  
"EAST COAST MARC" SITE: <http://www.eastcoastmarc.org>  
"IL/WI MARC" SITE: [www.angelfire.com/sports/MARC](http://www.angelfire.com/sports/MARC)

((OUR CALL FREQUENCY 144.370- MARC SIMPLEX, CONDOR SYSTEM, THE BARN SYSTEM THE ALERT SYSTEM, W6USO REPEATER 145.440- PL 136.5.. MOST ARE MONITORED APPROXIMATELY 16-18 HOURS A DAY))



*Happy  
Mother's Day*

# MAY 2005

### NEXT MEETINGS:

MAY 14, 2005 8 AM LAKE VIEW CAFE  
2099 E. ORANGETHORPE, PLACENTIA  
(ON CORNER OF LAKEVIEW & ORANGETHORPE)  
91 FWY/LAKEVIEW EXIT  
JUNE 11, 2005