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**MISSION STATEMENT:**

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

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KM6UK

AUGUST/SEPTEMBER 2005

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

Those of us who live here in Southern California often brag about our year-around riding weather. Ok, I will stop bragging for now. It has been very hot and, with the remnants of hurricane Emily, it has been very humid also. Oh, it is perfect to ride in the early morning hours, when I go in to work, just after daybreak, and again in the evening, about an hour after sundown. Oh yes, down by the coast the riding has been perfect, just don't venture inland.

Just a reminder, the MS-150 is coming soon. Mijo and I will have a sign-up sheet at the meeting on 13 August. On the 16th of July we drove down the coast to Oceanside to check out the overnight stop for the Bay to Bay MS 150 ride. This year's stop will be at the Westfield Plaza-El Camino Real. I am told that we will be in the Sears parking lot, which will put us in the North West corner of the shopping mall. This is a very large area, thus plenty of room for the party tents and the temporary fenced areas to keep the bicycles safe overnight. There are not any motels/hotels close to this mall, the closest is about two miles away and it is booked solid. If you have plans to spend Saturday night with the gang in Oceanside, don't delay, make your reservations as soon as you can. I have been told that they will be increasing the number of bicycles to 2005 (same as the year) for this year's ride. John, KC6ZOZ, and I sure hope that you will be able to help with this event. We will need volunteers in all areas, motorcycle mobile, net control and, SAG driver or radio operator. See you there on 8 and 9 October 2005.

I have enjoyed reading about the adventures of our Chairman, Ray, KD6FHN. This summer riding season has really been an adventure. Tim, AB0TS, has also been on the road for a few summer miles. I like to ride, but the heat in the summer just gets to be a bit much for me. The updates on the MARC list all have been interesting to read, keep up the

good work. Why not write a note about a special adventure during your ride and send it to Bonnie so she can print it here in the newsletter? Say mate (K4FUJ, Graham) what have you been doing over there in the UK this summer?

Bill, KE6UUD, our Love Ride coordinator was out of town last month and missed the first Love Ride Meeting for this year. No fear, "Underdog is here!" That is to say John, W5JFR, and Mark, KF6ZRP our new Love Ride Assistant coordinator were present for the meeting so MARC was well represented. The BIG news for this year is that BB King will be the headline entertainer at Lake Castaic this year. There will be a few other minor changes at Glendale and at the lake, to include expanded use of the APRS tracking system. So, add the Love Ride on 13 November 2005 to your list of things to do. Bill and I will be looking for someone to help Mel, KD6MPB, and Kay with traffic control at the freeway entrance as Alvin, KD6UZZ will not be able to join us for this year's event.

GE has finally announced its plans for the jet engine facility at the Ontario airport. The main facility will close on 14 April 2006. The test cell will become a separate facility and continue to operate as an on wing support facility. They will continue to test engines and do minor repair with 14 salaried and three exempt employees. That is a far cry from the eight to nine hundred that we had just five years ago. If, in the infinite wisdom of GE, I don't get returned to the maintenance shop as part of the close-down crew, I will be retired as of 1 May 2006. This should make for some good riding time before the summer heat returns. Hopefully we can get together for a ride.

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

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

**"MARC" CALENDAR 2005**

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:::**

Aug	29th	FOR	Sept
Sept	21st	FOR	Oct
Nov	2nd	FOR	Nov
Nov	30th	FOR	Dec

"Did you know studies show volunteering releases feel good chemicals in the brain - and that makes volunteering seem more attractive."  
 (Unknown)

"Kindness is a tool that everyone possesses, but some choose to leave it in their tool box. Take it out and use it today." (Teresa Vitelli)

"Optimism is a cheerful frame of mind that enables a tea kettle to sing though it's in hot water up to its nose."  
 (Unknown)

"Age is mostly a matter of mind - if you don't mind, it doesn't matter."  
 (Unknown)



## THIS AND THAT (Or traveling with a Buffet, and 6 wheels)

Well, traveling the way I have for the last week, with Anita, Jill, and her husband Brian, has been one of the highlights of my life. We spent a week aboard the Island Princess, cruising Alaskan waterways.

Lloyd, you live in a BEAUTIFUL state..... Well, in the summertime anyway. We visited Katchikan, Juneau, and Skagway, and toured both Glacier, and College Fjords. Those glaciers are HUGE!!!!!! 2-300 feet tall and 4 miles wide. We did get to see a little calving, I.E. little icebergs falling off the front of the glacier. We did make it to Anchorage too, but had too little time to make contact with you Lloyd. By the time we ate, it was time to make our way to the airport for the trip home.

THAT, is where the trip soured. Alaska Airlines is NOT my favorite airline anymore. They had assigned us seats LONG before we went on the trip, but when we got to the airport that was all out the window. Anita and I did get to sit together, but Jill and Brian were separated. Brian was in 1st class, and I think Jill was out on the wing. We had a horrendous security line, and with my fake knee, I always have to have the full treatment. Something short of a full body cavity check. Then the airplane was late getting into Anchorage, and it was a domino effect from there on.

At Seattle, we had to practically run to make the gate. We were 50 feet away, and they were yelling, wanting to know if we were the Morgan/Hoopers. They were holding the aircraft for us. Again we were supposedly separated, but Anita and I were together, and later Jill and Brian were able to sit together. We got into John Wayne Airport about 10:30, and experienced the WORST "crash" landing I have ever had. He SLAMMED the mains onto the runway, and the nose gear was still way high, and BAM!!!!!! "HE" slammed that one down too. As I was leaving the plane, there was an officer standing near the cockpit door. I asked, "WHO was driving?" He answered, "they are still in there talking about that..." I think it must have been the stewardess at the back of the plane..... :->)

No, the saga didn't end there either, you can guess what came after that. Because of the sprint to the gate in Seattle, the luggage didn't make it to the new airplane. No luggage in Santa Ana. So I had to trudge off to Lost Luggage for the report. THAT made us late for the Limo. When Jill called for support, we found out that the driver had stayed near the airport, so it didn't take him long to recover us. They did finally deliver the luggage Sunday afternoon. I didn't let it ruin my trip though.

Now it is Monday, and the trailer is already here and we are packing for the next adventure. We will leave here Wednesday and travel up I-5, NOT 85 MPH, NOR 1000 miles like Ray. We will be in OR. between Medford and Grants Pass, for a reunion with our retired brethren. We will be there for 5-6 days, and move to the Ashland area for a while. We will eventually pass into Canada, possibly the Northwest Territory, the Yukon, and Alaska. I am hoping that Anita will be able to stand up; to the trip. She is going to have some surgery when we get back. Right now we plan on being gone for probably 2 months.

If you see a grey Ford 350, pulling a white Alpha 5th wheel, be sure to wave.

73 for now, Love ya,

De Witt Morgan KM6UK  
Board Member, E-mail Coordinator,  
[trk29@cox.net](mailto:trk29@cox.net)

## THIS AND THAT #2

Hello all, I can't believe it is August already. But the sun is shining and it is HOT, so I guess it must be true. The good part, for now, I don't see any big smokes in the sky. It is getting

to that season for sure, and with all the rain we had in California, that just washes the dust off the bushes so they burn better, faster, hotter, and with a LOT of new grass that is now dry. Can you tell that I am an old retired Fireman?

Some of you may not know that Anita and I have been out on the road in our RV. We visited with a group of retired Firemen from Los Angeles County Fire Department, who have moved to Oregon. This was a 4th of July picnic held annually, at the Valley of the Rogue Campground, right off I-5, between Medford and Grants Pass. This is such a nice campground that we stayed a few extra days. From there to Spokane, WA, for another meeting with retired Firemen. From there up into Canada. Why am I giving you an itinerary? Because it has to do with the motorcycles we saw along the way.

It used to be that when I was out in the "world," on my YELLOW GoldWing, I saw LOTS of GoldWings. On this trip what we saw were Harley's, and Harley want-a-be's.

There were Harley's everywhere, especially in Canada. Those folks up there REALLY like to ride when they can, and it is surprising WHO is riding them. Anita's Canadian dentist was a rider. Lots of women are now riding, and one often sees couples, each on their own bike. Also, lot's of single women are seen riding now. It was fun sitting in the sidewalk cafe in Nelson, B.C. and watching the traffic going by. Did you know that one can get 6.5 to 8.5 beer up there? I promise, I only had one..... at a time. :-> Nope, at that percentage I was careful. Good food though. For those weight watchers, I actually lost a little on our trip. RAH!!!!!!

So you folks who are riding Harley's, and want-a-be's, rejoice, because you are now in the VAST majority, at least in the month or so we were out. I'll bet that the ratio was 100 to 1. Guess what though, the Harley riders in Canada are just as apt NOT to wave as they are here in the states. I think they are afraid the vibration will shake them off if they let go to wave..... JUST KIDDING GUYS!!!

Anyway, the good part is that folks are out riding and having fun. It is good to see. I sometimes wish I were out on the YELLOW wing again, but fear, and Coumadin, keeps me in the RV. Well now that we have the puppies, where would I sit then????

Love ya,  
De Witt Morgan, KM6UK

## MS 150

The MS150 committee held a ride along part of the route Saturday, July 30, with a committee meeting over a picnic lunch afterwards. So far 1600 riders have registered and they are well ahead of the goal to register 2000 riders by the Tour. Of the registered riders, 500 have indicated that they are novice riders. One of the things that was stressed was bicycle safety.

Unfortunately, 3 bicycle riders have been killed this year doing the MS rides around the country. There will be bicycle safety clinics held before the MS 150 ride to ensure a safe ride. We, in MARC, should also ensure that our vehicles are in good shape by doing a safety check before the ride. Remember to follow the rules of the road. This is a great ride and you should always remember to have fun! Some of the committees road safety discussions centered around specific areas of road that could be considered dangerous. There was a lot of discussion on portions of the ride through Torrey Pines in San Diego. There is a need to place people with signs in portions of the ride warning of steep grades or sharp curves.

T-shirts are still in the design phase. If you are signing up for this event please be sure that you include your T-shirt size.

Mitsubishi will be donating vehicles with bicycle racks to be used as SAG vehicles. It is still to be worked out how many vehicles will be donated and who will be driving.

Things are in the process of being finalized and we should have more information by the next newsletter.

Andy W6AJB Assistant Coordinator



## RIDING HERE-THERE-AND EVERYWHERE



Done while in Mitchell SD for the second time this year.  
Tuesday August 2nd.

Well I don't know where to start. Went back and looked at the last MARC newsletter article and seen that I covered all of the May rides (10,000 miles) in the June article. Looking at the AAA USA Map that is highlighted each night and the day calendar where I log where I stay each night, I will try and put together what I have done since the June newsletter article. It would take a book to tell you all about what has happened and where we have been in the last 2 months, but here goes in a condensed form. Of course those who are on the MARC List and the WOTI List have all read this before, as I try to send out a report each night after the days ride.

When we (me and Casper) left Irvine, the first thing we did was the Bun Burner Gold (1500 miles in under 24 hours) from Irvine CA to Clarksville AR. That was 1566 mile in 21 hours. Thanks to Dean & Jeff for coming to the Shell station near our home to sign the documentation and wish me a safe ride. During the ride you have to get a gas receipt every 350 miles, log all that on a documentation sheet and get 2 witnesses at the end to sign and give out their addresses and telephone numbers. All went very well and a couple of days later in Knoxville (at Honda Hoot) I sent in the documentation. I sent it registered mail and the IBA refused to pick it up and sent it back. Bonnie got it on the farm and put in regular mail and sent it in again. Long story that we will skip here.

Took all back roads to Knoxville for Honda Hoot after completing the Bun Burner Gold. Spent five day/nights with Willie at Honda Hoot, what a great time we had there too. Rode some really great motorcycle roads with Stan "The Flying Doctor" as our personal guide. On Sunday June 26th left Knoxville for Bonnie's dads farm and the annual family reunion. Got there in time for lunch and a great visit with relatives. Stayed on the farm for 6 days, visiting family relatives and eating way too much. Changed oil & filter there on the farm.

Again met Willie at Wing Ding at the Motel 6 in Fort Wayne IN. Spent \$250 buying tickets for the 2006 Gold Wing that was drawn for, but didn't win of course. While at Wing Ding we spent a lot of time with MARC members Don & Carol Fout. Sorry I can't remember all the other MARC, WOTI & GWRRA members we met there, just to many to write down, remember and write about.

After Wing Ding we went on to finish the lower 48 states ride. We went West to do all the Central, Northwestern, Southwestern, South Central and then down to the Southeastern, East central and Northeastern states. We did it that way because of all the bad weather created by the hurricanes in the Southeast. It wasn't the shortest route for sure, but we managed to stay out of the really bad weather most of the way.

One day early in the morning when I had left Belle Fourche SD and gone North to Pick up the Southwestern corner of North Dakota and headed West on Hiway 12 we had a near disaster with an Antelope. It was by far the closest we had ever come to hitting a deer or big animal in the 58 years I have been riding. The road was a narrow 2 lane with very tall weeds that came right up to the very edge of the oil roadway. This Antelope came right out of that tall grass just as I got there and we were a dead sure collision course with the front wheel. I stood on the rear brake, grabbed a handful of front brake and mentally prepared myself to hit the antelope and the road way. Just as the antelope got right to the front wheel I blew the horn with the left thumb and the antelope made an abrupt left turn and was running right beside Casper, verily bumping the left mirror, but not hard enough to knock us down. It was running right along the left side of Casper and I could have reached out with my left hand and patted him on the rump, no kidding. I could hear his hooves

clattering on the pavement. That was way, way to close for comfort. After that close call and nothing else to do, we just shifted down a gear and powered on. No use to dwell on it then. Thank God for once again for taking one of his flock out of the reaches of death. The ABS brakes were working perfectly too, Casper stayed straight up and still was braking as hard as can be done with a motorcycle without locking up the wheels. I could hear the tires chirping as we were about to hit the antelope.

From Wing Ding I stayed in Rockford IL, Mitchell SD, Belle Fourche SD, Missoula MT, Wells NE, Grand Junction CO, Overland Park KS, Tallulah LA, Madison GA, Richmond VA, Milford Mass, Portsmouth NH and then back to Bonnie's dads farm near New London OH. That ended the lower 48 states ride, just have Alaska to do to finish the 49 states ride this year. I got some kind of receipt in every state to document that I had been there. Sometimes gas, a granola bar or something that would give me a receipt that gave the date, time, city and state.

An hour or so after having just completed the last of the lower 48 states, which was West Virginia, we had just come through Pittsburgh PA, crossed into West Virginia, drove that 5 miles and then into OH and was going north on hiway 250 when we were hit by 65/70mph winds and 2 inches of rain in 20 minutes, that was according to the NOAA weather reports on 162.400/550. I had stopped a few minutes earlier and tried to put on the Frog Togg rain jacket over the Firstgear heavy mesh padded jacket, but couldn't get it over the shoulder pads. So I took off the Firstgear jacket and just put the Frog Togg rain jacket on over the long sleeved shirt, big, big mistake as I would soon learn, but the wind had already got to us on the shoulder of the road and the rain was starting to hit us too. So I got back on Casper and tried to find a place to get off the road in a safer area. I now know of course I should have just stayed where we were and took our chances there. As it turned out leaving that wide shoulder was a mistake that I would live to regret, but at least I lived through it, verily. As soon as I started to move I knew it was a mistake and tried to get back over to the side of the road but the cars were lined up there and no one was moving on the road surface right then. When I tried to get in front of this one car on the shoulder, Casper was hit by a very violent wind and in about 6 inches of water at the time, the rear end of Casper slid out to the left and we went down in the deep water. We were headed for the big steel guard rail and I don't know if the wind knocked us down or in a panic when I saw we were headed for the guard rail, by instinct I may have laid Casper down to get stopped before we hit the guard rail head on. Anyway Casper got some scratches on the right mirror and right saddle bag and a little tiny scratch on the two crash bars. That was it for Casper, I how ever did not do nearly as well. Unknowing to me at the time I had lit on some object with my right forearm and it was bleeding badly. I take a blood thinner so whenever I get bumped or scratched it looks a lot worse then it really is. Anyway, two guys stopped their cars in that awful rain and wind and we got Casper back up on the side stand. God Bless those guys. I had to stand there for about 20/30 minutes while the wind and rain blew by. Finally it lets up and the cars and trucks on the roadway and shoulders start to move again. So Casper starts right up and after a short inspection I can see no major damage to Casper, so off we go. We still had about 150 to go, all on hiway 250 as that road also goes right to where I have to turn off to the farm. This road goes through many small towns and hamlets with 35/45mph speed limits, so it takes me 3 hours to get to the farm where Bonnie is waiting in a big panic, because she knows that we had gone down in the rain and was trying to call me on the cell phone, but the cell phone was not working on the bike due to getting wet. When I pulled into the farm, the blood was running out the sleeve of the long sleeve shirt and the Frog Togg Jacket. We got the bleeding stopped that night, but the next day while in Ashland to buy oil and some groceries we went to the emergency room at the Ashland Hospital. There they fixed me all up with butterfly stitches and a big wrap. Now as I type this my right forearm is all black and it has spread into the right hand, looks awful

but does not hurt.

After leaving the farm again we get to Bellefontaine OH for Honda Homecoming and again meet up with Willie, Don & Carol, Alan & Sheila and 18/20 MARC and WOTI members. What a blast that was, it was so much fun meeting all those people for breakfast each morning and then palling around with some of them all day trying to help spend their money. Now that was fun. The more time I spend with these MARC and WOTI members, the more I love them. We truly are a loving, caring family of many. I actually came to tears when I had to depart Willie, Alan & Sheila and Lee when we split at Indianapolis and they turned South for home and I went on West toward Mitchell.

I will probably stay one more day here in Mitchell and then head West to Spokane and then North to Alaska to compete the last of the 49 states ride.

Don't forget to MARC your Calendars for the 2005 MARC Christmas Party on Saturday December 10th at 6:30pm.

May the skies be clear, warm & sunny and the wind be 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)  
<"http://www.findu.com/cgi-bin/find.cgi?call=KD6FHN-10">

Hello Bonnie, and the group,

Well so far it has been dry here all summer, so I have been riding almost every where that I go.

I have ridden hundreds of miles in rain, but never did really get to where I enjoyed it! Plus the road is quite often slick when it is wet. Now I was reading MR Rays note of July 18<sup>th</sup>, about his 2 close calls, one of which was a slight wobbling of the front end, and it brought to mind an incident that happened a few years ago. I was riding with a retired school teacher that preferred to be called "Sphinx", maybe due to his age, and bald head. Sphinx was in his 70's, but had only recently taken up motorcycling.

Any way Sphinx had a beautiful OLD BMW and we were riding about 70 MPH or so, on a 2 lane Blacktop road. As I came to a rise in the road, I realized that the road suddenly switched to a gravel road. Now being an old farm boy, and ex motorcycle racer, the gravel did not bother me too much, but I wondered how Sphinx would handle it.

So I turned my head to see if he was doing OK, but he was not there! What the heck, a minute or two before, he had been right behind me. I looked forward again to make sure that I was OK, then, in my mirror, I saw a black BMW falling out of the Sky! I turned around to go back and see what the problem was, and where he went. I reckon that is sort of what the great Rapture, when Jesus returns for his people, will be like!

Then I spot Sphinx, crawling out of the ditch. He hadn't gotten to the crest of the hill yet so he had not even known that the road was changing into a gravel road.

I asked him if he was alright, and he said yes, but it was plain that he was in pain. I asked "what happened?" He replied that his motorcycle had suddenly started a wobble, and he could not control it, so he jumped off (at 70 MPH!). The motorcycle had actually ended up in a small river! Marsha and I dug it out, lugged it to the road, and picked up all the pieces we could find, including the contents of his shattered saddle bags etc. I managed to get the motor running again, (by rewiring the parts that had been inside the now non

existence head light housing) and I asked him if he was ok to ride it back to town. He replied "yes, but do not go over 15 MPH." I thought he was going into shock, so we hurried as much as possible back to town, I got him to a Doctor, and then I went back to look some more at the motorcycle.

When I went back to pick him up at the DR's office, the nurse explained to me, that Sphinx had lost a whole lot of skin, under his riding clothing. This surprised me, as the material had not worn through.

OK back to the motorcycle. I asked Sphinx if he had loosened this "little lever" on the fork stem. (I had noticed it was loose, on my examination earlier). He said he had, as it turned too hard with that thing tight! Now for all you who have only ridden Gold Wings or other late model motors, that little lever was what kept your front end from going into what we used to call a "death wobble". Once the front end was oscillating, it was very difficult to get out of the predicament. Most crashed! Sphinx never rode again after that. Too bad, as riding is such an excellent hobby. Fresh air, sunshine, scenery that you will miss from 4 wheels etc. And occasionally, it will get you into a "praying real quick mood!" Sort of like "Lord if you keep me from being killed in the accident I see I am having right now, I will go to Church all summer", or similar.

Well I hope all of you are enjoying your summer as much as I am.

73 Paul K9PEP [wa9ffl@yahoo.com](mailto:wa9ffl@yahoo.com)

#### ITEMS FOR SALE:::::

GL1800 Kuryekyn Receiver Hitch (Wing Stuff # KU7647)  
Original price: \$268.00 Will sell for \$200.00 obo

Jim KC6RCR (949)-366-5212

25 qt. motorcycle ice chest with universal receiver mount.  
(Wing Stuff # MRICE25)

Original price: \$169.99 Will sell for \$125 obo

Jim KC6RCE (949)366-5212

Want a great digital picture of your motorcycle? HP 735 3.2  
mp 15 x zoom, docking station, etc.

Digital camera \$150 obo

Jim KC6RCR  
(949)-366-5212



"Here you go. I've mapped out directions on your GPS to take out the garbage."

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

**NET DRAWING:** For June & July I have no reports but one  
And there was not a name drawn. 'Will have full report next  
month. So if you were a winner, John & Mijo will make sure  
you get what you won.

**50/50:**  
Wow Father was nice to Bonnie KD6OFQ, Alvin KD6UZM &  
Andy W6AJB each winning \$50

\$40 Gift Certificate donated by Huntington Honda won  
by KC6PHI Conrad  
M-24 146/440 Mhz Magnet base donated by NCG Comet won  
by Ray KD6FHN

**DONATIONS FROM "MARC":**

Coleman Heat soldering set won by Mel KD6MPB & Kay  
Glue gun with hooks/fasteners won by Bill KE6UUD  
Metal Polish/offset screwdrivers won by Rich N6TAX  
Game Player/Helmet fresh won by Kay  
Gatorskin Mechanics gloves won by Kay

Other door prize donators: Mel KD6MPB & Kay Johnson,  
Billy N6EDY, & 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 all.

Gray ticket distributor was John W5JFR  
Gray Ticket winner was Judy KF4MCF  
Thanks to the ticket dissectors - deeply appreciated  
There were 3 gray tickets drawn this month, after we draw the  
first one the rest is dumped in with the regular blue ones...  
Thanks guys

**SECRETARY/Treasurer/NewsLetter Editor/Info Bureau:**  
**Bonnie KD6OFQ 949-551-1036 Fax 949-551-3042**  
**Cell # 949-300-4441**  
**<bonidavis@juno.com> <bonidavis@earthlink.net>**

**NEW MEMBERS:**

6/12- Mark Owens KG6LQC of Seal Beach (BAD RIDE)  
6/30 - Dexter Lewis KB5JTJ of Houston, TX

Welcome to MARC and hope you utilize the MARC List for lots  
of Technical advice in solving any problems or questions.  
Also to add any of your knowledge regarding such.

**MEETING:**

Well needless to say we had a big supply of door prizes  
donated by Mel & Kay, the meeting was donated to the BAD  
RIDE, getting all the important stuff spread amongst the  
participants.

**NEWSLETTERS:**

Many thanks to all for your articles for this newsletter, it is  
took me a little longer to get things in place but you are  
reading it so hope you all enjoy.. I do know there were several  
others who could share in their rides or vacation...

**SUNSHINE CORNER:::**

I do know Alan Gallagher is still in hospital but not sure of his  
current status, and not sure of any others who are on the ill

list or recovering- remember our love and prayers  
are there for you and your families.

Remember to salute the Military who give their all on the  
front lines.

We are very proud of each one in the military and their  
families. Keep up the spirit... Love & Gratitude to all  
**GOD BLESS AMERICA SUPPORT OUR TROOPS**

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

Remember she sends out a bulk email to each individual on  
our MARC roster and all you have to do is hit return so we can  
keep a good record of the e-mail addresses.

~~~~~I believe Miss Sue is on vacation~~~~~

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 Cafe personnel- we appreciate all that you do for  
"MARC" Good food, great meeting place what else can you  
ask for.  
Thank you all.

~~~~~  
This afternoon our mail lady delivered ARRL's:

**Amateur Radio on the Move**  
**...from Your Car, Boat, Airplane,**  
**Motorcycle or Backpack!**  
**\$19.95 - Available from ARRL.**

In section 4, the author, Al Brogdon, W1AB writes about  
Amateur Radio on a Motorcycle. W1AB is the person who  
contacted me last fall asking for some information about our  
experiences with ham radio on motors. For those on the  
MARC mailing list last December, you would have seen a  
request asking for information and images.  
In response to that request a few people sent images and of  
course we had a lot of images on our web site here and in  
So. California to support Al's publication request. From our  
side we sent a text outline and about 60MB of images. Not  
much of either was used in the publication, but some of the  
images are of familiar MARC faces and motorcycles. To fill  
in the gap of the text information, it has been sent to Bonnie  
to include in one of the up-coming newsletters.  
Originals of the images published are available on request.

Roger...  
W1RDR

~~~~~  
We let Roger on this page just this one time(@ss)  
See the other in next month's newsletter.....

~~~~~  
"It's a funny thing about life; if you refuse to accept  
anything but the best, you very often get it."  
(William Somerset Maugham)

~~~~~  
"During the average lifetime, the human heart will beat  
more than 2.5 billion times" (unknown)

Here is one of 2 articles ... This one I wrote some of it, and sent it to ARRL, and this is what they published.

Ham radio helps rescue hiker (Jul 21, 2005) -- When hiker Jason Jacks, KG6ZTR, of San Dimas, California, became lost in heavy brush July 19 near Southern California's Mt Baldy, he put out a call on the N6USOSunset Ridge Repeater seeking help. Ron Stucker, W6RJS, Richard Pauze, KG6VNC, Ken Harris, KG6YTZ, and others radio amateurs collaborated to contact emergency personnel and relay the information from Jacks. A call was made to the Los Angeles County Sheriff's Department, which dispatched its Rescue Air 5 helicopter. Using his hand-held GPS unit, Jacks was able to provide his coordinates to rescue personnel via ham radio. Repeater owner Burton Brink, N6USO--an LA County Deputy Sheriff--heard the traffic and was able to contact Rescue Air-5 via his sheriff's radio. Using information the stranded hiker provided via ham radio, Brink was able to help direct the pilot to Jacks' location.

Approximately an hour after the first call for help, Jacks was airlifted from the mountain to safety. "Once again, Amateur Radio has come to the rescue, and this shows how hams work together with emergency personnel to help one another," said Brink. "Amateur Radio at its best!"

From the ARRL web site <http://www.arrl.org>

This next article I wrote the whole thing.

\*\*\*Jack Gerritsen Sentenced to 120 days Jail, 3 Years Probation\*\*\*

Hello my friends and fellow hams,  
Just wanted to give you a quick run down on the State's Case Against Jack Gerritsen. Jack was sentenced on, 7-13-05 at El Monte Superior Court, Div 4, Judge Craig J. Mitchell, presiding, Case # 5RH02481.

3 persons spoke before the Judge at his sentencing, the Victim, Ron (W6RJS), Burt, (N6USO) and Dan (W6DFW). Approx 40-50 "Ham's" showed up for his sentencing with standing room only in the court, with additional hams that showed up after sentencing. This case was about a Threat made to the victim and myself by Jack Gerritsen over my repeater and towards the victim's daughter.

The Judge received well over 80 E-mails as well as at least a dozen letters sent via U.S. MAIL. The District Attorney Rusty Moore received at least an additional 25+ e-mails prior to this morning's sentencing.

Gerritsen said that his 1st amendment rights were violated and that he was falsely accused. He said that lies were said on the witness stand against him. He further stated that he will continue to defend his right to speak on political issues, prior to the Judge giving his sentence.

Judge Mitchell said, that this case is NOT about 1st amendment rights, but that he was convinced that the profanity and abuse by Mr. Gerritsen is nothing more than that of a "GROWN-UP SCHOOL YARD BULLY". The Judge went on to say that Mr. Gerritsen, in trial, spoke of his (Gerritsen's) most powerful radios to "BROADCAST OVER PEOPLE".

This case has a MAXIMUM sentence of 180 days, but for the court to have "JURISDICTION" over this case and to give a restraining order to hold Gerritsen to, The Judge Sentenced him to 120 days in the County Jail and 3 years probation. The

Judge issued a restraining order to prevent Mr. Gerritsen from having any contact with those who testified against him in this case and to not operate a HAM radio without a VALID FCC license.

So that you understand what this all means, if he talks on the radio while under this restraining order, or contacts those on the restraining order, he not only has to serve the additional 60 days left of his 180 days max, but will have another case with a 1 year sentence to add to it.

Gerritsen said he didn't want probation, and wanted to be given his full term in jail to avoid a restraining order and probation. Needless to say, the Judge ruled against him on that, and issued the above.

Deputy DA Rusty Moore, had to continue with his other cases after this sentencing, and was not able to speak to us afterward. He asked me to thank you all for the support and e-mails sent to him, for this case. He truly believes that because of you all, he got what we needed for this conclusion to this case.

Jack Gerritsen still has a violation of a restraining order case pending against him out of Downey Court, and his FBI arrest Federal case against him in the Downtown Los Angeles Roybal Federal Building that should begin in October with a potential 11 years in Federal jail if convicted.

I would like to thank YOU ALL, for your support on this case and for your continued commitment to Amateur Radio and public safety.

I would also like to publicly thank Deputy District Attorney Rusty Moore (El Monte Court), who, without his research and dedication to this case, (that I have never seen before, from a DA), made this all possible, and I hope you all will thank him as well. Please write a letter to the 2 below listed persons (His Bosses), to thank him for his contribution and dedication to this case. Believe me, this will go a long way for him. Rusty has one of those thankless jobs, as do I, and I know he would appreciate it.

DDA Rusty Moore's supervisor is:

Barbara Bolante-Martinez, Deputy District Attorney in Charge

El Monte Superior Court  
11234 E. Valley Blvd.  
El Monte, CA 91731

If you wish I would also recommend that you send a copy of that letter or an addition letter to:

Steve Cooley, DISTRICT ATTORNEY, Los Angeles County  
210 W. Temple St. Suite 18000  
Los Angeles, CA 90012

If you have any questions, feel free to e-mail them to me at [n6uso@officer.com](mailto:n6uso@officer.com).

73,  
Be Safe,  
Deputy Burton Brink-N6USO  
Los Angeles County Sheriff's Dept  
Temple Station  
Owner/Trustee of the 145.440- 136.5pl Repeater Sunset Ridge,  
Southern California [www.qsl.net/n6uso](http://www.qsl.net/n6uso)

## IT REALLY WASN'T A "B A D" RIDE

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

Even the weather was cooperative – It was a perfect day to go for a ride. And we had the perfect "Place" to end it – with a delicious BBQ Picnic Lunch. There were "Vendors" galore, Multiple Bands, Lots to "Look" at, and even a Motorcycle Drill Team to watch. Unfortunately, they did not meet the target goal for income – But they did bring in as much as last year, and had as much participation – which isn't bad – and the B A D Ride Committee will continue to work towards bringing in more money next year to help fight Diabetes.

We initiated the APRS "tracking system" this year, and learned that we need a better antenna system at the "Park" than we had. Even so, everyone seemed to like the idea and I'm sure that our APRS team will have lots of improvements – Next year we will have a much better capability.

Bonnie KD6OFQ and Ray KD6FHN put up the control tent and installed the equipment – Set up the "MARC CONTROL" and "MARC SIMPLEX" stations – And were "on the air" providing "coverage" for the Mobile Units that were departing their homes, heading for their individual "Start Point" locations. Mijo KF6BEB, Judy KF4MCF were manning the radios with Kaye Johnson assisting at the "Base" with administrative duties. We are "blessed" with Base Station personnel that can "handle" any assignment – Under any conditions. Bonnie and her "Crew" are a big reason that MARC is such a continual success. DeWitt KM6UK and Audrey Swaerengen established and manned the First Aid Station

Alvin KD6UZM, Mel KD6MPB, operated stations at the Rear Gate and at the Front Gate/Volunteer Booth along with Jacob and Zack Appleton.

In as much as the "Final Meeting" for this event had already taken place during the MARC Breakfast Meeting the day before – "Checking in" by radio on Sunday morning provided us with the "assurance" that each of our members were awake and "actually" on the way to their duty assignments. It also provided the riders with "coverage" in the event they developed any problems en route. Even though we were operating over a goodly portion of So California – Ray KD6FN was able to come up with Repeaters, frequencies, and relays that gave us complete coverage of the entire operating area. Our teams were always in contact with MARC CONTROL. Since "cell phones" would not operate from the Park – We had to make provisions to provide a link-up to 911 in case there was an "emergency" on the road. Consequently, Thank goodness this capability was not necessary – But we were ready if needed. For future operations, I would like to see this "at home" coverage expanded so that we could have a "monitor" for at least each County.

We provided communications and "escort duty" for Fifteen Start Points. These mobile units allowed a communication link-up between the "Destination Park" and all the Start Points – providing information concerning the number of participants at each location, estimated departure times, etc. etc. They were prepared to take care of any "emergency" along the way – And they provided estimated times of arrival at the Park. These ETA's were adjusted as necessary, as the individual units approached nearer and nearer to the destination. Control personnel at the Park were made aware of each "incoming unit" – And they were prepared for them.

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

The following provided escort duty. John Beckwith N6JCB, Jim Keene WA0FMP, Mark Kanzlar KE6ZRP, Ted Moody KB6CUS, Diane Moody KB6CUR, Bill Douglas KE6UUD, Charles Robles KF6TXI and Stephanie, Bill Naler CB'r, Ray Davis KD6FHN, Jim Evans KC6RCR, John Reynolds W5JFR, Andy Bocker W6AJB, Fara Beizai KF6ZQO, Robin Beizai KG6EUS, Harry Gerst KF6ZQM, Wayne Barringer KB6UJW, Hiroko Barringer KG6LFZ, Roger Wheelock KG6OND, Chuck Merriman CB'r, Mike Zimbalist KE6KWQ, Jeff Gallagher KB6SUP, Chuck Wellman KG6NJP, Howard Kanae KG6SHL, Jim Rodrigues KC6OAU, Steve Silsbee KC6NFF, Dave Etter KG6VNR, Bill Appleton KF4MCG, and Billy Sims KF6WBV. Thanks guys – Your guidance and alertness adds much toward keeping these convoy movements safe.

As each arriving unit neared the Park, the Back Gate Shadow alerted the "Parking Crew" to be ready for them. Our MARC Escorts broke off as the rider units passed the Front Gate, and parked in the MARC Parking area. They had all performed admirably and really helped in the safe and successful movement of all the riders to the end destination. The escorts reported in to the Communications Tent as they arrived, and were given their Lunch Tickets and shirts. After Lunch they were free to leave, or stay, and partake of the entertainment.

Our Escort Riders have always been the last to arrive at the Park, and consequently several of the "escorts" did not always get T-shirts when they arrived at the volunteer tent. Consequently we made arrangements to obtain the "handouts" early – And pass them out ourselves. This new policy seems to have worked out very well and we will plan on having them at the Communications tent from now on.

Charles and I want to thank all of you for another outstanding performance of the greatest Motorcycle Communicators in the world. Again – You have made MARC look good – And the ADA people are very pleased with our services. We appreciate your cooperation in the "last minute" assignment changes that take place. Unlike our other rides where assignments can be made, equipment issued on the spot – Utilizing whomever that ACTUALLY arrives for the ride – We have to make specific assignments, to specific locations, days ahead of actual report time for the ride. Then when you "factor" in the pre-ride meeting takes place the day before the actual ride – And recognize that some of our riders cannot attend THAT specific meeting – We have to attempt to "pair" them up with some one who WILL BE at that meeting, who can also pick up their equipment and information, and give it to them the next morning.

Unfortunately – equipment capability, and compatibility, and sickness, and any other problem that might arise – All tend to cause changes. And, sometimes a change at one site may cause a "domino effect" on other assignments. These "last minute" changes are all part of the game and we accept THAT – But we do really appreciate your understanding and willingness to change assignments, do what's called for, and make the best of the situation.

Also a special thanks to Bill Douglas KE6UUD who represented MARC at the Inland Empire BAD Ride Committee Monthly Meetings, to John Beckwith N6JCB who represented MARC at the Los Angeles BAD Ride Committee Meetings, and to Mike Naron N6QZT who represented MARC at the High Desert BAD Ride



committee meetings.

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

Billy Hall N6EDY and Charles Robles KF6TXI --  
Your BAD RIDE Coordinators

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Just a big thank you from Bonnie to Mijo KF6BEB & Judy KF4MCF- you did a great job managing the radios. I really appreciate the ladies who step forward and help out at the base. And Kay our little do everything lady always right there to do whatever. Jacob & Zack (once they caught on) did a good job.  
"Thanks to Hiroko KG6LFZ & Wayne KB6UJW" who at the last moment did some maneuvering to get things covered.

Also Alvin had problems at the back gate due to the fact there was a boat race and they were trying to hold the motorcycles out. So this caused more back ups than usual. Hopefully next year the park doesn't do that to us....  
Thank each and everyone of you. Love you all.....

---

### "GOLDEN YEARS" GUESS WHAT (this isn't a MARC project but)

The subject matter below has no real relation to MARC doings; however, it does apply to each and every one of us as we begin the long road down to our "Golden Years".  
Billy Hall and I each own a mobile home in Tustin Village Mobile Home Park. Until this past December rents were reasonable, the rules not too restrictive — then came Abe Arrigotti into our lives. In December everyone received a 30% rent raise. In February we were advised there would be another raise of \$129.00, effective May 1, 2005. We can no longer have friends drop in, they must register at the office, we cannot park except in our own driveways, even if we wish to visit a friend at the other end of the park, the list goes on endlessly.

Now to anyone who rents an apartment or lives in a condo this would not be too devastating. All they would have to do is pack their things and move to a less expensive, less rule-driven place. Once you own a mobile home — you are trapped. You cannot sell your home, because the rent is too high for a piece of ground, (ground you are responsible for landscaping) and so you cannot move without losing your investment in the home, and you may well be unable to afford the additional rent. (We are now up in the high seven hundreds, with eight-fifty facing us next May.) Once our rent was raised, the other mobile home parks in the area began raising their rent as well. And so it will continue.  
What has this to do with any of you who do not live in a mobile home park? Buying a mobile home, or a manufactured home as they are now called, is something many senior citizens do. It is less expensive by far than a regular house, there is no second floor requiring stairs they can no longer maneuver, and there is still the privacy of a private home.

Now one enterprising (make that greedy) management firm has started this trend, it is sure to blossom into a full-blown gale, just as the housing market has gone crazy. And what is to become of the senior citizen who has worked all their life, paid taxes, often fought for his country, and can no longer afford to live on his/her pension,

Social Security, etc?

Everyone should begin going to their local City Council meetings, and insisting on a cap on the rent that can be charged a mobile home owner who rents space for that home.

With unity we can change the world. With lack of interest — well, we all know what happened in Germany when a nasty little man with three hundred Brown Shirt troops took over a country of millions.

Audrey Swearengen

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### Riding in Rain!!!

Well today for the first time in 2 years, I rode in the rain! This may not sound like much to most, and even I have ridden literally thousands of miles, soaking wet. But we here in Illinois, have had very little rain the past year and a half, and none this year.

Rain was not in the forecast for today.

I rode out to the lumberyard to pick up a few things, and when I came out, it was actually raining. People had actually walked out of the store, to stand in the rain. It didn't rain all that much, less than one quarter of an inch, but the roads (and the seat) got wet etc. All the grass here, looks like Florida, in the heat of August! (brown!)

Well, I intend to ride up and visit Tim, in Columbia Heights this month, but so many things happening right now, to know what date I can actually do it. August is the month Marsha and I were married. August is also her birthday, and since she will not see this until after her party, I can say that a surprise "open house" is planned for the 27th. Every Tuesday is planned, and that event takes all day, and almost more stamina than I can muster!

I guess "we" decided to not go to Sturgis, SD., this year. Nice I was asked for my input HA! Oh well, there probably wasn't time to do it the way we like to do anyway. Usually we go up to Duluth, meet our friends that live there, then all of us ride to Nebraska, then pick up another couple of friends, and all go together. We have found a nice campground way out of the big action, up in the mountains, so it is cool at night, good sleeping. It is a small campground, so no noise at night either. So those of you going, have a good time.

73 Paul K9PEP

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### GORMAN RALLY

There is a rally coming up August 20. It is a one day event and at Gorman which is on Interstate 5 on the Grape Vine. You will need a car with a mobile Radio. At this time I do not know what I will be doing you may be working with me or some one else. You can sign up on line at [www.gormanridgerally.com](http://www.gormanridgerally.com) go to worker sign up. Any question you can e-mail me or call me.

Alvin Brown  
[KD6UZM@verizon.net](mailto:KD6UZM@verizon.net)  
h 951-242-2449  
c 951-805-5504

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"There is no exercise better for the head than reaching down and lifting people up." (John Andrew Homes, Jr)



## REPORTS!!!

Rode by the Mapquest numbers over 1026 miles  
On Wednesday. Instead of doing the normal routes of  
super slabs and the like I opted for back roads. The only glitch  
was taking hwy299 in California east of Cedarville. The sign said  
no services for the next 100 miles... I didn't say that the pavement  
ended 20 miles or at the Nevada/California border! sigh...So back  
track as I don't do gravel!  
Great time with the Ba-Marc... in fact Bar-none... heheh...  
Did maybe 900 miles yesterday and finished the ride this morning  
from Green River where I stayed for a 3 hour nap and dove creek  
where I am still napping...

73!

tim, ab0ts

K bike's mileage is finally over 100k

Saturday morning the sun woke me up. I came out of the  
bedroom and walked outside. Birds twittering, the day looked  
promising!  
JP came out right after and asked me about breakfast so we went  
back in and got that done. Decided to change oil on the K bike  
and after that was done hopped into his truck for the ride up to his  
land. Wow!  
Land locked meant JP was opening gates and closing gates.  
finally we arrive at the campsite which has 2 pickup campers set  
on some kind of foundation. When coming up on them they  
looked to be slanted. Optical illusion I spose from me walking up  
the steep hill.  
No running water or electricity. Just quiet sounds of wind and  
some birds.

Time isn't running at full speed or at least the feeling of time  
isn't here. JP tells me of his dreams and we drive his suzuki  
samari which has been err altered for boulder climbing. HOT is the  
name of the day! Gatorade and water are treasures for this tundra  
born rider!  
Lots of work to do there, JP! I trust BA-MARC will pitch in when  
needed?

Sunday we prepped the bikes for the Pie Race. Following the  
smaller K bike with JP aboard was great! We did some curve  
riding just to get the feel and then headed to the eatery to meet  
the motley crew! I had met Adrian the last time thru, stuck out my  
hand when he finally arrived and said howdy! Adrian's girl friend  
couldn't believe that I rode 2100 miles for a chunk of pie... Well it  
did sound kind of comey I guess... We all waited for JP to get his  
radio set and waited. The only mistake well the blaring mistake I  
made was try to lead and I took off the opposite way of the route!  
However the MARC people are not only informative bunch but  
forgiving as well so when I finally got back in line there wasn't any  
teasing or even a mention of my goof.  
Hot ride with lots of twisted roads. Same twisted roads that are  
everywhere in this great country, just that this time I am riding with  
like minded people?  
Pies were great! Again pie can be had anywhere and anytime its  
the people and motoring that was great! Thanks again for  
dragging me along, eh?  
Continue reading down the page(©)ss  
tim, ab0ts  
colorado

JP looked worried. Well who wouldn't be? Here he is in the  
retirement years of his life and he is thinking about motorcycling  
and radios and well touring.  
"Tim, you must tell me all the stuff I need for the trip,OK?" I nod  
and show him my small cheap compressor and tire irons that I

hope I just carry instead of using. The normal  
Tool pack plus the rest of the stuff like clothes also.  
"Packing like your on a car trip only lots less clothes! However I  
think I brought too much for this trip too!" Some good advice huh?  
"Sorry, Tim we won't be getting off real early as I want to make  
sure I have everything done before we go!" I nod my head smiling  
and knowing the butterflies of anticipation must be flying around  
in his stomach! Does with me and I am supposed to be  
experienced! "You better check the house, Tim as I don't want to  
ship anything to Illinois!" JP is busy working on his bike...  
I did the walk thru once more not wanting to tell JP that Illinois isn't  
my home state. Close.

We finally hit the road at 730 am on July 18th. I followed him  
along the roads to the freeways. Little man in his red jacket on a K  
bike with unknown mileage. We were finally doing the Tour!  
Clouds gave in to fog and finally after we got on I-80 the sun  
appeared.

Monday traffic wasn't too bad and we were moving along  
pretty good I think. However no communications.  
I watched the Icom706 and the bars along the bottom of the  
screen came on from time to time.  
"JP, no audio!" This isn't the time to pull over and figure out what  
and why it didn't work! My system isn't the best for 2 meters as I  
was having some troubles with battery drain when using the FM  
side of the radio.  
So on we rode up I-5. Enjoying the bikes and seeing a headlight in  
my mirrors instead of cages like normal riding! We made it 200  
miles before I needed to stop. Of course JP has his gas tanks...  
hmmm.  
I insisted we eat lunch instead of riding for awhile and then pulling  
over. JP was OK with that although afterwards I found out he  
doesn't like McDonalds.  
(Yes please continue)

With any kind of touring one needs to know there will be trials.  
Ours came at the Oregon border. We had stopped at a rest area  
and some of the people saw the bikes and stopped to talk to us.  
Finding French speaking people was a gold mine for JP!  
"Who is speaking in tongues?" I teased  
"English is speaking in tongues for me!" JP countered.  
After we said goodbye in various languages we started the bikes  
and droned along I-5. I decided it was time to lead again and  
zoomed ahead. Watching the mile markers and wondering when  
the State Line would appear. Finally We had passed into Oregon!  
However looking in my mirrors, No JP! So I stopped the bike at  
the top of the pass and waited. Finally a Fed Ex truck  
Stopped. The trucker motioned with his hands  
like a cell phone to me.  
"Are you in communication with the other rider?"  
"Not really!"  
The trucker nodded and says, "I saw your friend working on his  
bike right at the Oregon border."  
"Thanks!" I replied. Started the bike, praying for the problem and  
finding the first exit to turn around.  
Surveying the north bound road whenever the chance I drove  
south. Never did see JP. Finally headed north again to the Oregon  
border and nothing! So I opted to take an exit however the exit I  
chose was only an exit not an entry back to the freeway! So much  
for finding JP!

However I guess this was the original road as it went way up  
and over the mountain pass. Making the freeway look like a slot  
car racing track! Finally got back on the freeway and could hear  
JP calling. Spotted the red jacket along the road and pulled in  
behind him. Praise the LORD!  
JP was apologizing about the mix up. I nodded.  
"At least we found each other JP. No big deal now!" I exclaimed.  
JP lead the rest of the way to Lewis Osborne's home and we

enjoyed that visit!

So, Ray we have another iron butt rider to contend with! JP did great! The old BMW worked for him just the climbing and low on gas in his main tank that caused the glitch. More to learn, eh?

I called JP when I finally arrived here in Colorado. Thanked him for the trip and the time we had together in and around his home. JP sounded relaxed as we talked. Good! Trips are nice when they are successful! Especially for the maiden voyage of one JP Roland!

73

Tim Lindstrom, ab0ts  
tour guide and beemer rider... Eh!!

Rob KH7MW also had a little jaunt across the waves...

Yes I was in Corona, CA, for the REACT International Convention with REACT Team members and delegates from all over the world. One delegate even came all the way from Trinidad-Tobago which has a very active REACT organization. For those of who are too young to remember the CB craze of the early 70s prior to cell phones, REACT teams were formed around the country to monitor CB emergency channel 9 and provide a relay to the proper agency or entity (like the auto club) for motorists in distress, involved in accidents, fires, etc.

With the rise in popularity or portable cellular telephones, the popularity of CB radio has declined. REACT however has remained viable and active in many areas by providing emergency communications in time of disaster to agencies or organizations without their own communications capabilities or as a supplement to those agency capabilities. To maintain our level of training and proficiency we do public service events in communities like MARC does. Here in Honolulu I am the President Honolulu REACT Team and Mike McQueen KH7RD (also a MARCie) is the current Vice President. We are currently looking for a couple more m/c riding hams to form a Hawaii MARC.

While in Corona for the convention I was informed that the teams of REACT Region 6 (AK, HI, ID, OR, MT, WA, & WY) had elected me to serve as their Regional Director for the next three years. It is quite an honor and I intend to give it my best. It also provides a reason to tour next year to visit all of the REACT teams and councils in my area (did I really need a reason?). Therefore I am in the beginning stages of tour planning for next summer. I hope to be on the mainland at least July and August, but I would also love to attend Americade again in early June in Lake George, NY. My boss (Chief Instructor and Hawaii Motorcycle Education Program Coordinator, Morgan Keene) "might" let me take July and August without firing me, but policy has been NO SUMMER VACATIONS since we train 7 days a week in the summer because the college is not using our riding ranges for parking lots due to the summer session's smaller student population. I am near enough to full retirement that getting fired for taking a long vacation might just be all the push I need to make it happen.

While in S. CA. I also managed to make it down to Huntington Honda, spend a little money, sample the donuts and coffee (both wonderful) and enjoy renewing friendships with several folks including John and Mijo, Paul Shivers (a WOTI member), Burton and a several other folks who I hope will forgive me since I did not take notes. At the convention, I spent quite a bit of time with Wayne and Hiroko who are also

members of CREST REACT who was the host team for the convention and Wayne presented several of the seminars. Two of the most well received were one on teamwork (building a tower from construction paper and masking tape with a time limit) and one on NIMS National Incident Management System. He is an animated speaker and was his usual "quiet, reserved, and dignified."

I arrived in S. CA on 6/20 and returned home on 6/27. I would have loved stay longer, had come home to go back to work on 6/28.

REACTively,

*Rob*

C. C. "Rob" Roberts KH7MW

From the Eastcoast Marc:: 7/17/05

Hi Everyone

Yesterday, we had a "Mini Field Day" in my backyard using a 24' mast I built and a Cushcraft D3 rotatable dipole antenna. We set up only one station to operate 10 and 20 meters. We can easily set up 2 meters too.

I would like to offer "Mini Field Days" to everyone in the Larkfield club and the East Coast MARC club. My backyard is too small. But, I am looking for a place we can use for 1 day. I would like to schedule the next "Mini Field Day" during a Ham Radio contest.

Please let me know if you know of any future contests and if you have suggestions of where we can use space for 1 day. The mast and guy wires require a space of only 28 feet in diameter and takes about 15 minutes to set up. I could also bring the equipment up to CT and set up at the firehouse. You can invite the public.

Plans for building the portable mast are in progress. The original mast was 1.25." The new one will be 1.5."

John A. Allocca, Sc.D., Ph.D. WB2LUA  
Medical Research

Hi everyone,

A friend of mine is selling one of his bikes, so I thought I'd share it with the biggest group of riders I know. If you know someone who might be interested, please pass this along.

It's a 1984 Goldwing GL 1200 with a custom sidecar that seats two and a travel trailer. It's really unique, and a great way to bring passengers along in comfort and style. Only 47,000 miles and runs great!

It's on Ebay right now if you want to see pictures...just click or copy and paste the link below into your browser:  
[http://cgi.ebay.com/ebaymotors/Custom-Built-Motorcycles-Honda-Goldwing-GL-1200-84-Goldwing-w-Unique-Sidecar-for-Two-Travel-Trailer\\_W0QQcmdZViewItemQQcategoryZ10062QQitemZ4565512669QQrdZ1](http://cgi.ebay.com/ebaymotors/Custom-Built-Motorcycles-Honda-Goldwing-GL-1200-84-Goldwing-w-Unique-Sidecar-for-Two-Travel-Trailer_W0QQcmdZViewItemQQcategoryZ10062QQitemZ4565512669QQrdZ1)

Thanks for listening!  
Tanya  
KG6MWW



## 86 HONDA VF500F FOR SALE

I'm sure many of you are familiar with or remember this bike. One of Honda's better prototypes in it's foray into the street bike realm, the 1986 Honda VF500F Interceptor is truly a classic. I just happen to have one that I have been riding for the last five years or so, and it's time for me to move on. The bike is a little bit small for me, and I need to get something that I'm comfortable riding longer distances on.

The 500cc engine makes this a great starter bike for a younger rider - it's enough power to have a bit of fun with, but not enough to get you into real trouble. It indeed was my starter bike and it served me very well. I'm a bit sad to see it go, but my knees will be thanking me evermore!

1986 Honda VF500F Interceptor

V-4 engine 6-speed trans

31,500 miles

Original paint in good condition with a little fading and a scratch along the top of the tank

All original equipment except for the heavy-duty gas shock in the back Electrical system in terrific shape

Carburetor is going to need a little TLC before too much longer, but engine still runs great!

New parts/work in the last 6 months:

Battery

Main drive shaft seal

Partial engine rebuild including all fluids flushed

Chain and both sprockets

New parts/work in the last year:

Seat reupholstered

Speedometer cable

Speedometer front-wheel sender

New parts/work in the last two years:

New ignition and gas cap (basically I re-keyed the bike)

Xenon headlamp installed

K&N Air filter substitution and minor carb and mix adjustment  
Sump gasket

Other than that, I haven't had to mess with anything on the bike. It runs well, looks good, and will likely continue to run for years to come. It is a solidly built bike and as I stated will be an excellent starter bike or even a commuter bike for a smaller person. I'm 6'0" and 225lbs and I'm pretty big for it! It doesn't leak a drop of oil or anything else, which is phenomenal for a 19 year-old bike. I will be developing film of the pictures I took of it tomorrow, so I will have them available on request, and of course will be available for viewing. I live in Placentia, CA 92870

Asking price: \$1,850 OBO

Contact: Phil Pacier (AD6NH)

Phone: 714-993-6581

Email my callsign at arri dot net.

Regarding my '86 Honda VF500F for sale, here is a link to the photos:

<http://www.aprsca.net/vf500f>

## **Helmets ??????**

This is a very interesting read. Kind of blows "\$10 dollar head in a \$10 dollar helmet" thinking out of the water.

<http://motorcyclistonline.com/gearbox/hatz/>

A really interesting article on Helmets appeared on the SMBC mailing list today.

In all my years of riding, this is the first good really explanation I've ever seen that doesn't seem to be trying to protect the sacred cows that roam our world. In any event, if you've ever thought about buying or wearing a helmet, this is an important article to read before you spend your money.

As for me, I've come to the firm conclusion that the only time I should wear a helmet is when I crash. With that said, I now need to figure out a way to predict when that will happen so I can reduce the wear on my helmets. Of course, I'll need to use Duct-Tape to keep the radio headset in place if I don't have a hat on when I want to talk, but that seems like a smaller problem than predicting the future.

Roger...

W1RDR

---

**Motorcycle Helmet Performance: Blowing the Lid Off**  
Searching for the truth behind motorcycle helmet design, helmet standards and actual head protection  
By Dexter Ford

How good is your helmet? Will it actually protect your brain in your next crash?

These seem like easy questions, ones you probably think you can answer by reciting the lofty standards your helmet meets and the lofty price you might have paid for it. But the real answers, as you are about to see, are anything but easy.

There's a fundamental debate raging in the motorcycle helmet industry. In a fiberglass-reinforced, expanded-polystyrene nutshell, it's a debate about how strong and how stiff a helmet should be to provide the best possible protection. Why the debate? Because if a helmet is too stiff it can be less able to prevent brain injury in the kinds of crashes you're most likely to have. And if it's too soft, it might not protect you in a violent, high-energy crash. What's just right? Well, that's why it's called a debate. If you knew what your head was going to hit and how hard, you could choose the perfect helmet for that crash. But crashes are accidents. So you have to guess.

To understand how a helmet protects—or doesn't protect—your brain, it helps to appreciate just how fragile that organ actually is. The consistency of the human brain is like warm Jello. It's so gooey that when pathologists remove a brain from a cadaver, they have to use a kind of cheesecloth hammock to hold it together as it comes out of the skull.

---

YES THIS ONE HECK OF AN ARTICLE- DIDN'T HAVE TIME TO READ IT ALLL BUT PRINTED IT OUT TO READ LATER.....

Bonnie KD6OFQ

## 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 Kuryakyn 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 a set for non- polished plates, \$20 a set for polished plates

(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

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)>



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Gain: 2.15/3.5dBi • Length: 17" • Conn: SMA  
Super flexible featherweight whip

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

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Aluminum Finish!

**NEW**

**NEW GP-5W/5NMO/3/8-24** • Dual-band 2M/70cm  
Gain & Wave: 2M 1/4 wave • 70cm 5/8 wave • Length: 21" • Conn: PL-259 • Max Power: 60W

**NEW**

**NEW GP-5W/5NMO/3/8-24** • 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 • Length: 30" • Conn: PL-259 • Max Power: 60W

**NEW**

**NEW GP-5W/5NMO/3/8-24** • Dual-band 2M/70cm w/fold-over  
Gain & Wave: 2M 1/2 wave center load 3.3dBi • 70cm 5/8 wave x 2 5.8dBi • Length: 38" • Conn: PL-259 • Max Power: 60W

**NEW GP-5W/5NMO/3/8-24** • Dual-band 146/446MHz cellular look-a-like  
Gain & Wave: 146MHz 5/8 1/4 wave, 446MHz 2.15dBi 1/2 wave • Length: 12" • Conn: B-10 PL-259/B-10NMO NMO • Max Pwr: 50W

**NEW GP-5W/5NMO/3/8-24** • 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 GP-5W/5NMO/3/8-24** • 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

**NEW GP-5W/5NMO/3/8-24** • 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 GP-5W/5NMO/3/8-24** • 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**

**NEW GP-5W/5NMO/3/8-24** 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 GP-5W/5NMO/3/8-24** Challenger Series • Dual-band 146/446MHz w/fold-over  
Gain & Wave: 146MHz 3.5dBi 1/2 wave center load, 446MHz 6.0dBi 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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MARC Equipment controller is Ray Davis KD6FHN  
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3 Lindberg, Irvine, CA for charity events.

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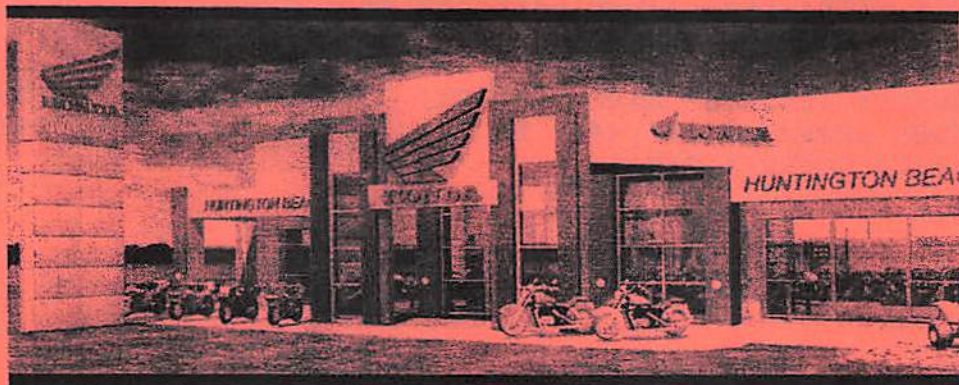


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**AUG/SEPT 2005**

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