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**MISSION STATEMENT:**

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

**NOVEMBER 2006**

*Ray's desk copy*

**PRESIDENT:**  
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W6JFR

**SECRETARY/TREASURER/EDITOR:**  
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KD8OFQ

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 RAY DAVIS (ASST)

KF6TQ

KD6FHN

**MARC LIST:**  
 LEWIS OSBORN  
 DE WITT MORGAN (ASST)

K7LYO

KMSUK

**From The President's Desk:**



Hello all. Last month I told you about the communications problems that I had with my YELLOW wing. I am glad to say that with the help of Ray, KD6FHN and Chuck, K88NJ and a few hours' work, all is well. No problem on the MS 150 or since. I say no problem, that is, not with the radio gear. I still have a complaint about the wind noise in the passenger microphone. At speed, it is so loud that it drowns out everything else. We found that if Mijo puts her microphone way up inside the face shield, the noise goes away, but she can't see with it in front of her eyes. I have therefore been looking for new full face helmets for both of us, possibly YELLOW ones. If you receive the Wing World magazine from GWRRA, check out the back cover. There is a nice Nolan N102 advertisement to look at. One problem, no one carries Nolan helmets, or shall I say no one that I can find. I even went on line to Nolan direct. They sent me a long list of dealers; I have visited or tried to visit many of them. Some of the addresses are private residences (a garage operation?), they don't exist or the sales person says "sorry we don't carry that brand". Chaparral Cycles in San Bernardino did have two Nolan helmets in stock, neither my size, one was open face and the other an older model flip front. The clerk's response to my query was "we can order that for you." Not satisfactory. I won't buy a helmet without trying the fit to insure it is correct. I did ride down to Tustin one day last week to visit our friends at Wing Stuff. They had a yellow flip front (not a Nolan) but it was XXXL (too large for a bowling ball). I know that some people think I have a big head, but it isn't quite that big. I had to pass. The saga continues.

Your Love Ride committee members continue to be busy with preparations for this year's event, Love Ride 23. There have been a few changes to the start of the parade route that were imposed upon us by the Glendale and Los Angeles Police Departments. The Love Ride committee has asked that we, MARC, place some of our radio operators on this

new route to watch for and report problems, so we can keep a constant flow of motorcycles out of the Glendale area. By the time you read this Bill, KE8UUD, Mark KE8ZRP, and I will have met to pre-ride the route and determine where we can best (safely) place a MARC member with either a mobile or hand held radio. I am sure that Bill will expand on this in his article. As usual, there will be entertainment in the street in Glendale, also free coffee and donuts for our volunteers. If you make it up to the lake there will be a BBQ lunch and a concert by the Fryed Brothers followed by the Black Crows. I am also told that there will be a sky diving team, The Gold Stars, and the Victor McLaglen Motorcycle Stunt Team, along with the trade show. If you wish to test ride any of the new Harley Davidson motorcycles, the entire Harley Davidson road tour will be at Universal City Walk on Friday and Saturday, 10 & 11 November 2006. Motorcycle parking will be half price all day. Also, Love Ride 23 souvenir T-shirts may be acquired for a \$25 donation to the Love Ride. They are available, any time, at the front of the Glendale Harley Davidson store. (Long sleeved shirts are \$30 each.)

The Bay to Bay MS 150 went very well this year. We did have a few problems and that is to be expected. If you experienced anything that should be reported to either our committee representatives or to the MS staff, please, let John, KC8ZDZ or Andy, W6AJB know as soon as possible. The MS staff has requested our input. As for my input, communications on day one were outstanding. Net control had a clear channel to contact our MARC riders at all times. Day two was a bit of a different story. It seems that something was interrupting the signal between net control and the Santiago repeater, and the Palomar repeater had been turned off. Once our MARC riders had passed out of simplex range of Bonnie and her net control in Carlsbad, we were able to communicate with Dave, KE8PRZ and

Sandy, KE8PSA, at the finish line on simplex. So, as usual, MARC made it happen. Good job! The problem I had (last year) at the Las Pulgas exit from the bicycle path and the entrance to Camp Pendleton had been addressed by the MS staff. Much better. However, some improvements can still be made. Someone needs to contact the Provost Marshal at Camp Pendleton, prior to the event, to brief the Military Police that we are coming and to possibly open the vehicle gate at the exit from the bicycle path.

Don't forget the MARC Christmas party on Saturday, 9 December, 2006, 6:30 PM at the Lakeview Café. Make sure to get your \$\$ for your reservation in to Bonnie as soon as possible so we can let Dimitri and his staff know how many of us will be there. Also, don't forget the SPECIAL drawing that evening for the Kenwood TMV 700A dual band radio, the set of motorcycle tires, the Honey Baked ham and other special gifts from our sponsors and friends. Tickets for this drawing are \$1.00, (One Dollar each) and can be purchased at any time before the actual drawing. Just contact Bonnie or come to the meeting and see John, KC8ZDZ. They will sell you a ticket. You do not have to be present to win.

I would like to thank Bonnie, our Secretary/Treasurer for all her work on the news letter. Also, I shall thank Ray, KD6FHN, De Witt, KMSUK, Billy, NEDDY, Jim, KC8RCR, Tim, AB0TS, Andy, W6AJB, and Jerry, WA0GLD for their articles in last month's news letter. Please feel free to contribute to this publication. Your articles are what help to make this such fun reading. Keep up the good work.

I hope that the past few days of the hot dry Santa Anna winds here in Southern California is not an omen of things to come. Just yesterday, 26 October, four firefighters lost their lives and a fifth was severely injured trying to protect a home in



the middle of an arson caused fire near Cabazon. I share in the grief of their family and thank all those who risk life and limb to protect our lives and property from these wild fires whether they are from natural causes or, as to often the case, arson. We, who live in the fire prone areas, can not thank these heroes enough for what they do for us.

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

#### "MARC" CALENDAR 2006

Nov 11- Breakfast Meeting  
Nov 12- Love Ride 23  
Dec 9-Christmas Party

#### MARC" NEWSLETTER DEADLINE:::

Nov	28th	FOR	Dec
Jan	3rd-07	FOR	Jan
Jan	31st	FOR	Feb

#### (SUBJECT TO CHANGE)

#### THIS AND THAT

Hello all, boy, this year is fast passing by and here it is nearly winter again. Of course one never knows in Southern California, the temperature on my patio as I write this, is about 84 degrees today, and WeatherBug, says there is a high wind warning for the next day or so.

Being an old retired Fireman, I for sure know what that means. Make sure the canteens are fresh and full, that you have extra "goodies" to snack on in case the chow wagon is slow getting to your location, and that there is extra TP on the rig. (Leave it alone Tim..... NOT the TP, the subject!!)

I have just had an interesting experience, Chuck, and Paul had sent out a notice that there were updates for our GPS units. I had long neglected my unit because it was doing all that I needed it to do, well until recently. Anita and I went to Arizona, for a friends wedding and I found that my GPS was way out of date. Roads that I wanted to use were not in my data base.

So I set about getting my unit up to snuff. It had been so long since I had really done anything besides putting in an address, that I couldn't remember just exactly how to do it. An e-mail to Garmin brought a detailed, "How To Do It," and by following their directions, it was quickly done. Yeah, I spent the \$75.00 to get the City Navigator updated too. Now when I ask for a road I should probably get it.

If all has gone well, by the time you read this Charles, and Stephanie will "Finally" have the same last name, although in today's world, one never knows. CONGRATULATIONS to you both. Next time though, could you pick a place that we don't have to drive I-15 to Las Vegas. That interstate highway is a killer.

Until next time, may the skies be blue, the wind at your back, and all the signals green.

Love ya, 73

De Witt Morgan KM6UK <trk28@cox.net>  
e-mail coordinator

#### MS 150

Early Saturday morning, October 7th, 2000 bicyclists headed south from Irvine to San Diego along the coast. Thus started the 2006 Land Rover of Miramar MS150 Bay to Bay Bicycle Tour. We had two beautiful days of motorcycle and bicycle riding. This year the left turn into Camp Pendleton was handled much better than it was in the past. A tape was stretched parallel to the road forcing the bicycles out further so they could see oncoming traffic. A volunteer was also stationed at the location to warn cyclists of the turn. Even with the staggered start each day, Torrey Pines Hill saw a continuous line of bicycles endeavoring to reach the top. Volunteers were strategically placed to warn of sharp curves ahead. Everyone finished up by 3 pm Sunday with no major injuries to report.

The MS150 Committee has already met to start planning for next years event. So far \$2.3M dollars has been collected and more is coming in. One of the Committee members read a newspaper article from 1996 that said that the MS150 had set a new record taking in money. They collected \$250,000. Quite a difference in 10 years. Approximately 83% of the money collected goes directly to finding a cure. The MS150 staff has said that they couldn't hold this event without us.

Those participating were as follows:::

#### Net Control:

Bonnie KD6OFQ, Mijo KF6BEB, Connie KF6YOM, ShEron KC6ZSH & Judy KF4MCF- also assisting the the base was Chuck KG6NJP for APRS & Sag ready & Jacob Appleton and Dave KF6PRZ & Sandy KF6PSA for the San Diego base...

Bicycle Motor was our one and only Dave W6DRC

#### Motorcycles:

Ray KD6FHN, John W5JFR, Lewis K7LVO from Oregon, Bill KF4MCG, Jeff KB6SUP, Charles KF6TXI, Bill KE6UUD, Billy KF6WBV, Mike N6QZT, Mark KE6ZRP, John N6JCB & Vicki, Jim KD6REA, Bob WD6L, Jim KC6RCR, Glenn AB6PA, Jim KC6OAU, Andy W8AJB...

Mike KE6KWQ assisted in his vehicle and at the start.

#### SAG Vehicles:

De Witt KM6UK along with Sue KF6HZJ & Dave KG6VNR.

Thanks again to all those folks that participated and made this a great event.

Andy W8AJB <a.j.bocker@verizon.net>  
John KC6ZOZ <kc6zozjohn@yahoo.com>  
MS Coordinators

#### Anyone for Lobster??

The state of Maine harvests more lobsters than any other state. They Catch 47 million pounds each year, which generates approximately \$137 million in revenue!!

#### Correction:::

In last week's paper we ran a story about a local man who injured himself while fishing. This was an error. We have since learned that it didn't happen while he was fishing. He dislocated his shoulder while describing a fish that got away.

A preacher who was an ardent fisherman performed a wedding. He asked the groom, "Do you promise to love, honor and cherish this woman?"

"I do," answered the groom.

Then turning to the bride, he said "Okay reel him in."

(These came from a Fishing Funnies book!)

## ACTION IS THE WORD

Woo, tis the day before Halloween and things are getting spooky in the neighborhood. Maybe I should say spookier, if you know what I mean.



From my perspective this years Bay to Bay 2 day MS-150K bicycle charity event went very well. Of course there were some accidents with some bicyclists, there almost always is. But as usual the MARC members handled it with the professional expertise that they always do. Bonnie and I went down to Carlsbad on Friday night and with the help of others, we set up the tubular towers, large Comet antennas, the canopy and did what we could then to get ready for the rush on Saturday morning. We stayed at the Marriott Court Yard hotel in Carlsbad both Friday & Saturday nights. We were up before 5am on Saturday morning and Bonnie, and her crew had MARC Net Control up and running by 6:30am. After they were all set I took off North on the I-5 to meet up with the lead Century Riders and rode that Century route twice before heading back to the net control to start the tearing down of net control. I want to thank all of those that helped us do the set up and take down of the MARC Net Control. It seems to get a little harder as we grow older. I understand that the APRS wasn't working as well as it did last year, so we will have to look into that and make sure it is better in the future. I believe that there were actually over 2,000 riders this year and I know for sure that the number of riders on the Century route were the most I have ever seen in the 15 years that we have been doing this event. But for the most part the Century riders are more experienced and we very seldom have any problems with those riders. Be sure to see Andy and John's MS-150 report for more details.

Well I guess everyone who reads the email on the MARC List knows about my chest pains that I had on Monday morning Oct. 16th and went to the Emergency Room (ER) at the Irvine Medical Center about 10:30am. They gave me several EKG's, drew blood every 4 hours and still couldn't tell what was wrong. Kept over night and gave a stress test on a treadmill at 7am Tuesday morning. Found nothing at that time and they ran my heart rate up to about 130bpm, but my blood pressure remained well within the limits, so they sent me home with instructions to go see the Cardiologist in 3 weeks, the same Cardiologist that gave me the stress test. No problems for the next couple of days and Friday I had a follow up appointment with my general practitioner. He didn't like the idea of me having to wait 3 weeks to go see the same cardiologist that had just turned me loose. So my GP called a close friend and cardiologist down in Newport and asked his friend if he could get me in that same day (Friday). So we (Bonnie and I) head down to the Pacific Coast Cardiology (PCC) and are in there a few minutes (\$1200), get signed in and they take me right in for a CT Scan. Boy what a device that new type CT scan is. We had to wait about an hour to see the pictures that it took, but they could turn my heart inside out, rotate it every which way, slice the veins that serve the heart muscles and look down them like looking down a pipe or gun barrel. They found a blockage and scheduled me for a Angiogram at 1:30pm on Monday.

Was there at the Hoag Hospital in Newport at 11am and was prepped and ready to go before 1:30pm. The whole procedure took between 20 & 30 minutes to find the blockage and install a stent and I was awake to watch the whole thing. They kept me over night for observation and at 12 noon Tuesday was home and doing my daily routine. No fuss, no muss, feeling great again and no chest pains or after effects. I went in today at 2:30pm to see the Cardiologist who put the stent in and everything was just fine.

A couple of weeks ago Cingular threatened to cut our cell phone service off if we didn't get new cell phones to replace the old analog phones we had. So with John W5JFR, Chuck KG8NJP, Charles KF6TXI in tow we, Bonnie and I, went over to the independent cell phone store (Custom Cellular in Irvine) and bought the Motorola E815 cell phones, after a couple of hours of asking thousands of questions

and consulting with our advisors and bought all the paraphernalia that goes with them. The whole package came to about \$800 and with the new Verizon service. These new gadgets are wonderful and the reason we got that particular model is because it works with the Motorola Bluetooth car sets that we will be putting on the motorcycles, Casper being in line first. We will do an article about that installation and post it on the MARC Web Site and in the MARC Newsletter.

Casper is leaking coolant again and so now I have an appointment to have all the coolant hoses, plastic y's and hose clamps replaced under warranty. They say the new style coolant hoses are much better than the original ones and so I shouldn't have any more problems with that. Casper turns 3 years old in January and this is the 3rd time he has been in for the same problem.

This is the weekend of the wedding of Charles KF6TXI & Stephanie in Las Vegas and we have a large contingent of MARC members who are going to Las Vegas for the weekend. It's sure to be a fun and crazy weekend. I am going to be best man and so I had to go out and buy a new suit for the occasion. I want to be really spiffy for Charles and Stephanie's wedding. There will be a reception at the Mirage Casino Resort after the wedding. We have rooms there so that I will be able to make it to the room that night after the party. I have friends on the Las Vegas Fire Dept and I have asked them to stand by with a gurney so that they can wheel me up to the room after the party. (:) Laughing of course, because everyone knows that I have never taken a drink. Liar, Liar pants on fire. We are heading for Las Vegas on Friday morning and coming home Sunday. It's already cost us \$2000 and we ain't even got to Las Vegas yet. (:) Laughing

We may have a new MARC Chapter starting up in South Africa. I have been corresponding with Edwin Musto ZS5BBO who lives in Westville South Africa by both email and telephone. He rides a 1500 GW and he has several other hams who also ride motorcycles and want to join MARC. This would be an extremely good thing for our organization and would truly add to our world wide coverage.

We have had some good turnouts at our Saturday morning get together at Huntington Honda. This past week there was Billy N6EDY, John KC6ZOZ, Charles KF6TXI, Andy W8AJB, Pat K16ETG, Howard KG8SHL and myself. I think I got them all, but I don't write them down, I could have missed someone and if so, I sincerely apologize.

**LAST, BUT CERTAINLY NOT LEAST.** We are set for our 6th Annual MARC Christmas Party. It is to be held on the evening of Saturday Dec 9th at the Lakeview Cafe. The price is \$19 and the menu includes salad, white or dark turkey meat, mash potatoes & gravy, stuffing, steamed corn, pumpkin or apple pie with whip cream, and coffee, tea or milk. All alcoholic beverages will have to be paid for by the individual as it is served and is NOT included in the price of the meal. **NOW HERE IS THE REAL CLINCHER,** for the drawings we have a Kenwood TM-D700A provided by the MARC Treasury, a set of tires installed for a Honda Gold Wing, provided by Huntington Honda, a 9 or 10 Lb. Honey Smoked Ham, provided by our friends at NCG Comet and much, much more to be drawn for at this years Christmas Party. We have to have a near accurate count by the Tuesday before the party. So please get your reservations and money in soon. You know we always have so much fun at the Christmas Parties.

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

Ray Davis KD6FHN <raykd6fhn@earthlink.net>  
MARC Chairman Of The Board  
Hm (949-551-1036) Cell (949-300-9889)

<<http://www.findu.com/cgi-bin/find.cgi?call=kd6fhn-10>>

FROM YOUR '50/50' LADY  
MIJO REYNOLDS KF8BEB  
<mljokf8beb@adelphia.net>

**NET DRAWING:**

10/4- Bejan KF8NBD \$5 N/A, 10/11-Paul K18CVU \$5 + 5 tickets  
N/A, 10/18- Andy W8AJB \$5 winner, 10/25- Sue KC6UMH \$5 N/A  
Well one winner last month and one this month...

**50/50**

Gobbling up the monies this month was the ghostly figures of  
Dave KG6VNR, Andy W8AJB & Alvin KD8UZH - each receiving  
\$53 each. Hope you didn't buy all trick or treat candy with it...

\$40 gift certificate from Huntington Honda won by Alvin  
KD8UZH

Pair of Comet Cups with M & M's in them donated by NCG  
(Comet) won by Alvin KD8UZH

**DOOR Prize Donations by "MARC":**

Dual purpose autolite won by Mike KE8KWQ

41 piece travel emergency kit won by Bob N8HOJ

2007 Large wall calendar won by Alvin KD8UZH

2007 Monthly reminder & leaf candle won by Kay Johnson

Brain quest won by Alvin

4 piece quick grip won by Jack N8UYB (new member)

A quick note regarding door prizes- I need to know who wins  
the door prizes donated by "MARC" the other door prizes are  
too many and too hard to keep up with who wins what.  
Hopefully you understand where I am coming from... Thank  
you..

**MANY THANKS TO ALL WHO DONATE TO OUR MEETING:**

Mike Naron, Ray & Borrie Davis, Mel & Kay Johnson, Butch &  
Carolyn Macy, Sue Hebb and last but not least Willie Douglas who  
over there where it is not too safe. Thank you all so much.....

Gray Ticket distributor: John W5JFR

Gray ticket winner - I didn't catch who won

How many gray tickets drawn: 4

Thanks to all- Ray, Alvin, & Dave not sure who else..  
For helping tear tickets. Very much appreciated..

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

Bonnie KD8OFQ 949-551-1036 Fax 949-551-3042

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**NEW MEMBERS:**

October brought us 4 new members:::

Les Brush K7KIT of Bend, Oregon

Jack Foster N8UYB of Riverside, CA

Ron Todd K4WZ of Forest Park, GA

Duane Straw KC8ESH of Greenwood, IN

Welcome to "MARC" - any technical questions you have send  
them out on the "MARC" list and you will receive many different  
ideas. We are here to help in any way we can.

**MEETING:**

Good meeting saw some faces we haven't seen for a while- most  
of the discussions were on the MS 150 & the upcoming Love Ride.

**NEWSLETTERS:**

Hope everyone has their recliners ready for some good reading...

As this Newsletter has more trip experiences...

Thank s to all - love it when it is larger than 6 pages.

**SUNSHINE CORNER::: Love and Prayers to All**

Alan W8BT, our Love and Prayers for Alan who soon will hit two  
years in the hospital the second of November. He is not allowed to

get up and walk due to a very infected heel but does  
get to go outside in the wheel chair. His spirits are good  
just wished he could get up and walk....Kay Johnson seems to be  
holding her own and in good spirits. De Witt KM8UK has his  
thumb out of the cast and will have the other done in a month.  
Teri Edwards KF8HJT is swinging her crutches around and hoping  
to go back to work. David Johnson had a quadruple by-pass and  
is doing okay. Ray KD8FHN is doing nicely after an angioplasty  
placing a stent in. I know of some others are on the ill list too...  
Our love and prayers to all who are ill, had surgery, lost a  
loved one. We do care....

Remember our Military and their families with love and prayers.  
Willie Douglas KF8QPD (Bill KE8UUD's son) back over in  
Baghdad, while Josh Moody KF6RNH is Korea for a year. We  
love you all..

Keep up the spirit.. Love & Gratitude to all

**GOD BLESS AMERICA SUPPORT OUR TROOPS**

Thank you so much Dimitri, our new waitress Erica and the  
Lake View Cafe personnel- we appreciate all that you do for  
"MARC".

**DON'T FORGET OUR CHRISTMAS PARTY DECEMBER 8th,  
2006 6:30 PM.**

We started selling tickets for another D700A so bring your  
money and buy some tickets...plus we have some other prizes  
which will be listed later...

**MS 150-K Bay to Bay Bike Tour**

The 2006 Land Rover MS150 Bay to Bay Bike Tour is over  
and I am so proud of the "MARC" members who take the time and  
effort to assist with the Charity events we do. Some for the first  
time, the motors did a great job in many different areas where  
they had to stand by until the problem was solved. Our radio  
communications went very well considering we went a different  
route this year but it worked.

The control operators Mijo KF8BEB, ShEron KC6ZSH, Connie  
KF8YOM & Judy KF4MCF they worked so wonderful together. We  
had Jacob Appleton as a runner who also sat down and flexed his  
fingers for the radio operators. Then we had Chuck KG8NJP who  
was set up to operate as a sag and also monitor the APRS system  
and also jumped on the radios. Also George WM6L stopped by  
and spent time at Net Control and eyed the APRS system.  
Then we had Dave KF8PRZ & Sandy KF8PSA who handled the  
communications in San Diego, they always do a great job too.  
Myself did some radio communications but spent time calling  
Nancy Palo (MS spokes person) regarding the problems we had  
plus some of the emergencies along with receiving calls from her.  
Also going back and forth between MARC communications & the  
CARES communications with sag requests and pick-ups.  
Andy & John for coordination, Bill KE8UUD for APRS upgrading,  
Ray for the radio equipment and setting up and keeping it all  
together and in good shape for our events.

**THANK YOU THANK YOU THANK YOU**

Keep your eyes peeled as Our E-Mail Lady is back in town  
and shopping for a new computer so she can get back to  
doing quarterly e-mail reports. This is to make sure your e-  
mail addresses are correct.

Sue Hebb KF8HZJ <counterqueenle@sbcbglobal.net>

Welcome back Sue so good to see you...

Hello everyone The LoveRide is fast approaching. The signups are in and the assignments have been made. There are a couple of changes this year that required additional freeway support and thanks to our MARC members we were able to fill those spots with non-motorcycle hams. Thank you to all of you in advance for your help on this ride.

The first change that we are going to see this year is there will be two different routes to the freeway. This is to get the bikes out of Glendale in a more efficient way and in a shorter time frame. This will require some additional "spotters" on the second route to make sure there are not problems or accidents along this route.

Here are the people I have assigned to these routes:

For freeway onramp 1;

Alvin Brown KD6UZM, Bob Henry N6HOJ and Dave Etter KG6VNR.

For the second route spotters:

Mel KD6MPB and Kay Johnson, Sharon Ames KC6ZSH and Sue Hebb KF6HZJ

Net control is Chuck Welman KG6NJP, Connie Sims KF6YOM and if needed Bonnie Davis. KD8OFQ. If these assignments are a problem for any reason please let me know ASAP.

The second change is Mark, KE6ZRP, has secured for us a local repeater to use on the morning of the ride. Using this repeater rather than using the MARC simplex frequency will give us excellent coverage in the Glendale area including the new route that we are working with just a handheld on low power. Also this repeater can be used for the motors up to the 14 freeway giving them direct communication back to Glendale.

John, W5JFR, Mark, KE6ZRP and myself did a test of this repeater last Saturday and we were very pleased and excited about having the use of this frequency for the ride! Here are the frequencies we will be using for the LoveRide:

Net Control at Castaic Lake: 447.880 - pl 138.5

Glendale and up to the 14 Fwy: 148.025 + pl 138.5

We will not be using 144.370 (MARC simplex). For those who are using the 2 meter side for aprs, the repeater takes priority as aprs is not really needed except for the pre-ride and the lead riders.

For the new people that have joined us this year, here is a description of what our job is:

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

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

We are going to meet at the McDonalds on San Fernando road and the Glendale (2) freeway at 6 am to be in place by 6:30. I will have all this information and maps at the meeting on 11/11, the day before the LoveRide so if you can, please attend. For any questions or if you are signed up and cannot make the ride or want to signup

for the ride please call me at 626-968-8976 or email me at wbdoug@mallaka.net.

See you there and ride safe.

Bill Douglas KE6UUD John W5JFR Mark KE6ZRP  
"Love Ride Coordinators"

### My Very First MARC Event by Glenn (AB6PA)

#### Prolog:

In anticipation of some day having a TM-D700A on my motorcycle I had done my homework and talked with many folks at MARC and learned quite a bit about what I needed. I installed the antenna mount and PTT switch on my Kawasaki 1500 Vulcan. I had also mounted the headset and microphone in my helmet. Realizing it would be a while before I actually got the radio and got it installed on the bike, I signed up as a sag vehicle for the MS-150. My car is equipped with a bicycle rack, Kenwood 742, and APRS. Now, for the story...

#### Preparation:

It was early on a Saturday morning I headed out to Huntington Honda to exchange a cable they had sold me a week or two earlier that was the wrong one for the headset I bought. It was cool and the air was crisp and clean and because it was early Saturday morning, there was very little traffic. I started from my home in Moreno Valley and headed for Woody's 50's Café. It was quite a pleasant ride in spite of the fact it was mostly freeway riding. My plan was to have breakfast with the MARC group and then exchange the cable and head home.

I did meet the MARC group for breakfast and then went to H&H and exchanged the cable. Then I thought I would do a little more socializing back at Woody's. That was when my day's plans would change.

Little did I realize that by the time the day was over, I would have a TM-D700A installed on my motorcycle. Although I'm sure they will deny it, I'm convinced Ray, Chuck and Charles had conspired to change my day. Anyway, the 4 of us had a great time installing the radio on my bike. We couldn't have done it with out Bonnie. She went to the hardware store and bought the one and only allen wrench that Ray didn't have. We needed it to fit a screw that holds the PTT switch bracket to the handle bars. I'm sure you've read Ray's e-mail regarding "Another Successful Installation." When the day was over I was one happy camper.

#### Event Execution:

Since I'm now prepared to participate as a rider, my participation in the MS-150 changed from sag to rider.

At Boomer's I learned my assignment was on the Camp Pendleton Base, with John W5JFR and Jim KC6RCR. So I headed for the Base. I met with Jim and he "took me under his wing" (no pun intended). We took a ride through the base so that I might become familiar with the route. Shortly after that John arrived and with the MS Ride folks set up a warning for the cyclists regarding the blind intersection with cross traffic that does not stop.

It wasn't long before the first riders showed up. I rode again with Jim just to make sure I knew the route (it's actually extremely simple). But I wanted to make sure I didn't screw up an unintentionally give MARC a bad name.

The rest of the day was spent in the saddle riding up and down the route in the Base stopping to make sure any disabled cyclists had everything they needed.

Near the end of the day, I came across one down and injured rider.



I think his ego was injured more than anything else. He had actually gone off the course and crashed.

As I came upon the scene there appeared to be a lively discussion about how it happened. I totally avoided that subject and focused on the well being of the downed rider. He was a little shaken, and after some time settling down, he got back on his bicycle and rode away. I monitored his progress for the next couple of miles, and he kept on going.

#### Evaluation:

Although I don't have any other MARC assignments to compare it to, I must say this one was great. I thoroughly enjoyed it. I got to meet new people, make new friends, ride my motorcycle, and use ham radio to help others. It was very rewarding as every rider I dealt with was thankful MARC was there. At the risk of using a cliché, it doesn't get much better than that. I can't wait to help with the next MARC event.

#### Moral:

Be careful where you go for breakfast, you never know what fun you'll end up having.

#### Regrets:

My only regret is that I was unavailable to help with the ride on Sunday as well.

73 to all.

#### DID YOU REALLY KNOW WHAT YOU WERE SAYING ??

I'll bet that you have used some of these "sayings" before – But did you know how they got started – And what they really meant? See how many you knew.

In George Washington's days, there were no cameras. One's image was either sculpted or painted. Some paintings of George Washington showed him standing behind a desk with one arm behind his back while others showed both legs and both arms. Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted. Arms and legs are "limbs," therefore painting them would cost the buyer more. Hence the expression – "Okay, but it'll cost you an arm and a leg."

As incredible as it sounds, men and women took baths only twice a year (May and October)! Women kept their hair covered, while men shaved their heads because of lice and bugs and wore wigs. Wealthy men could afford good wigs made from wool. They couldn't wash the wigs, so to clean them they would carve out a loaf of bread, put the wig in the shell, and bake it for 30 minutes. The heat would make the wig big and fluffy, hence the term "big wig." Today we often use the term "here comes the Big Wig" ... because someone appears to be or is powerful and wealthy.

In the late 1700s, many houses consisted of a large room with only one chair. Commonly, a long wide board folded down from the wall, and was used for dining. The "head of the household" always sat in the chair while everyone else ate sitting on the floor. Occasionally a guest, who was usually a man, would be invited to sit in this chair during a meal. To sit in the chair meant you were important and in charge. They called the one sitting in the chair the "chair man." Today in business, we use the expression or title ... "Chairman" or "Chairman of the Board."

Personal hygiene left much room for improvement. As a result, many women and men had developed acne scars by adulthood. The women would spread bee's wax over their facial skin to smooth out their complexion. When they were speaking to each other, if a woman began to stare at another woman's face she was told, "mind your own bee's wax." Should the woman smile, the wax

would crack, hence the term "crack a smile." In addition, when they sat too close to the fire, the wax would melt ... therefore, the expression ... "losing face."

Common entertainment included playing cards. However, there was a tax levied when purchasing playing cards – but was only applicable to the "Ace of Spades." To avoid paying the tax, people would purchase only 51 cards instead. However, since most games required all 52 cards ... it caused those people to appear to be stupid or dumb ... Now, anyone not acting real smart is said to be ... "Not playing with a full deck."

Early politicians required feedback from the public to determine what the people considered important. Since there were no telephones, TV's or radios – the politicians sent their assistants to local taverns, pubs, and bars. They were told to "go sip some ale" and listen to people's conversations and political concerns. Many assistants were dispatched at different times. "You go sip here" and "You go sip there." The two words – "go & sip" – were eventually combined into one word – when reporting on the local opinion. Thus we developed the term ... "gossip."

At local taverns, pubs, and bars, people drank from pint and quart-sized containers. A bar maid's job was to keep an eye on the customers and keep the drinks coming. She had to pay close attention and remember who was drinking in "pints" and who was drinking in "quarts," hence the term ... minding your "P's and Q's." One more ... bet you didn't know this!

In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. However, how there was need to prevent them from rolling about the deck? The best storage method devised was a square-based pyramid with one ball resting on top, resting on four, resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem...how to prevent the bottom layer from sliding or rolling from under the others. The solution was a metal plate called a "Monkey" with 16 round indentations. However, when this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make the Monkeys out of brass. "Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannonballs would come right off the monkey. Sometimes it was quite literally. Cold enough to ... "Freeze the balls off a brass monkey." And All this time you thought that was an improper expression ... didn't you?

Billy C Hall N6EDY <billynsedy@aol.com>

#### Ride for Celebration of Life

I had mentioned the meeting of this Todd on I-35 north of Des Moines. I did send him a note when in Texas thanking him for the VHF information and the opportunity to meet him. When checking my e-mail I also sadly found out that my aunt who lives in Newfolden had passed away. Her First Son had sent me a note saying his Mom left this earth at 10:15am on Sunday morning the 8th of October. She had been fighting tumors and lung cancer. Never smoked... Died at the young age of 77.

The family waited til the 14th for the funeral. Newfolden is in the upper northwest corner of Minnesota. 330 miles from Columbia Heights. The family had sent out the announcements to come up on Friday night and be with the family and then Saturday would be the funeral at Westaker Lutheran Church in Newfolden. Well I had returned to work on the 11th. Too much or too far behind to head up on Friday. Told my Mom and my brother to say hi to the relatives and don't look for me. They both agreed in regard to my vacation and time that I should stay home... heh- Soo at 4 am Saturday morning... "Tim you ARE crazy!" Karen





made that comment before rolling over and covering her head... "Yep" I smiled as I left the bedroom.. Ate breakfast watching the clock figuring the time to get to the church. Funeral was set at 10:00AM. Mostly for people who had gone up Friday to get home and rested for the rest of the weekend. NOT for some diehard Crazy person...

Checked the tire pressures and started the bike. It purred while the engine burned off the oil in the cylinders... I had almost decided against putting the Dk-3 screwdriver antenna on its mount. Finally did and hooked the bungy cord around it to the top box frame.

Temperature was 39 degrees. Perfect... heh. Layers again. Stopped for fuel at the Holiday Station and out on 894 by 4:30am... This time heading north and more west. "Well Lord, We will see how or when I get to the church!" I said... "At least there is no traffic!" I muttered. "Would like to get there on time Lord, up to you!" I smiled while riding. Miles rolled and time kept moving. Darkness and waiting for sunrise which didn't want to come. 5:30 am I was on track. Passed St. Cloud and heading more west than north. Tried 40 meters however not much happening. Finally the fuel gauge showed the need for gas. I had gone about 3 hours and was close to Fergus Falls. The last time I had ridden to Newfolden was in August. That trip I had gone off the freeway looking for the BP station which had a sign out on the super slab. Found it but it was closed... Well that time it was before 5am. So this time I kept running and waiting for the Citgo station to appear. Pulled into the pump area. Air is real crisp. Lots of cars around... Me thinks its pheasant season... Yellow or orange vests and orange hats appear out of pickup trucks. These guys are looking at me while drinking their coffee and I am looking at them and noticing the bleary eyes. Who is nuts anyways?

Filled the tank and again headed out on the freeway only for a few miles then up old hwy #59. I had kept my speed up as much as possible on I-94 knowing that the double nickel is the rate on 2 lanes. No traffic so I wicked the injectors up a notch to 60 and when a local truck passed me well I had a rabbit to follow. Dawn's early light didn't want to become bright! heh. Finally the sun was up a little after 8am. Snow in the ditches from the storm path which I was part of earlier that week kind of surprised me. Along with the temps in the lower 20's. Ahh nice and crisp! Turned the icom to 20 meters and the SATERN net. N3DV, Dick in New Jersey was looking for early check ins. I called out a few times...

"AB0TS!, Tim are you here for the net?" "Lots of QRM, Dick but I will be here!" He sounded surprised. I had sent him a note after getting home. I had tried calling him on Tuesday and he had said my signal was weak. Well we finally agreed that he had the beam pointed at Minnesota instead of Kansas... So this time when calling me he had some people trying to relay my signal to him. However the winds and the QRM did not help matters. Still he did get my check in before the Net which is at 9am CDT or 1500 GMT... I think.

I had hoped to stop in Thief River Falls for fuel again. However I knew if I did that I would be late. Kind of surprised that I was right on schedule. Sunshine sure was nice.. Cold sunshine though. Finally noticed the elevator of Newfolden! The intersection has the yellow light flashing. I turned right and down a few blocks to the church. Lots of cars... No bikes... go figure...ehheh! Got into the church and removed the gear. Time was 9:55am. Some of my cousins noticed me and I could see the smiles and laughter dancing in their eyes.

"Ah, you kinda cut this one a little close, Tim!" My cousin Dave questions. I just nodded my head while putting the gear on the hangers and boots under the chairs. Jerry came over and I stuck out my blistered right hand... He grabbed me and gave me a hug. "Thanks for coming!" He choked back a laugh and I returned the hug. See I had figured I would just sneak into the back row of the church. "OH NO... You are part of the family!" OK...

Funeral was more of a celebration of Rubys' life. After the interment there was a meal of course and soon it was time to head for home. I had asked Karen if she wanted me home that night. Or should I stay at my sister's. Well it worked out that I rode

back only this time I took HWY 10. Not as fast but less miles too. Came up on the back of a van and realized it was my brother. Figured God wanted me to stay with him so we convoyed down to Detroit Lakes. Filled on fuel there and waited for Tom and his family and my sister Becky and her son and Mom to get done in the gas station. Then we traveled south and east toward Cushing. Arrived around 5pm... Not bad. Had supper with the family and by 630 was on the road again for home.

I was pulling the antenna off the bike in the alley by 830am. Tired out but rested... heh. Did make some contacts with the radio and did get in 650 miles. I had told the fellow who bought my old K bike that I would be passing him... IF he didn't get the bike out and ride it on some trips this year. Some of you may remember that bike when I came down for the 10th anniversary. Well I had sold it to Bryan with 115,000 miles on it. In the 3 and half years he has added 10,000 miles. I had purchased this red K bike with 53K on it.

When I had returned from Texas I called him and stated I had 124,400 miles.... 4 days later I see him at church and after this run to Newfolden... "125,000 + Bryan!" "Wh- What?" Bryan looks to the floor and then up at me, "You finally caught me!"

Goals. Not a major thing or anything that important but sure nice to see an accomplishment from time to time!

Ohh. That Todd kc0udq? He is working on his helmet mic. I have given him some advice and also gave him the MARC website. I was thinking of writing to him and see if he wants a complimentary copy of the newsletter! He does events in Des Moines soo maybe another chapter could be started... who knows...

take care...

keep running

73

Tim Lindstrom AB0TS <ab0tstim@juno.com>  
Columbia Heights, MN

#### What I learned from Noah's Ark:

One: Don't miss the boat.

Two: Remember that we are all in the same boat.

Three: Plan ahead. It wasn't raining when Noah built the ark.

Four: Stay fit. When you're 60 years old, someone may ask you to do something really big.

Five: Don't listen to critics; just get on with the job that needs to be done.

Six: Build your future on high ground.

Seven: For safety's sake, travel in pairs.

Eight: Speed isn't always an advantage. The snails were on board with the cheetahs.

Nine: When you're stressed, float awhile.

Ten: Remember, the Ark was built by amateurs; the Titanic by Professionals.

Eleven: No matter the storm, there's always a rainbow waiting.

REAL LIFE ADVENTURES by WISE and ALDRICH



A long trip is actually a long series of short trips.

## PLANS - IMPORTANT OR NOT?

Plans. Always need the plans before embarking on some trip. You know the phrase, "Plan your work and Work your plan". Well I had tried calling Rogers, Arkansas to see and stay over one night. Each time I had called the phone line was busy. Then I had this feeling of wait...

The last Thursday of September an e-mail arrives. "Tim I have a room for you in Branson, here is the phone number."

A smile played along my face as I called the phone number.

"Hello?" Friendly female voice answered.

"Hi, name here is Tim. Mark told me to call you." I said.

"Yes, Tim we have been waiting for you phone call. Do you know how to get here?" Peggy asks.

"Well I have checked Mapquest but the name of the street doesn't come up!"

"Oh no, we aren't listed just yet!" Peggy laughs and continues to tell me how to get to their home. "Can you be here by 5:30pm? We have supper at church and afterwards there is a Bible Study." "I will be there!" I exclaimed.

Finally the trip was ready or the plan for the trip was set. Unknown territory though... Going to a friend of a friend's home, never had done that. OK Lord lets see what you have planned for this vacation!

Knowing of course that I don't have the speed of Ray or the huge gas tanks of Casper only meant one thing. Get up early! Well Ray, I guess you do the early mode in most of your trips! So early Wednesday the 4th of October I headed south on I-35. No traffic thru the Lowry tunnel and down. Stopped for fuel and for a sweatshirt. The Aerostich doesn't warm like the snowmobile suits of passed rides. Temperatures hovered in the upper 40's. Waning sunshine or grey clouds gently opened the day. Iowa by 6am. Des Moines rush hour traffic if one could call it that. Came up behind a rider and waited for the left lane to clear. Pulled around him only to see the fellow in my left mirror! OK... dove for the right lane and the Kawasaki came along side me. Helmeted rider waves and I nod. He then raised his gloved hand, points at the tank bag on his Concours and gives me the "peace sign" then points back at the antenna... Cool! Another ham operator! He passes me and waves at me while exiting... Decided to follow him up the exit ramp and he nods his head excited like... Parks his bike and I pull up and we are both removing the helmets and ear plugs.

"Name here is Todd, k00udq... I noticed the antenna..." He was looking at the screwdriver "...Thanks for stopping!"

"Yep figured any time I see another ham biker I need to say hi at least!" "Well if you ever need a place to stay... Where are you going, when did you start, here is my card!"

"Thank you!" I replied. "Well I got to get to work of course! Send me a note when you get some place, ok?"

"I will!"

Wasn't too long and I was back running I-35 but a warmth in my soul for making a new friend! Todd told me he has no mic in his helmet yet. I had told him about the Hell Boom mic that I had and has showed him the radio. Agreed to write to him when I got to Texas.

Rest of the trip to Kansas was cold and dripping. However soon as I headed south on hwy 71 the cloud cover stayed north and I felt this wonderful warmth. Too much warmth... Hot even... Went by some banks and the temps had shot up to mid 80's! Finally I exited and removed the layers under the Suit and ate my pork chop. Some (Ray) don't like stopping for fuel... So they add the extra tanks... Me? I stop for fuel but food? forget that... Just ride... Think of it as a Biker diet... Loose your weight while pounding the pavement...

South of Springfield I watched the road signs and finally see Ozark Mountain. Took that and then followed the freeway south... and then east again on some back roads. Meadow Lane and then driving down the winding street by huge homes... Mark had told me

that this home was large and had boulders in the front yard... Hmmm There it is! I pulled into the white cement driveway and parked the beemer back along the edge of this pavement. The home... HUGE... More of a mansion! Removed the riding gear and looking at this place. Amazed at the brick front with pillars. The owner of the house came out... "Oh you are here already!" I nodded. "How was the trip? Did you have trouble finding us?" Duward smiles. He had some bird feed and I followed him to the feeder. Huge back yard... Looked like a scaled down football field. "Want to come in? Need anything out of your saddlebags?" I grabbed some stuff and followed into the 3 car garage... 2 Cadillacs and a Pontiac type caravan sitting in a huge well lit garage...

We went into the house. Huge is the word. Island in the middle of the kitchen with the stone counters. Sitting rooms on 1st, 2nd and third floors. Basement is where the Mother-in-law had her bedroom and living area. 12 foot ceilings... Front of the home just inside the pillars... chandelier and a spiral staircase which wound its way to the 2nd floor. Library...

Finally I meet Peggy. She asks about the trip and wonders if I wanted a banana to hold me over until the supper at the church. Normal people me thinks with an extraordinary home. I guess I must have been a good traveler... They want me to come back.

"Ah can I bring a friend along!" No hesitation. "Sure!"

Oh by the way... This home has 7 bedrooms, 6 of which have their own bathrooms... Figured I could bring lots of friends... heh We headed for Church in Branson. No Cadillac ride though... Did get to sit in front in the Pontiac.. Montana? Enjoyed the meal and the Study. Good to visit with fellow believers! Amazing how we are alike. And I did meet some of the motorcyclists who go to that church. That is until they found out that yes I ride year around even in the icy roads of Minnesota and yes I ride more than the national average... 4000 miles? Well I think that is the average for the Minnesota rider maybe!

We arrived back at the mansion and Peggy and Duward asked how quickly I wanted to be on the road in the morning.

"When ever." I replied.

"We meet with other Minnesotan transplants for breakfast at 8am, can you come as our guest?" "Sure." I said... thinking maybe it was a bad mistake to stick around and yet maybe it was ok too.

Thursday. 5th... First Thursday.. Yep I was missing the big cycle rally in Minneapolis. However here it was warm. The clouds though had trickled in over the nighttime hours. I followed the Pontiac into Branson to their favorite restaurant and met the folks. Enjoyed the time and had some biscuits and gravy for my meal. Figured that stuff would hold me for most of the run to Texas.

"Now Tim," Duward had a serious look on his face. "We know you have a long ride ahead. You can leave at anytime..."

"Yep, I suppose I had better get moving!"

"Be careful and come again!" I waved at the group and thanked them again for the time and walked out to the bike. Headed south on hwy 65 and then west on Missouri 86 I think. No straight roads in that part of the country! Good roads for this Minnesotan to ride though! No heaves or pot holes! Finally found hwy 71 and headed south to Rogers, Arkansas. Didn't have time to stop and see my former Pastor who lives there. Maybe next year.

Headed west on I-40 and then south on hwy 69 which ties into hwy 75. Did stop for a cheeseburger in Atoka, OK... Now how would I remember that name! Simple... we have Anoka, Mn which by the way is the Halloween Capital of the World! So one letter interchange sure helped with that memory!

Texas! Good deal! I know I had told my nephew I would be in early afternoon... However it was more like 7pm by the time I got through the snarled traffic. Finally made it!

During the ride south I was able to talk to one of those IOTA along the North Carolina coast. The ham operator had given me the number of the island that he was transmitting from. I had told him to have fun and he mentioned never talking to a motorcyclist





operator. I had also talked into the Salvation Army Net on 14.265. This was the first trip that the radio finally worked!

Stayed in Waxahachie for the weekend and again headed north on Monday the 9th. Stopped in Oklahoma City at Sam and Marijo Binkley's and then Tuesday I headed for Iowa. You may recall, first part of October and the rain that was tracking across the country. I wanted to be home by the 11th or that Wednesday. While backing the BMW out of Sam's garage I had somehow gotten back spasms! Up and down my back there was pain rippling. I suppose I should learn to stretch the muscles more now that the age of 53 is around me!

Not only rain but pain kept me from using the radio. I did try to reach the SATERN net again. Although the net control operator had his beam aimed at Minnesota instead of Kansas. My gloves and shoes couldn't hold out the rain. When finally arriving in Shellsburg Iowa the blisters on the throttle hand looked like flesh colored bubble wrap! Pushing the throttle had to be done awkward like with the palm of the hand on the barrel and turning it with the thumb.

**WHACK!** A bird of unknown origin... First I thot it was a pheasant but the feathers were white.. Well it hit the windshield causing minor damage to the hinges on the left wing and on impact the loom 706 lost the main large tuning knob. Kept riding though. No time to stop besides its raining! Getting dark as well. Finally park the bike at Ken's home in Shellsburg and walk up to the front door...

"I'm coming! Ken calls out while I drip in the outside door light. " I thought you were coming on Wednesday! But Glad you made it!" Ken smiles and starts to fix me supper. We open the main garage and I am able to drive the beemer in with the huge antenna even though the whip is kind of bent. BMW will have to sit on its side stand til morning. No need to further any back pain tonight! Called Karen and discussed the ride for Wednesday. "Yes, I will see you when I see you!" Karen laughs and says good night.

Wednesday morning and I am awake at 5am. Dark though. I wait for some extra sleep to come. Look again at the clock and its 7am. Time to get going. Opened the garage door and placed the beemer on its center stand and checked the oil. Down some. added 12oz.

Ken was up so we ate breakfast and talked about family stuff and when we would be back. Finally its time to go for home. Clouds and wind met me again as I climbed out of the valley that Shellsburgh sits in. North winds. Dark clouds and grayish with white rolls. Winds are flying flags above the flag poles. Filled on with fuel in Urbana and decide to stay off the Interstate systems. Back roads with farms and woods to relieve the strain from the wind blast seemed to be the right thing to do.

So I head up hwy 63 north of Waterloo. Around New Hampton another cloud of cloud meets me... White... Only this cloud is SNOW! Flurries abound as I drive through them. Dancing flakes running across the roads fleeing from the wind current that is driving the icy moisture. Still the beemer purrs at 60+.

Coming thru St. Paul. Took only 4 hours and I was home again! Finding the familiar alley and seeing the Ford pickup meant Karen was still home. I pull the big antenna and back the bike into the darkness of my garage. Leaving the clothes in the bags I walk to the house and open the door.

Karen is in the living room as I talk about the ride from her Dad's. I turn to the easy chair and ... "Wait a minute!"

I turn back to Karen and give her a kiss.

"Your face is too cold!" Karen smiles.

"Well? I think winter might finally show up this year! although I did hear that its supposed to be a warmer winter than normal!" I laugh Well there is that thing called err Global Warming....

## Repeater in Pahump, NV

On OCT 23 '06 we have activated a repeater here in Pahump. We are running 100 watts with a Motorola MSF5000 and a Comet GP-9.

Freq 146.85 pl 173.8 It covers all of Pahump, NV. We are looking for some UHF equip. for linking to our 900mhz rprr.

When in town come say Hello.

Tom K2QGT <info@montanapd.com>  
PAHRUMP, NV

Hello Bonnie from the IL/WI crew

Well It got pretty cold here a couple of weeks or so. Today and tomorrow, it is warmer, but I promised to help hand out coats to the needy children for the Salvation Army until Tuesday, then the first Wednesday is very busy for Marsha and I. We cook for a "seniors" luncheon to be served at 12:00, then as soon as that is over, we start the usual (meaning every Wednesday evening) "supper club" meal for all the children that are in any of the local Salvation Armies programs. Usually 70 to 90 kids of all ages!

I suppose the cold will be back on Thursday, as I will be much less busy that day. But Marsha works every Thursday at her beauty shop, so she could not go with me anyway, and we seldom do things separately!

I did get some photographs, of the underside of the side car, the other day (It has been a repair shop way too long and not even started), so I went and picked it up.

The frame is about 2.5 inches in diameter tubing, and has about a 3 inch bend in it. Obviously the frame will have to be completely replaced, as it is a solid unit.

I reckon Tim is still riding up there in the frozen North country, since he hasn't made much noise on the computer for most of the summer. Way to go Tim, keep those wheels turning! I know it is "frozen", since the wind out of the North is so miserably cold!

Marsha and I are coming to California in January, but she wants to fly, and the airline says the Harley weighs too much to check in as luggage! I have a sister that lives in Exeter, that I am going to visit.

OK take care, and we will see you next month!

Paul K9PEP <wa9ffl@yahoo.com>  
Rockford, IL

## JIM EVANS HAS SEVERAL ITEMS FOR SALE

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Digital Camera \$150- OBO.

Jim Evans KC6RCR 949-366-5212

I left Bloomington Illinois for my fall trip with a number of goals in mind. Of course these goals were shaped by the purpose of the trip. I wanted to attend the reunion of my Army unit in San Francisco, as I have been working or unable to get away for a number of the past reunions. While I was on the west coast it was an obvious goal to run up the coast to Portland and visit my daughter. Then I planned to run back to Illinois via the northern route because I had never ridden a motorcycle in Oregon, Washington, Idaho, north and south Dakota or Minnesota. Finally, after doing the Saddle Sore and Bun Burner this past spring I knew it would take a run across the west to achieve a Bun Burner Gold and as we say in Scouting, "It's all for the badge!" I want the badge!

So the die was cast and I left with the log sheets and a route to get me a 1500 mile ride in 24 hours. I prepared the bike, packed early and got a bunch of sleep Sunday planning to finish Monday afternoon in Wells or Elko Nevada. It is a challenge and there is not much I can say about the ride. It was pretty much uneventful except for the little detour I took in Salt Lake City in the construction and early afternoon traffic. The scenery I saw after the sun came up was western Nebraska just before a little dip into Colorado to get a state for the west patch. It is a barren area with its own type of beauty. But at that time I was probably more interested in avoiding any mistakes that would turn the trip from a Bun Burner Gold Ride to just another long day in the saddle.

It went well except for one bit of trouble with afternoon traffic and construction in Salt Lake City where I ended up going north instead of west as planned. I was north bound on a section of I-15/80 and missed the turn west of I-80. It did not help that traffic was stop and go. Had me worried about making my Bun Burner Gold. I continued on but as I came to the Nevada border I realized I was facing a extremely barren area having just seen a sign advising no fuel for 57 miles and I was at 23 hours 7 minutes and counting. Since the GPS showed 15010 miles I headed for the closest gas station looking for a pump ticket. Luck had it as there was a couple filling their Wing at the pumps so I had an excellent pair of witnesses ready made. After getting the paperwork for the BBG finished I continued on to Elko Nevada where I had a reservation at a motel. I'm glad I stopped at West Wendover because it would have been very chancy to try for that other 55 miles.

Needless to say I slept well at Elko although I was feeling pretty good on arrival and did take time to have dinner and read my email before I turned in.

## Elko to Fallon Nevada

Tuesday was an adventure. I took eight hours to go 300 miles. More correctly I took five hours to go about 110 miles and finished the other 190 miles in three hours. I was cruising along at about 75 mph when my GPS said turn left. I saw a gravel road and went straight. There was another road going in the direction I wanted a few miles further. Guess what, it was gravel too. I decided to try it. What I didn't remember was the long distances in Nevada and the great deal of emptiness. The road was really pretty good. It was packed like concrete for the most part. My only problem was that the road had been realigned and because of that I took a wrong turn. That took me to a surface mine and I continued on. I was off course and getting further off course. One thing I was finding was low spots in the road filled with a very fine powder. There was only one way to go through them. Dead slow! The road I was on now just got worse and worse. I finally ended up at a dead end on top of a peak about 3000 feet higher than the valley I had left. I was about 30 miles from where I had left the pavement. I back tracked about 25 miles

## San Francisco to Portland

I had a great military reunion with the group of old misfits I served with. We told many lies and had a few adult beverages. Sunday morning I bid farewell and activated the route I had programmed into my Garmin. I crossed the Golden Gate Bridge and took the exit off of US 101 onto California 1. The first thing I saw was a sign recommending that RV's and larger trucks NOT take this route. The next thing was the large number of serious bicyclists in team jerseys enjoying their Sunday training rides. The road was great, with challenging hills and turns. The scenery is fantastic and for the shoppers there are plenty of cute little shops selling crafts, collectibles, foods, and wines. One thing is sure. This is not a road you can do a Saddle Sore on. It certainly was a destination for the local motorcyclists. Mostly sport bikes.

## Fallon to San Mateo

The ride into San Mateo was a wonderful ride through the Lake Tahoe area and on through the wine country. I was staying off of the major highways until the last few miles between Sacramento and San Mateo. It is yet another area I would love to return to and tour with no schedule to meet. And I'm not a wine drinker! The Garmin brought me to the motel with no problem and directed me around San Francisco on my few hours of sightseeing.

and found the proper road. It was gravel also but I was back on the hard packed "good" gravel road. I didn't realize I had about 65 miles to go yet before I would get to US 50. The only problems I had was when I saw a sign warning of road work. They had scraped the road so the cleared hard packed surfaces were replaced with the loose gravel again. When I reached US 50 I had about 5 miles of absolutely great road till I hit Austin NV. Then it became the road with the name of "The Worlds Loneliest Road." One interesting thing I ran into (figuratively) was a group of about 50 bicyclists riding across Nevada. Their route that day was from Fallon to Austin NV. I looked at the vertical profile of the route and it was primarily up hill for 110 miles. I may have to come back next year and ride it on my bicycle. It would probably be easier than the 110 miles I did on the gravel roads. By the way, the trunk on an 1800 is not dust proof. I had to use the vacuum at the car wash to vacuum the ham radio and the CB compartment. The fun thing was when I pulled into the motel parking lot I must have shook something loose, because I left a trail of dust/powder from the office to my room and back out of the lot on my way to the restaurant.

Tomorrow should be almost boring in comparison, as it will be US 50 over to the valley and south and west into San Mateo. I have learned one thing. I am no longer apprehensive about a trip to Alaska. I'll just need to get some advice on the appropriate time to travel that direction. Maybe after my planned trip to England to visit my daughter's in-laws and attend the Prolog of the Tour De France would be good.

A bit north of Point Reyes National Seacoast, I was misled by my GPS back up to US 101. When I got back to the busy highway I went about 45 miles before swearing a few times and heading back to the coast. The ride back down was more like it. Through the heavy canopy of trees and tight curves I dropped from 1200/1500 feet to sea level again. That is another thing you quickly find on the western coastline. Every time you come to one of the steep headlands, the roads must either cling to the side of the cliff or climb up to the top. This results in some fantastic roads. Watch out for fallen rocks and rough roads where landslides have a bit disconcerting if you are about to drag your crash bars to feel the wheels chattering over some nice ripples in the pavement. As I got back to the coast I noticed the sun was getting low in the west. I decided that since I was in a relatively large tourist center, (Fort Bragg, CA) I would check into one of the many motels. As I carried my bags into the room my neighbor rode up on his Road



King. He looked at the bike and asked whether I was going to wake him up in the morning. I wondered whether I could make enough noise with my Wing to wake him up outside of crashing into his bike when I left in the morning.

Day two had me leaving to continue on up the coast. My plan was to run up the coast through the redwoods and then turn inland to cross I-5 at Grant's Pass and head on to Crater Lake. It is a fantastic place to spend a slow cruise marveling at the sheer beauty of nature. The groves of Redwoods are impressive. The roads were great too. Lots of well paved twisty roads through the coastal ridge. One curve in particular caught my attention. It was a downhill switchback that had numerous deep grooves gouged in the surface where trucks (?) had dragged their overhanging bumpers or loads as the road changed direction and angle. As I rode out of the redwoods and into the built-up area along I-5 I met a couple on a Harley. I was making a quick stop for a refill we exchanged greetings and went on. We met again as I checked into a motel further up the road in Rogue River OR. We had both decided it was time to quit for the day. It turns out the couple was riding a rented bike trying to find out if they would enjoy touring together on a big bike. I hope they do, they seemed like a great addition to our hobby.

The morning saw me going a few more miles east and then heading up the Rouge River Valley on the Crater Lake Road. It was a pleasant ride and before I knew it I was at the entrance to Crater Lake Park. After only a short search, I found my Golden Age Pass and rode in. The first time I was here in June of 2004 the Rim Road was not open yet, so I had made it a goal to ride the entire Rim Road. After a short visit at the welcome center off I went. It was soon apparent that the majority of the loop is not as well maintained as the main entrance to Rim Village route. Perhaps being under snow for 7 to 8 months a year has some damaging effects on the road. It is also somewhat unnerving to ride a road that is a narrow two-lane road with no shoulders that drops off on both sides. There were numerous places where the pavement was obviously crumbled at the roads edge by the wheels of vehicles and it was obvious that the pavement would just slide over the edge and go down the side of the mountain. The views were fantastic though. There were some small patches of snow on the sides of the inner crater. Snow season is obviously not far away though. The poles with their reflective tape are already in their holders on both sides of the roads that are kept open all year. It is impressive to see a 15-20 foot pole along the road. The pictures of the deep trench opened by the snow blowers in mid winter are even more impressive.

I left Crater Lake by the northern route across the Pumice Desert up to OR 138, over to US 97 and east on OR 58 to Eugene. OR 58 is a pleasant road down off the Cascade Plateau to the valley. My original plan had been to return to the coast but it was obvious that would require another day and I wanted to get on to my daughter's. So I rode up the Interstate and into Portland. I spent the rest of the week there enjoying family and relaxing. The next chapter was the return east via Mt Rainier and Glacier Park. That had to be soon if I wanted to avoid the snow that would be there soon.

#### Portland to Bloomington

After a great four days at my daughter's I left Portland for my trip home. Sunday morning was cloudy with light mist. I started off on the freeway (I-5) but was planning to get back to the interesting roads soon. I turned east on US 12 but was planning to turn off and take the road to the Mt. Rainier Park. As I got closer I realized it was a waste of time to try to ride up into the park. It was foggy and clouded over to the point where I would have seen practically nothing. So I continued on US 12 and enjoyed the scenery close by the road. After cresting the Cascade Range the weather started to clear. The ride became much more pleasant with good views and great sweepers. Just before Yakima I turned onto WA 821 running along the Yakima River gorge. I saw a number of

motorcyclists with the same idea as I and many fishermen either wading in the river or fishing from the double ended boats of the area. This was another of the good roads of the northwest. At Thrall I headed off to the east and after a couple of miles I decided to get on I-90 and make time toward Spokane. One of the more scenic spots is the Bridge across the Wanapum Lake and the Wild Horse Monument at the scenic overlook. I rode on into Spokane through the farmland of central Washington.

I woke up Monday morning to bright sunshine and frost on my windshield and bike cover. Not a problem, after a few minutes in the sun and a quick shot of 210 the windshield was sparkling like a diamond.

I left Spokane riding through the residential outskirts crossing over into Idaho and ID 41. I ran up to Oldtown and took US 12 east along the Pend Oreille River. I continued on US 12 across the panhandle of Idaho and after entering Montana my route swung northeast on MT 508. This took me up into the National Forest. I actually took one of the Forest Service roads over the ridge to Kootenai Lake. I crossed the bridge and then headed up over the next ridge to US 93 at Eureka MT. I ran down US 93 to Whitefish where I found a motel for the night. Whitefish is a town that has sprung up for all the tourist trade and has a whole bunch of new buildings in their business district built with a northwestern flavor, log buildings etc. that look too good to be true. It's a pleasant town with at least one nice restaurant with an eclectic menu.

Tuesday morning, I headed out toward Glacier National Park. It was a dreary cloudy day again and when I arrived at the gate I found that the Road to the Sun was closed at the pass. I believe it may have been for road work instead of snow though. Maybe that means the road will be better next year. Since I already have a bunch of pictures taken on a cloudy overcast day I decided not to ride up to the top having to come back down the same way. I headed east on US 12. When I got to the east side of the ridge, I found snow on the sides of the road. Seems that they had snow the previous night. I continued on 12 to Lothair and turned south to Ft. Benton, Denton and on to Lewistown. The only problem was that when I looked at the news I found out that there was snow expected. When I woke up Wednesday morning I found out that the weatherman was absolutely right. The snow did not stop until afternoon so I stayed over and spent the day writing this and laying around. My computer downloaded an update to windows and restarted so I lost it all and started over. Apparently my automatic backup was not working as set.

Thursday morning the streets of Lewistown Montana looked dry so I loaded up. Climbing out of the Lewistown valley I was riding through a winter wonderland of snow covered fields and trees with thick fog to make it interesting. The roads were still too warm to hold the snow so they were at worst slightly damp but with no slippery spots. It does keep your attention though wondering when you will find a deer wandering across the road. When I crested the ridge the fog went away and I was left with the wide open eastern Montana range land. I continued on WY 200 to I-94 at the Yellowstone River. I had decided the night before that I would complete my ride home via Interstates if available since the arctic air was pouring south out of Canada and I didn't want to wait for any Gulf stream moisture to mix in. I continued into North Dakota and continued on till I came to my turn off to South Dakota at Lewistown. It was a blustery windy ride. I actually felt warmer riding than I did while I was unloading the bike.

Friday morning I started with winds from the west at a reported 25 miles per hour with gusts to 35. They didn't have reports as to what it would be as one topped overpasses. It was a sunny day though and I was rolling through the bread basket of the Midwest. Combines in the fields everywhere. Temperatures rose into the 40's and I rolled south on US 281 to US 12 in South Dakota. This wandering around was designed to allow me to fill in a few more states on the list of states Rex has been in. I then took I-29 south to I-90 across the southern edge of Minnesota. I continued on to I-



35 south till Iowa 3 and over to US 65 south to US 20.

I then caught I-380 through Cedar Rapids to Iowa City where I fueled up and continued east on I-80 toward home. It was dark at this time and I was looking at the GPS for an ETA for home. I was on schedule and on familiar roads now so it was set the cruise control and ride home past Davenport and back to Bloomington on I-74.

It had been a great day totaling 899 miles for a fitting end to the 5790 mile trip out to San Francisco up to Portland and back via the north western states. Rex has now been in 36 states. It was a great trip starting with the Bun Bumer Gold run to Nevada, wandering cross-country in Nevada, up the coast from San Francisco to Portland and back across the Rockies and plains home. Now I need to plan my next adventure. Till then get those electrics out. Don't let those southerners have all the fun!

Norm Huber N9ZKS <n9zks@earthlink.net>  
Bloomington, IL

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And in closing .....

The month of September was filled with activity for my navigator and I. We had planned four tours for this month. One for the Special Olympics of Mass one for the Connecticut chapter of the MS Society and two for the Central New England chapters of the MS Society. This month will also mark the end of our 2006 campaign of tours, but not before the biggest event of the year takes place.

On Thursday September 7<sup>th</sup> it was time to pack for yet another event. This one is the big one of the year. Not only because of the number of participants, but also for the personal impact it has on those who participate.

This event will consist of over six hundred walkers and more than 200 volunteers. The mass will converge on the little vacation town of Hyannis MA. on Cape Cod. They are there for the Multiple Sclerosis Central New England Chapter's "M.S. Challenge Walk." An event so large it will net over a million dollars to the cause of finding a cure and help those stricken with this disease. With chants of "Three days, fifty miles, closer to a cure" the walkers embarked on a journey that for many, will have deep and lasting impressions. It is an event that will transform a community of people into a family.

My navigator and I have taken part in most every tour this chapter puts on, but this one is special. Packed and ready, we leave for an exciting and exhaustive weekend. We will be part of a motor-crew that is eight strong. Our task is to act as SAG, sweep, provide communications and cheer the walkers to the finish. All along the fifty-mile route there will be crew stationed to aid the walkers at crosswalks, distribute water and refreshments, provide medical assistance and many other functions.

The enthusiasm of each crewmember is evident in the smiles they have while performing their assigned task. Everyone knows what needs to be done and they do it without question. Unlike other bicycle events, the crew for this event is encouraged to have a theme, which adds to the hoopla of the event. This year we will see a wedding at one stop, a construction crew fully equipped with a cement truck at another. There are Pirates at one point as well as Cupid and his cherubim at another. The walkers were greeted by Elvis and Dorothy, the Tin man, Scarecrow and Cowardly Lion along the way. At one point we even saw monkeys riding as co-pilots in SAG vehicles. It is truly amazing to see what people will do to encourage and support others during this event.

Volunteer coordinator Brenda Barbour, aka "Momma Hen," had her chicks (the crew) in virtually every spot along the tour so not one walker was left behind or without support. Most of the course took place on the bike paths through out Cape Cod. Since motorized vehicles are not allowed on these pathways, Momma Hen had her bicycle crew sagging the paths with one dedicated

sweep to follow up behind the last walker. In fact not one walker WAS left behind.

The walkers started in the early morning hours, so the crew needed to be roused into action at "O-dark-thirty" each morning. They needed to be in place and set up before the first walkers arrived. The motor crew would work alongside the local authorities to provide safe passage at critical points. Throughout the day the crackle of the radio was audible with status updates and requests for services or supplies.

Each day the weather presented a pleasant start. By mid morning the cool temperatures would give way to clear skies and sun. The pavement warmed and the blisters formed. At the end of the first day, we could see walkers start to limp into the medic station where they would receive first-rate attention with a smile. Then it was off to the massage tent and finally to the supper. After dinner there was a gathering of all walkers and crew for a ceremony under the big top. At this time the staff presented acknowledgement of achievement. It was also a time of testimony where people with MS would tell their story. When all was over, the effect was profound and deep. Surely this is why we do this, a need to help others and be a part of something bigger than yourself.

On Friday, the route would be twenty miles the first day, from Hyannis, MA. To Brewster, MA. where they would find accommodations at a summer camp for young folk. Saturday, these same walkers would put shoes over already blistered feet and proceed another twenty miles east to Coastguard Beach in Eastham, MA. Here they would rest and have lunch in the shade. The next endeavor was to return to the camp along the same road. The third day was not as long since it was only a ten-mile trek but with sores and exhausted bodies, the effort seemed almost monumental.

The crew was in place and the SAGs were roving and the walkers set out on the return journey half way back to Hyannis, MA. Here they would stop for a barbeque lunch and then board busses. The busses will take them back to the start for the crescendo. Lead by a color guard all walkers marched down Main St. shouting "three days, fifty miles, closer to a cure." The street was closed off for the procession of walkers followed by the bicycle crew and motor crew back to where it all began.

By far this has been a great year and 2007 promises new adventure, new friends and new experiences. I can't wait.

---

Ross Chapman KB1MGD <rscoe2001@yahoo.com>  
Danville, NH

#### NHTSA/TEA/Motorcycle Safety:

According to recent crash data motorcycle fatalities are at a seven-year high. The National Highway Traffic Safety Administration (NHTSA) compiles the data given to them from the individual states and then releases the compilation to the general public. Many argue with NHTSA about the validity of the numbers because some states haven't reported motorcycle data for the past five years. The fact remains that fatalities are up how far up should not matter.

#### Health Care/HIPAA:

The federal government regulates all employer and union-provided health care plans (with some important exceptions involving state regulatory authority). Unfortunately, a Clinton administration regulation, spurred by a provision in the Health Insurance Portability and Accountability Act (HIPAA), which prohibits the mandate of benefits, has resulted in discrimination against motorcyclists. In short, insurers can now extend health care benefits to employees who have accidents while driving cars, while denying accident benefits to employees who ride motorcycles. It is unfair, it is discriminatory.



**"MARC" 2006 CHRISTMAS PARTY**

**WHERE: LAKE VIEW CAFE**

**DATE: DECEMBER 9, 2006**  
**TIME: 6:30 PM DINNER SERVED AT 7 PM**  
**COST: \$19.00 EACH**

**DINNER MENU::**

**(CHOICE OF) LIGHT OR DARK TURKEY**  
**STUFFING/CRANBERRY SAUCE**  
**MASH POTATOES/GRAVY**  
**BUTTERED CORN**  
**SALAD**  
**HOT ROLLS**

**(CHOICE OF) APPLE OR PUMPKIN PIE**

**-WHIPPED CREAM (OPTIONAL)**  
**COFFEE, HOT OR ICED TEA, SODAS INCLUDED**

**ALCOHOLIC BEVERAGES (BEER OR WINE)**  
**\*\*\*\*\*PAID BY INDIVIDUAL "WHEN SERVED"\*\*\*\*\***

**WILL HAVE TO CONFIRM A COUNT BY TUESDAY DECEMBER 5TH, 2006**

**"MARC" PICKS UP TAX & TIP**

**"MARC" 2006 CHRISTMAS PARTY**

**NAME: \_\_\_\_\_**

**(PLEASE LIST EACH GUEST SO WE CAN HAVE A NAME TAG FOR EACH)**

**HOW PAID AND AMOUNT: \_\_\_\_\_**

**"CASUAL DRESS"**



## 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 \$12.50

### 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 .82" (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)>

# Dualband Antennas

### 3.3. Dual-band 2W70cm HT Antenna

Gain: 2.15/3.5dBi • Length: 17" • Conn: FNC  
Over flexible feedline/wiring

**Grant Flurried** *Forbes* magazine writes

Call 24 • Dual-band 2W/70cm HT Antennas

Gain: 2153.5db! • Length: 17" • Conn: SMA  
Summer Institute in Astronautics 1965

[illegible]

## 2007-2008

**Alcatel** NH-2255MA (SMA Conn)  
Coin & Wavy: 0 1/4 wave • Length: 3" Soft flexible rubber

**Soft flexible rubber**

**COMET'S Newest Mobilies!**  
Slant, Super-Florio,  
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**MAINTAIN'S Newest Mailed  
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• **Front Panel:** 1. 64445MHz cellular lock-a-tile  
• **Back Panel:** 1. 64445MHz cellular lock-a-tile  
• **Conn:** B-10 PL-250/B-10MMO NMO • **Max Pwr:** 50W  
• **Length:** 12" • **Waves:** 1 1/2 waves

**NEW** • **Model 6000** • **Max Power 60W** • **Com: PL-259** • **Length: 36"** • **Cable: 2.58dBi** • **Wave: 70cm S/B wave**

[illegible]

NEW • Best Buy • 1-800-833-8333 • Length 14.21" • Conn: PL-259 • Max Power: 60W

SDP-7/SDP-7H30 • Dual-band 144/460MHz w/ fold-over  
 4.5/5.1 6.8 wave = 4.65MHz 7.2dB 1/8 wave x 3 • Length 58" • Conn. SSB-7 PL-259/SSB-7MMO TAND • Max Pwr 70W

958B-BL110 • Dual-band 140/445MHz w/hold-over  
16GHz 2.5dB/2° wave • 445MHz 5.5dB 5/8 wave x 2 • Length 39" • Conn: SSB-6 PL-259/SSB-BL110 HHO • Pack Pwr: 120W

NEW  
 4110 • Dual-band 166/405MHz  
 445MHz 4.9dBi 5/8 wave X 2 • VSWR: 1.5:1 or less • Length 29"  
 445MHz 4.9dBi 5/8 wave X 2 • VSWR: 1.5:1 or less • Length 29"

• Full-band 148/445MHz  
• 148MHz 2.7MHz 148MHz 3.8MHz 5/8 wave center load • VSWR: 1.5:1 or less • Length: 16" • Conn: PL-259 or NMO SMD • Mark: P-148 60W

NEW 6700/6700VME Challenger Series • Dual-band 146/46MHz w/ok. dual gain & wave 16cm/2.16dbi 1/2 wave, 46cm/5.6dbi 5/8 wave x2 • VSWR: 1.5:1 or less • Length: 38" • Conn.: PL-259 or NMO Style • Max Pwr. BW

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**160-hp, 239, 300, 376-247L-2501 Heavy-duty,**  
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KF6HJZ  
MS 150K Coordinator: John Edwards  
KC6Z0Z  
Andy Bocker  
W6AJB

**Gearing Up For Abused Children Coordinators:**  
John Edwards  
KC6Z0Z  
**Love Ride Coordinators:**  
Bill Douglas  
KE6UD  
John Reynolds  
W5JFR  
Mark Kanzler  
KE6ZRP

**So. CAL Tour de Cure Coordinators:**  
Butch Macy  
KD6VBO  
Carey Macy  
KE6JWE  
Bonnie Davis  
KD60FQ  
Billy Hall  
NEDY  
Charles Robles  
KF6TXI  
Mike Naron  
N6QZT  
Bill Douglas  
KE6UD  
John Beckwith  
N6JCB

**Biker's Against Diabetes:**  
Victorville  
Pomona  
Los Angeles  
**APRS Coordinator:**  
Chuck Weiman  
KG6NJF  
Ted Moody  
KB6CUS  
Charles Robles  
KF6TXI  
Bill Douglas  
KE6UD

**EMBROIDERY:**  
Sharon Ames  
KC6ZSH  
Norma Thomas  
KE6BIS  
**Members-at-Large:**  
Danny Veiderlein KD6FLP  
Terry Lewis  
KJ7L  
Pat Lewis  
KD6SBZ  
Drew Pushie  
VE6HGW  
Wayne Banninger WB6UJW

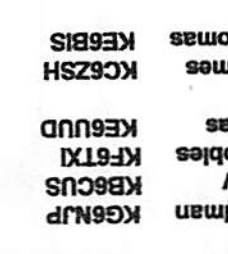
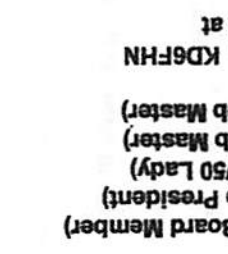
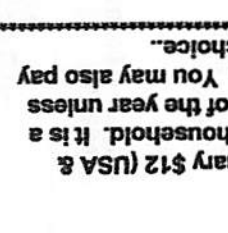
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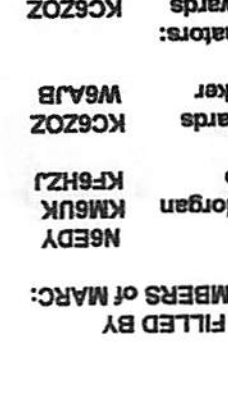
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NOV 1,8,15,22,29- "MARC" NET 7:30 PM ON THE ALERT SYSTEM 446.900 PL 110.9  
11- "MARC" BREAKFAST MEETING 8 AM AT LAKE VIEW CAFE (714-572-8521)  
11- VETERAN'S DAY  
12- LOVE RIDE 23  
23- HAPPY THANKSGIVING(HAVE A PEACEFUL DAY WITH FAMILY)

Dec 6,13,20,27- "MARC" NET 7:30 PM ON THE ALERT SYSTEM 446.900 PL 110.9  
9- "MARC" CHRISTMAS PARTY AT 6:30 PM IN THE EVENING  
25- MERRY CHRISTMAS TO ALL HAVE A SAFE HOLIDAY  
31- NEW YEAR'S EVE HAVE A GREAT ONE AND BE SAFE



### **SPECIAL INFO::::::**

"MARC" HOME PAGE: <http://marc-hq.org>

"MARC" LIST: [marc@nxport.com](mailto:marc@nxport.com)

"BA-MARC" LOCAL SITE: <http://ba-marc.org>

"EAST COAST MARC" SITE: <http://www.eastcoastmarc.org>

"IL/WI MARC" SITE: <http://www.angelfire.com/sports/marc>

BARN REPEATER WEB SITE: <http://www.barnradio.com>

\*\*Our call frequency 144.370 - MARC Simplex, Alert System, Barn System, Condor System, N6USO Repeater 145.440 PL

136.5 Most are monitored 16-18 Hours a Day\*\*\*\*



3 LINDBERG  
IRVINE, CA 92620-3367

**HAPPY THANKSGIVING**

# **NOVEMBER 2006**

### **NEXT MEETINGS:**

NOV 11, 2006 8 AM LAKE VIEW CAFE  
2099 E. ORANGETHORPE, PLACENTIA-92870  
(ON CORNER OF LAKEVIEW & ORANGETHORPE)  
91 FWY/LAKEVIEW EXIT-NO MEETING IN  
DECEMBER IN THE AM JUST CHRISTMAS PARTY  
IN THE EVENING