

Roy's Desk Copy



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MARC LIST:
LEWIS OSBORN K7LVO
DE WITT MORGAN (ASST) KM6UK

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

APRIL 2007

From the President's Desk



Welcome to Spring. We have changed the clocks and I hope everyone is ready for a new year of riding. Our first events for the year will be on the weekend of 21 and 22 April. The big event for our Texas group will be the Houston to Austin BPMS 150. This is a large undertaking for Jerry, WA0GLD, and the MARC riders in Texas. I have even heard that at least two of our MARC members from Southern California are going to join in with the Texas MARC bunch for the ride this year.

On 21 April, those of us here in Southern California, will be working with the Gearin-up For Abused Kids ride, also known as the Tour de OC. (www.gearingup.net) This ride is similar in nature to the Tour de Cure events that we work, as it is actually three rides, 25, 55 and 100 Mile rides at the same time. Usually, two or more of the routes overlap, so it makes things easier for our MARC escort riders. For our new members, this is the ideal ride to learn the ropes, so to speak. There are fewer bicyclists and they are usually riding on wider roads. Some of the event is on bicycle paths so, we on our motorcycles and the Support and Gear drivers, have to detour to meet up with them as they exit the bicycle path. I have found that a good GPS helps with locating the first intersection as they leave the bicycle path. If you have never worked an event, you will be teamed up with an experienced rider until you feel comfortable with the ride and are ready to assume escort duties solo. If you have not volunteered (signed-up) to work this event, we will have a sign-up sheet at the April meeting. (Or you can contact John, KC6Z0Z the coordinator or me and we will get you on the list.) As soon as we have a confirmed start time, John will contact everyone on his list for the event and let them know where and when we will meet for the day.

Now for May. This will be a busy month for MARC. On 6 May, we will be in Thousand Oaks, north of Los Angeles, for the ADA Tour de Cure. This will be our second time to help with this event in Ventura County. On Saturday 12 May, we will be at the Lakeview Café for our 15th

Anniversary meeting. Be sure to wear your MARC gear for the after meeting photographs. Make sure to bring a couple of \$\$\$ to buy tickets for the big give-away. A Kenwood D700A mobile radio, a Kenwood TH-D7 hand held, a set of motorcycle tires, a Comet base antenna and other prizes will be on the table for the day. Then, on 19 May, we will be riding with the SoCal Tour de Cure from El Dorado Park in Long Beach. We will have volunteer sign-up sheets for both the Ventura and the SoCal events at the April MARC meeting.

During the month of March, I conducted an e-mail address verification for Bonnie, KD6OFQ, our Secretary. In the past, this had been done quarterly by Sue, KF6HZJ. Sue has been having computer problems and recently moved back to California from Texas, and had not been able to run a quarterly e-mail check for most of a year. I was able to verify many addresses by watching the MARC list and updating them from there. For all that I did not see active on the list I, sent them a personal request to verify their address. Thanks you to one and all who replied. I had over 80% participation and we now have the most up-to-date e-mail address list that we have had in a long time.

Now for a little personal motorcycle riding. On 17 March, I took the big yellow machine out for a short 400 mile solo ride. First, it was west through Glendale, past the north side of Los Angeles, Studio City and Encino to the Pacific Coast. Then I turned north to Ventura and stopped at the Honda motorcycle dealership there. I met with several friends from Chapter "M" of the GWRRA, signed in for the Ventura chapter's St. Patrick's day ride, and joined them for a 40 mile ride through the twisties around Lake Casitas and back to the coast just north of Carpinteria, where we ate lunch and socialized with about 150 other members of the Gold Wing Road Riders Assn. who had participated in the day's ride. After lunch, I waited to see who would win the 50-50 and the door prizes for the day. Not winning any of the gifts or any of the cash, I saddled up and

pointed my ride south back down the coast. I enjoyed the solo ride, but it would have been even more fun with Mijo, KF6BEB, along for the day. Unfortunately she had teacher stuff to get done for the next week at school.

On 22 through 25 March, several of our Southern California MARC members rode up to Beatty, Nevada for the GWRRA Rally in The Valley. That's Death Valley for those who don't know where Beatty is. I am sure that one of them will update us on this ride. Mijo and I had fun tracking (riding along) with the group by watching them on the U-I View tracker. The GPS/APRS tracking system worked well all weekend. Here's hoping that everyone who rode to Beatty enjoyed the ride.

And now for a word for all who have been ill during the past month; Mijo and I wish you well and hope that a speedy recovery is in your future.

See you at the MARC meeting!

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

"MARC" CALENDAR	
Apr	14-"MARC" Meeting
Apr	21- Abused Kids Ride
Apr	21/22-MS 150 in Texas
Apr	21/22-Baker 2 Vegas
May	6-Conejo-Ventura Tour(ADA)
May	12-"MARC" 15th Anniversary
May	12-Tour de Cure San Diego
May	19-SoCal Tour de Cure
Jun	9- "MARC" Meeting
Jun	10-BAD Ride
July	NO MEETING
July	18- Ride to Work Day
Aug	11- "MARC" Meeting
Sept	8-"MARC" Meeting
Oct	6- "MARC" meeting
Oct	13/14- MS 150
Nov	10- "MARC" Meeting
Nov	11- Love Ride
Dec	8- Christmas Party

THIS AND THAT

Well here it is another month, another chance to say hello to all you MARC folks. Ya know, MARC is like a family, we start out with a father and a mother, in our case we had about 8 fathers who got together and started a "family." What it has become is beyond our greatest expectations. You see, we thought that we would mostly have our family right here in Orange County, CA. It was just a short time until it had expanded to the nearby counties, and from there to what it is today, a still growing organization.

Now wait, why were we together in the first place? A lot of you know the story already, but we are continually adding new members, and they don't know how MARC came into being, and why we do what we do. For those new members, here is the "short" version.

De Witt, KM6UK, Ray, KD6FHN, and Danny, KD6FLP, rode with the GWRRA, who were assisting in the Orange County, MS150. Everyone was using CB radio to "try" to stay in communication, and maintain some kind of good support for the organizers. We were so very frustrated.

At the end of the ride, we were bemoaning our frustration to an ambulance team. They asked us why didn't we just get our ham license and join in with some "real" communication. The short story on that is, we did, and became part of a very large worldwide ham family.

As time passed, and as we met at Huntington Honda, and as we talked with other hams, the idea of a club was born. On that fateful Saturday, at Mc Donald's, the 8 of us who were there had lunch and a lengthy discussion. After a while, MARC was born. We had lots of ideas for names offered, but we kept coming back to MARC, the Motorcycle Amateur Radio Club. As we talked we discussed officers and how MARC should be structured.

5 of the 8 of us "volunteered" to be "the Board of Directors." One of us needed to be President, after a brief discussion, Ray Davis, KD6FHN, declared that he would serve as President. We talked about how MARC should be governed, a short discussion decided that there should be no "rules," the business of MARC would be decided by the Board of Directors, and that any changes if needed, would be decided by the Board. There have been very few changes, or changes of direction of the club since then. I can literally count on both hands the number of "meetings," that have been held by the board. If something needs to be discussed, a quick e-mail, or phone call resolves the issues. We nearly always agree 5X5.

Perhaps you have noticed that there are seldom ever any votes on issues. That was decided early on too, here is why you are seldom called on to vote. The Board of Directors take items under consideration make a decision based upon what is best for MARC. When you are asked to vote, it is to give the Board of Directors input as to the best direction, again in the best interest of MARC. It has worked well for 15 years.

We talked about how we would do door prizes, and 50/50 money. It was decided at the very first meeting that if you won the 50/50 pot, you could not donate it back to the club. After all, what is the point of donating money for tickets, winning, and giving everything back? We thought that people would be more prone to buying tickets if they knew that they wouldn't have to donate it back. BOY, did that ever work out, look at the size of the door prize table, and the size of the 50/50 which isn't really 50/50 its 50/1/3, 1/3, 1/3 back to the members. It has paid off in spades.

But do you know what makes MARC the great club that it is, Think about it, what is any club, but its members. What you folks do, makes MARC, what MARC is.

More next time, just remember, the 15th anniversary will be happening next month, come on out and make it the BEST Anniversary ever. See you there. And you should be there to see the GREAT door prizes that will be offered up there.

Ride safely, may all your skies be blue, your air clear, all the lights green, and a happy smile on your face.

Love ya, 73

De Witt Morgan KM6UK <trk29@cox.net>
e-mail coordinator

Hello MARC family,

On March 30, 2007 we did some work on the repeater thanks to the help of some donations made to the repeater so far. On a side note, when we went up to make advancements to the repeater, we found the PA (power amplifier) and the Circulator died, which needless to say, set a number of things back for the repeater. I now have to get a new circulator and fix the PA that blew up, because the circulator died, it caused the PA to blow up as well...\$\$\$\$

The most important thing we added to the repeater is the CTCSS of 136.5 PL on the output of the repeater. For those of you that were hearing the Spanish repeater from San Diego, or anyone else for that matter, put the CTCSS on your radio and you will only here my repeater. Thanks God I no longer have to hear all that noise from San Diego..... :)

We have fixed the receive sensitivity on the repeater to make it that much easier for users to get into the repeater, give it a try, you should notice an major improvement for the repeater.

You should notice a big difference on the repeater in both audio and signal of the repeater. Hopefully I can get back up to the repeater in the next few weeks to fix the rest of the stuff and replace the temporary PA on the repeater with the repaired full power PA.

Remember this repeater is available for Everyone to us, so please come out and enjoy the repeater.

The IRLP is now working. IRLP node is 3718. Right now the repeater is not connected to anything via IRLP, so it is accepting calls. Plans are for it to be connected full time to an IRLP reflector, which more than one IRLP node can connect to at a time and everyone can talk together through that reflector. I will try to keep everyone informed with the IRLP status, but feel free to connect to it from anywhere to make contacts here. For information on the IRLP system, and node status, check www.IRLP.net.

The IRLP is a Control Operator function from my repeater. If you would like it brought up, there are only 2 of us that can do it. However, anyone on another IRLP can connect to us at anytime. Contact me if you have any questions at n6uso@officer.com, or check the web page for further information at www.n6uso.com

If you would like to help with a donation to the repeater in any amount, I would really appreciate it. The repeater has been paid for by a few donations and my out of pocket expenses, which have been far more money out for it than I have taken in. Send any donations made payable to:

Burton Brink-N6USO
P.O. BOX 7636
La Verne, Ca 91750

Sunset Ridge, Southern California at 5300+ Feet, near Mt. Baldy
145.440- 136.5 PL CTCSS on output.

Be Safe,
Burton Brink-N6USO
MARC Member since 1993
Owner of the Sunset Ridge Repeater
Southern California
www.n6uso.com

HAS SPRING SPRUNG YET????

Wed. April 4th, Day 94 of 2007, Day Light now at 12:39 minutes. Now of course that is all good news, since we are all still here on earth to enjoy it. The weather around here in Orange Co. CA has been yucky lately. We might get some sunshine sometime during the day, but for the most part it is June glum here early. You know like from May 1st to June 15 every year it is over cast every day.

Please "MARC" your calendars for the 15th Anniversary May MARC meeting **Saturday May 12th 2007**. Also please "MARC" your calendars for the Annual MARC Christmas Party on **Saturday evening Dec. 8th** at the Lakeview Cafe.

The MARC Board Members have made some rule changes for the 15th Anniversary MARC Meeting. We are asking our MARC members to **not** bring any door prizes that are worth **less then \$20**. This is to help the time it takes to draw the prizes and because we have some very expensive prizes and want to set a high standard for door prizes at this one meeting. We have 2 Kenwood radios, a D700A base/mobile & a HT-D7A, both are dual band 2m/440 and can run APRS. We also have a Comet GP-9 from NCG, at least one case of Mobil One Full Synthetic Oil, most likely a set of tires-balanced & installed, not sure of that as it has not been confirmed yet. We also have a commitment for a SureFire Flashlight worth \$139, 2 sets of wrenches & sockets & much more. Also, another change is that to win any one of the prizes, **you must be present at the meeting**. Now this does **not** effect a lot of people anyway because in the past we have only sold \$5 or \$10 worth of tickets to those not coming to the meeting. We are hoping that this will bring more MARC Members to the Anniversary Meeting. We want it to be the biggest MARC meeting ever. We will be having a MARC birthday cake at the meeting and be taking a group picture after the meeting. We also want to take pictures of those from out of state, staff members, MARC Chapter coordinators, members who were at the very first MARC meeting back in May 1992, the MARC Board & etc. We are hoping for a good turn out of MARC members from the BA-MARC Chapter and from else where around the country too. Please be sure to wear your MARC shirts for the MARC Anniversary meeting.

Echolink has been working for our 7:30pm Pacific time MARC Wed night nets, but we are not getting a lot of MARC member check ins as we have had in the past. Hopefully this will improve in the future. Mark KE6ZRP is keeping the Echolink program running most all day on Wednesday, so if you want to check in early so that you don't lose any sleep, someone on the ALERT 446.900 repeater can your check in for you.

Last Saturday we had the largest turn out ever at the weekly gathering of MARC members at Huntington Honda and Woody's 50's Cafe. I counted 13 MARC members that were either at Huntington Honda or at Woody's or both. We were surprised by Bonnie KD6OFQ too. As I am sure everyone knows by now, Bonnie has been real ill the last couple of weeks and spent 2 days in the Irvine Regional Medical Center last week with a touch of pneumonia and she got terribly dehydrated and weak, so I took her to the ER and they kept her



for couple of days. She is much better now and doing a lot of work around the house and doing some errands too.

So far the summer is looking to be a busy summer, riding wise, providing the health holds up. Plans are to do the SCMA (Southern CA Motorcycle Assoc) Blazing Saddles Ride over Memorial Day weekend, then Honda Hoot in Knoxville TN, Wind Ding in Billings MT over July 4th (many MARC members are going there too), then back to Ohio for the Honda Homecoming at Marysville OH. Then we will do the SCMA 3 Flags Classic for the 24th straight year. That should pretty much wrap up the riding season and start next years charity events again.

Talking about health, I have had the 2 stents put in my heart since last summer, and just had a angiogram on the right carotid artery and found that it was 60% blocked, but they won't do anything about it until it gets to be 70% blocked. Last time we saw the doctor he said that nothing may ever have to be done if they can control the cholesterol with medication. The blood test last week showed the cholesterol reading to be below 80, to low, so they changed some of the medication.

So sorry to hear/read about several of our members having motorcycle accidents recently. I will not mention their names and let them tell you about it if they choose. Pray that everyone is recovering nicely and will return to perfect health soon. Also, the wife of one of our original 9 MARC members is having a tumor removed from her brain on April 25th and we are waiting to hear from them to see how the surgery went. Pray that everything goes well for them too.

I am sure too, that everyone knows that I bought a new Dell Latitude D620 with a docking station to replace both the 6 year old HP PC and the 5 year old HP Laptop. Now I will only have one computer to keep up and everything will be with me on the trips. I won't have to be constantly updating the MARC rosters & etc on both computers to keep them up to date. I am doing this MARC Newsletter article on the Dell Laptop and using it's key board. We (Chuck KG6NJP) and I have not yet got this computer completely reconfigured so that we can put it in the docking station yet. When it is in the docking station I will once again be able to use the big key board and view my large monitor. While we were at it, we also got rid of Eudora and Netscape.

So now I am trying to learn a new computer and 2 new programs all at the same time. It's not a happy time for me on this computer using the Laptop key board. However I am very surprised at how easy this Dell Laptop keyboard feels and how easy it is to use. In fact, I had planned on hooking up the larger key board just to do the newsletter article, but I liked the feel of this so well I just forgot about the larger keyboard. At this older age it is tough to be learning all these new tricks. Smiling

Ray Davis KD6FHN <raykd6fhn@earthlink.net>
MARC Chairman Of The Board
Hm (949-551-1036) Cell (949-300-9669)
<"http://www.findu.com/cgi-bin/find.cgi?call=kd6fhn-10">



2007 BP MS150 Just Days Away!

Greetings MARCies world wide. We are now counting the days and hours until the 2007 Houston-Austin BP MS150 Bicycle Fund Raiser

Dexter Lewis, KB5JTJ, and I attended the final Steering Committee Meeting last night. It appears all volunteer groups are well prepared, trained and anxious to put on another record breaking MS150 both in safety, fun, and fund raising. The Motorcycle Marshal Team has completed all training and preparations and is ready to provide 97 motorcycles to patrol the estimated 12,200 bicycles that will be on the two day event going from Houston to Austin, TX. The fund raising goal for this year is \$12 million and at the meeting the MS Staff reported that we are well on our way to reaching that goal as we fight to end the devastating effects of MS.

Of the 97 motorcycles on this year's team 54 are ham operators. That's a significant improvement over just three years ago when I first got involved in the leadership of this event. There are various levels of experience and what equipment is installed, but we are progressing nicely in ham radio support. I'm proud of the volunteers.

The most significant new development for the Texas team is the addition of a new web site for managing the MS150 Motorcycle Marshals. MARC member Damien Nelson, KE5LZP, donated the time to build the web site. He owns "Nelson and Company" that is in the web design business. Although the web site is geared toward the Texas MS150 volunteers, I have added a board named MARC-Texas Division to this site so that MARC members may have a place to post MARC-TX related items. The web site is less than two weeks old and will have some growing pains, but already is developing into a very useful tool and seems to be well accepted by team members. I am estimating early on that this web site will save me dealing with at least a thousand emails a year just in managing the volunteers and their requests on the MS150 and the several other practice rides I am involved with. You are welcome to visit the site and any MARC members that wish to register feel free to do so. The site is here:

<http://www.MotorcycleMarshal.com>

A great job by Damien and his Staff in producing this tool for us. Thank you Nelson and Company. If you like what you see, email Damien at

["mailto:damien@nelsonandco.net"](mailto:damien@nelsonandco.net) or call him at 713-960-1511 and give him any comments.

Lodging for the Saturday night of the MS150 is now complete. Next I do ride assignments. On April 14th several of the volunteers will gather at Mancuso Harley Davidson in northwest Houston to build the packets. Mancuso has donated the use of their conference room for this project. 97 packets takes a while and quite a bit of table space until they all get built. We will distribute the packets to the location chosen by each motorcycle volunteer Monday morning then they will have all week to pick up their packet and be ready for action early on Saturday, April 21st for the Super Bowl of MS150s.

We are looking forward to seeing Ray and Norm again for this year's event. Many of the riders have asked if Ray is returning this year and are glad he is going to be here.

That's it from the land of the big MS150. Take care, and have a safe April!

Jerry Irwin
WAØGLD
MARC-TX Division
Motorcycle Chairman
BP MS150 Steering Committee

The American Motorcyclist Association (AMA) announced that bipartisan bills have been introduced in both the U.S. House of Representatives and U.S. Senate that would end health-care discrimination against motorcyclists, ATV enthusiasts, and participants in other legal recreational activities.

US Representatives Michael C. Burgess (R-Texas) and Bart Stupak (D-Michigan) introduced HR1076, "The HIPAA Recreational Injury Technical Correction Act." On the same day, Senators Susan Collins (R-Maine) and Russ Feingold (D-Wisconsin) introduced identical companion legislation, S 616.

The bills seek to bar employers from discriminating against those who take part in activities such as motorcycling, ATV riding, skiing, snowmobiling or horseback riding in the health-insurance programs they offer their workers. HIPAA originally prohibited employers from denying health-care coverage based on a worker's pre-existing medical conditions or participation in legal activities, such as motorcycling. But later federal bureaucrats reversed the law, writing rules to allow health-insurance discrimination against motorcyclists and others who engage in legal activities like ATV riding, or horseback riding — employees were guaranteed the right to health-care coverage, but not guaranteed any benefits under those plans.

Motorcyclists were outraged when federal bureaucrats went against the will of Congress, and the AMA immediately lobbied legislators to right this wrong. Others involved in the effort include the All-Terrain Vehicle Association, the American Council of Snowmobile Associations, the American Horse Council, the BlueRibbon Coalition, the Motorcycle Industry Council, Motorcycle Riders Foundation, and the National Ski Areas Association.

Enthusiasts can send letters of support to members of Congress through the AMA Rapid Response Center at **www.AMADirectlink.com**.

GEARIN' UP FOR ABUSED KIDS

This will be the 13th annual, bike ride benefiting abused and neglected kids. This ride will be a one day event again this year held on April 21st 2007.

The committee had there's been a lot of work being done by the sub-groups looking at the routes. The ride date is set for April 21st, brochures have been printed & are being sent out. The ride will start & end at Vanguard University (Newport-Mesa Church) at Fair Drive & Newport in Costa Mesa. There will be a 25, 55 & 100 mile route. The 25, 55 & 100 mile riders follow the same route to Irvine Meadowood Park to the first rest stop. From there the 25 mile riders return back to start point, with 55 & 100 mile riders going on to the second rest stop in El Toro (Saddleback Church) via Santiago Canyon. From there, the 55 mile riders loop back to start point, the 100 mile riders continue on to Dana Point, then loop back to start point with rest stops at Laguna Niguel Park & Newport Coast. We will take a look at the signup list to see how many bike riders signup for each of the routes and then plan to adjust the M.A.R.C. members accordingly to cover the riders most needing our help with the safety on the courses.

This ride had a small and fun group of bike ride last couple years and sound like it will be a blast again this year. They think that the ride will have about 200 riders total. We have had a few more members install APRS on their motors and this year. We are planning to have net control with a computer set up to monitor the progress of the riders using APRS. If you can help with this event make plans to signup and come help.

The 100 Mile Century Ride starts at 7:30 AM

55 Mile Ride starts at 8 AM

25 Mile Ride starts at 8:30 AM

Below is information about the ride.

Mission Statement:

Gearin' Up for Abused Kids, Tour de O.C. exists to provide a fun family bikeathon to help support Royal Family Kids' Camp, a unique camp for abused and neglected children. We strive to encourage involvement in RFKC.

Our Goal:

Is to send 100 kids to camp. It costs \$450.00 to send one kid to camp. We need to raise \$45,000 above and beyond the cost to put on this event. This money goes directly to the camp for the kids from Orange County.

What does Royal Family Kids Camp offer to the kids in need?

- Positive memories for abused, neglected and abandoned children.
- Most of the campers have never celebrated their birthday. Many have never received a birthday card. An "Everybody's Birthday Party" with Birthday Boxes filled with small presents is celebrated at camp.
- They have a camp Grandma and Grandpa who provide all the hugs the kids want.
- Many of abused kids do not have any family pictures or pictures of themselves. Pictures are taken throughout the week and are made into a memory book which is given to each child at the end of the week.
- There is a 2-to-1 ratio of campers to counselors. All of the counselors and staff are screened and trained.

Who attends Royal Family Kids Camp?

- Most of the campers are in foster care.
- They are Kids who have been abused, neglected and abandoned.
- Camps are for kid's ages 7 to 11

Facts:

- This year Royal Family Kids Camps will have 126 Camps in 36 States with 5,000 campers
- Since 1985 there have been more than 10,000 kids at these one week summer camps.
- Royal Family Kids Camps are the nation's leading network of camps for abused, neglected and abandoned children.
- Annually, 3 million cases are reported in America of child abuse,

neglect or abandonment.

• One of these victims dies every four hours due to that abuse. Wayne and Diane Tesch founded Royal Family Kids Camps in 1985. Wayne and Diane are highly respected, personal friends of many of the riders and event coordinators for Gearin' Up

Thank you all,
John Edwards
KC6Z0Z

The meeting place for "MARC" members who want to have breakfast before taking on the Abused Kids Ride is Norm's at 2150 Harbor Blvd., Costa Mesa SE corner of Harbor Blvd. TIME 5:30 AM APRS boundaries... N33 degrees 39.139 ' - W117 degrees 55.144.

Conejo-Ventura Tour de Cure May 6, 2007

This ride starts and finishes at the Thousand Oaks Community Park(next to Thousand Oaks High School) 2525 N. Moorpark Road, Thousand Oaks. "MARC" command post will be set up in that area. This is where all "MARC" members will check in get your vests, signs and route info and dispersed from there. We will be set-up around 6 AM and ready to go.

They are still waiting for approval for the four rest stops and the route from the cities...

AMR will be providing an ambulance at the event, as well as, a bike team riding with participants. They will wear jerseys with the "First Aid" sign on their back and have first aid kits in tow. Per Kim she says MARC should have no problem - regarding bike trails.

Thanks

Bonnie KD6OFQ Coordinator for now

A note of information:

The ADA office in Los Angeles is moving and they have to be out of the prese3nt office by April 27th and the new offices will not be ready for two to three weeks. What a bummer- the landlord decided everyone should get raise in rent by 1 1/2 times what they are paying now.

So0Cal Tour de Cure

May 19, 2007

This ride starts and finishes at El Dorado Park, Long Beach. The motorcycles will be meeting at Butch Macy's house and dispersed from there to the route. He will have a map and directions available at the meeting(not sure if it will be April or the May meeting)

SoCal Tour meeting was great, 11 people present which is very good for us. Things are moving right along there, need more volunteers the day of- Know of anyone who would like to volunteer the day of- also students can get the credits they need for school by volunteering.

The goody bags are coming along with lots of response.

Brochures for these two rides will be at the meeting.

Anyone who has not received a vest at this time will pick them and signs up at Butch's house..

Bonnie KD6OFQ "MARC" Asst Coordinator & Goody bags

CHARITY INFORMATION

Find a Charity You Can Trust-- www.charitynavigator.org
Charity Navigator, America's premier independent charity evaluator, works to advance a more efficient and responsive philanthropic marketplace by evaluating the financial health of America's largest charities. Get your annual credit report free: www.annualcreditreport.com
www.guidestar.org For non-profit status of any organization...

BIKERS AGAINST DIABETES – 2007

When is a BAD Ride – Really GOOD ? When the BAD ride stands for "Bikers against Diabetes" - And is sponsored by the American Diabetes Association. It's coming the second Sunday of June – the 10th. We will have the sign up sheet for the BAD ride at the April meeting. And again at the May meeting .

In the event that you are planning on "working" the ride – and you **WILL NOT** be at the April or May meetings - Please drop me an email so I can get an indication of how much support we will have for this operation. We will need the following information: Name, call sign, phone number, e-mail address, whether you receive the MARC List, passenger info.

FOR CYCLE RIDERS – do you have VHF, UHF, and do you have CB capability? Do you have APRS Capability?

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

We will have a MARC Breakfast meeting the day before the actual Ride – to finalize instructions and hand out equipment. It appears that we will have about 20 Start Sites this year. This will really "tax" our capability – So we will need all the motorcycle support that we can "conjure up".

This will be the 7th year that MARC has supported the BAD Ride. And the 3rd year to support it with our new APRS Route System. This ride "tests our abilities and stretch our capabilities" more than any of our endeavors because our members are working such a diverse number of assignments which are spread out over a goodly portion of Southern California. Each year the ride has been a huge success, and getting more popular. MARC can claim a good share of the credit for this because of the services we provide. This ride will "draw" Motor cyclists from all over Southern California. Participants will be "Checking-in" at one of the 20 "Start Points" located throughout So California, to register and turn in their money. They will then "convoy" to the Picnic in the Park.

Inasmuch as most of our MARC members are operating "on their own" – out in widely separated areas – I am providing a "scenario" of what will (or should) be taking place – So that everyone can see how they fit into the overall plan, and "see" what the other MARC members are doing. THIS is your instruction sheet – for your own particular assignment. Keep it for ride instructions on the 10th

2007 BAD RIDE

AN OVERVIEW OF MARCs PARTICIPATION DURING THE 2007 BAD RIDE

We will discuss the Ride at the June 9th MARC Breakfast meeting. Necessary information, vests, and equipment will be distributed – Ray will issue Radio Frequencies – and Chuck will brief us on APRS. We will attempt to assign you to a start location near your home, if possible. If you do have a specific preference – Please let me know – And we will attempt to honor your request. However, SOMEONE does have to go to the more distant places. If you are willing to take one of the "outlying places" – Please let me know. That could help out in making the assignments. Start Points are in Ventura; Cathedral City; Fullerton; Harbor City; Pomona; Riverside; Montclair; Oceanside; Loma Linda; San Juan Capistrano; Marino Del Rey; San Juan Capistrano; Westminster; Laguna Niguel; Irvine; Van Nuys; South Gate; Long Beach; Temecula; and Los Angeles. Plus a couple more that I don't know yet. Some of these may change as we get closer to the Ride date. This year will be the 3rd year to use the APRS capability – and we will try to assign APRS Bikes to the more distant locations. APRS Bikes will be used at the "lead" when possible.

MARC will dispatch two Motor Patrol Riders to each "Start" location - If we have enough. They should establish personal contact with

the "Registration Official" – and – the with the "Road Captain" for each location. The "target time" for arrival at your individual "start point" is to be "in-position" by at least 0900 hours. MARC Control will be "on the air" by at least 0700 hours for your "in-route" check-in, and to "monitor your ride" to your individual assignment. We need to know that you are "awake" - **ACTUALLY** "on your way" - And that you arrived safely. Individual "start points" communicators will initially provide an administrative link between the start point Registration Personnel and the Park Headquarters. Later during the convoy, the Lead MARC Motor Patrol Rider should ride side by side with the "Ride Captain" at the head of the Convoy (within "SHOUTING" distance) – Keeping MARC Control advised

of the number of bikers, their progress along their route, and the estimated time of arrival at Oak Park. The other MARC Motor Patrol will act as the "sweep" – Keeping the "lead" advised of the condition of the convoy, and calling for assistance in case of accidents. Both motors will operate on the assigned 440 frequency for communications back to MARC Control. They should also select a 2 meter frequency (Something other than MARC Simplex) to use for their bike to bike communications. In the event of an accident or incident, get the info fast, pass it on, and return to your "sweep" position as fast as possible. The sweeps will have to use their own judgment concerning assistance for breakdowns, etc. Keep in mind that if you get tied up with non-emergency type situations – You limit your capability to be "there" at the back of the pack performing your primary responsibilities toward the convoy. In the event that we do not have enough Ham radio equipped Motors to send to each location, we may have to utilize a CBer to act as the second motor, and serve as the "sweep". If you happen to be utilizing a "CB sweep", use your ingenuity, "guide" them along, and "make" it work. If you know a CBer that you would like to work with you - Let me know. We usually don't have enough Hams to fill all the slots.

Inasmuch as the Motor Patrol Riders will report directly to their assigned locations (rather than meeting at some central location) - It will be necessary to issue you your "equipment" early – like at the MARC Breakfast meeting the day before. If you are assigned to a start point – **AND WILL NOT BE AT THE MARC MEETING ON THE 9th OF JUNE**– Please let me know so that we can make some other arrangement to get your vest and equipment (possibly your start point "partner" can pick it up for you).

In the past – The position of "Ride Captain" has been pretty much a "symbolic or honorary" type of thing. Each year they keep promising me that they will be having a class for the Road Captains. That the Road Captains will have selected AND PRE-Road the route. Hopefully that will have taken place this year.... But if it doesn't – YOU will probably know more about what is going on, and what should be done, than the ride captain. **PLAY THIS BY EAR**, use your "diplomacy", and "lead" them along to a successful conclusion. Bonnie says she will prepare a "sign" that says "Ride Captain" – which you may use to "dress up" the leaders bike, and help establish a "rapport" between you. You should endeavor to establish a good relationship with the Ride Captain. Technically he is responsible for his convoy and MARC is there to assist him. If he knows what he's doing – That is great. However, if it looks like he needs help, or needs suggestions – then diplomatically assist him. If he looks to you to tell him what to do ... Play it by ear ... and make the best of the situation. You should discuss the route your going to take, and make it a safe trip. The ADA People have promised me that they will be paying more attention to the selection and training of the Ride Captains. If MARC Control asks you to delay your arrival time, or slow down, or go around a few blocks – Pass this on to the Ride Captain, as suggestions from the Park, and tell him WHY. Let him know that this is an attempt to reduce the congestion at the Park in the event that too many units are arriving at the same time.

Individual locations will "convoy" to the "Oak Canyon Private Picnic Area" which is located next door to Irvine Lake In Orange County . These convoys should depart their areas to arrive at the Picnic

area between 11 to 12 AM. All participants should have arrived at the Park by "noonish." They will then be served a nice hot lunch, and entertained by a succession of Bands. Other entertainment will be a "Presentation" by the Motorcycle Drill Team, Bike Show, Games, Demonstrations, Vender Booths, "Eye Candy", etc etc.

Now that sounds easy enough – All it requires is 2 Motorcycle / Mobile communication units for each of the Start Points – However, that means that 40 of our MARC members are out there on the road – Just on the convoy assignments. Consequently since we can't provide that many – We will have at least one MARC operator at each Start Point. And, depending on availability – We will use MARC Hams on the "Sweep" positions – At least for the larger convoys. We may also use available CB'ers to act as a "Tail Sweep", teaming up with the MARC Operator. Depending on availability, Some of the smaller, and/or "close in" start Points may have only one MARC Operator assigned – and not have a sweep position.

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

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

The communications tent should be "up and operating" - Bonnie always seems to be able to get it on the "air" by 0700 - so that we can "cover" the riders during their trips to their individual Start Points. These "start point" mobile units will provide the capability for messages to and from the Park. Messages from the "Start Points" should include periodic updates of the number of "check-ins",

Proposed and actual departure times, Estimated "travel time", And, most important – Periodic adjustments to the estimated arrival time at the Park. Close CO-ORDINATION and CO-OPERATION is necessary between the "Motor Patrol Riders and the "Ride Captain" of each Convoy – And – with MARC Control. Bonnie and her crew may attempt to provide some "guidance" to a "convoy" if it appears that too many units are going to "bunch up" at the park. If considered appropriate – They might even suggest a "slow down" to delay the arrival time for a designated convoy. The Rear Gate operator will keep the Parking people apprised of the time and size of the incoming new arrivals.

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

Our MARC Motor Patrol Riders are to "break off" from the convoy as it passes the Main Entrance – And enter thru the Main Gate – Rather than following the convoy to the rear gate. You may park in the Volunteer Parking area inside the Main Entrance. Coordinate

this entry with the Main Gate Position operator on MARC simplex if necessary.

MARC will have a "roped off" area to the right as you come in the main gate, Park your bike, "Check in" with the "MARC Main Gate Operator" - He will have your Meal Ticket, T Shirt, and Ride Pin. Come on down to the Control Tent. - Eat lunch - and your "on your own" for the rest of the day.

Inasmuch as Cell phones will not operate from the Park, we will need a capability for making "911" type calls in the event of an accident – Especially while the convoys are out on the road. We will have Mobile Units spread throughout the So Cal area. Consequently – Any of our MARC members who happen to be staying at their home on Sunday Morning are requested to check in to MARC Control and "standby" to act as a "relay", or to make "Emergency" telephone calls if needed. In theory, if we have enough members "checking in" and "standing by" – Then no one will have to be "glued" to their radio all the time. If you are not working in the event – And you can "Stand By" at home – Please "sign up" on the sheet for this – so we know who and where you are – and who we can depend on.

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

Shadows and Position Operators should arrive by 0700. MARC Simplex will act as net control for in-park communications. We will provide "shadows" for the Main Coordinators; Main Entrance position, Rear Gate position, and Security. It is anticipated that the Net Control Tent will act as a message center for all the other various Coordinators who might possibly need answers or assistance as they attempt to "set-up" and get the "show" ready for the arrivals. Those people that DO NOT have an assigned "shadow" will be instructed that they may come by Message Center and we will be able to contact the Individual's "Shadow" that they are trying to communicate with. We will have a "hand held" operator there to "shadow" the message center for that purpose.

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

If I don't tell you different – Park Personnel should Plan on getting your coffee and donuts before you arrive at the Park. There is generally Coffee and Donuts at the start points.

It is not necessary for you to "sign up and pay" for the event .However , it's for a good cause, and you may do so if you desire. We will have tickets for sale for the drawing for a new Harley Davidson Road King Motorcycle. Tickets are \$10 each – And the odds are a heck of lot better than you will have in the Calif Lottery. It's for a good cause – And everybody ought to buy at least one. Once you have signed up – please notify us as soon as possible of any changes in your plans so that we can make the necessary adjustments. Also – Please notify me IF YOU DO NOT RECEIVE EMAIL ON THE MARC LIST – Because I will need to also include you address separately when Email is sent out. That is about it – Everyone should have plenty of chances to "Operate" and "Co-operate" – So, lets have fun with it. All MARC Personnel should wear Vests to help identify themselves as

communicators. If it all goes well – Bonnie, Charles, and myself will take the credit for it. If it doesn't go well – THEN IT WAS ALL YOUR FAULT!

Billy Hall N6EDY and Charles Robes KD6TXI - BAD Ride Coordinators
Mike N6QZT, Bill KF8UUD, and John N6JCB – Area Coordinators

MS BAY TO BAY OCTOBER 13/14 2007

The committees continue to iron out the details of the next MS150 Bay-to-Bay Bicycle Tour. A lot of useful information was obtained from the folks that filled out the post ride comments. Expect to see improvements in the quality of the food along with appropriate types of foods to help a bicycle rider to re-energize. Progress is being made quickly and many of the Committees are in the process of fine tuning the details of the ride. Much work still needs to be done in time for this fun two day ride along the Pacific coast the second weekend in October. Set the dates aside and join us for a fun time.

Andy W6AJB and John KC6ZOZ

FOR SALE:::

1999 YAMAHA V-STAR 1100. Comes with windshield, driver backrest, passenger backrest, rack and saddlebags. Priced at only \$4700.00
contact JOHN KC6ZOZ at 714-974-4569

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

NET DRAWING:

3/7- \$5 + 5 tickets Peter N6LMO N/A, 3/14- \$5 Charles KF6TXI
Winner, 3/21- \$5 Sandy KF6PSA N/A, 3/28- \$5 + 5 tickets
Shawn KG6TDG N/A
NET Echolink Participation:
KE6ZRP Mark-CA, , N9ZKS Norm- IL, K2QGT Tom NV

50/50:

Luck 'O the Irish and no one wearing green winning \$60 each
was Alvin KD6UZM, Dave KG6VNR & Mark KE6ZRP.

\$40 gift certificate donated by Huntington Honda won by
Charles KF6TXI
Comet 146/446 MHz Mag-Base antenna donated by NCG won
by John W5JFR

Prizes donated by "MARC"

6 pc Home Tool set won by John W5JFR
25 ft Locking Tape won by Mark KE6ZRP
Coast camping/emergency lite won by John W5JFR
Folding utility knife won by Mel KD6MPB
3 pk Hex key set won by Ray KD6FDHN
Aero evap-o-danna won by Mike N6QZT
Anti monkey powder, doo rag & soda can cover won by Teri
KF6HJT

Many thanks to the following for your donations:

Billy Hall, Audrey, Ray & Bonnie Davis, Alvin & Connie Brown,
John & Mijo Reynolds, Mike Naron, De Witt Morgan, Charles &
Stephanie Robles & Mel & Kay Johnson who always brings a large
amount of door prizes-Thank you much

Gray ticket distributor – John W5JFR/ Ray KD6FHN

Winner of gray ticket (Seabed World Lamp)
won by Mike KE6KWQ

Ticket drawer was Ray KD6FHN

Those helping Mijo with the tickets were Alvin (KD6UZM), Mike Z
(KE6KWQ), Mike N N6QZT & Kay Johnson

Many THANKS to Linda who is our waitress and Thanks to
Dimitri & the personnel at Lake View Cafe for all you do for
"MARC".

SECRETARY/Treasurer/NewsLetter Editor/Info Bureau:

Bonnie KD6OFQ 949-551-1036 Fax 949-551-3042

Cell # 949-300-4441

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

MEMBERS:

3/3- Russell Neel KE5MSG of Houston TX

3/30- Richard Duckworth KB1IWX of Monroe, CT

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 as we care..

MEETING:

Was a great meeting with three "MARC" members first meeting
they being Mike Kelly KI6HXL Orange, CA, Frank Littlebury
KE6WOE Vista, CA & Chris Owens KB6MYR Huntington Beach,
CA- hope we didn't scare you off....

NEWSLETTERS:

Many thanks to all who contribute to our newsletter.
Your trips and any issues, where you travel makes
for good reading and also if you run into any problems it is good to
share those. Thanks to Ray for assisting for March

SUNSHINE CORNER:::

Love and Prayers to All who are ill, had surgery, lost a loved
one. We do care....

Alan WB6T still in hospital, and only time will tell when he will be
able to get to walking again. We need to keep our love prayers
flowing for Alan...

Kay Johnson still battling the chemo but hanging in there..

Sue Blackburn KC6UMH hobbling with two broken ankles.

Mike & David Naron's mother who fell and broke her hip praying
for a quick recovery so she can keep those lads in two..

Let us never forget our Military who put their lives in danger
so we may live. And their families need our support and love
as well.

Keep up the spirit... Love & Gratitude to all

GOD BLESS AMERICA SUPPORT OUR TROOPS

**DON'T FORGET OUR CHRISTMAS PARTY DECEMBER 8
2007 6:30 PM.**

"MARC" ADVERTISING YEARLY FEES:

Business card size \$15

Quarter of a page \$40

Half page \$80

Full page (8 1/2x11) \$175

Advertising in our newsletter is free to all "MARC" members

"MARC" NEWSLETTER DEADLINE:::

May	2	FOR May
May	30	FOR June/July
Aug	1	FOR Aug
Aug	29	FOR Sept
Oct	3	FOR Oct
Oct	30	FOR Nov
Nov	28	FOR Dec
Jan 08	2	FOR Jan

(SUBJECT TO CHANGE)

Big Bear Incident

Saturday March 17, 2007 was such a beautiful day I could not pass up the temptation to go for a ride. I started in Moreno Valley and headed for Big Bear via Yucaipa and Hwy 38. The temperature was perfect and the traffic was light.

I was intentionally taking it easy because I had not ridden that road before. Shortly after noon I was about 2/3rds of the way to Big Bear. I ran across some sand that had fallen from the hill above onto the road. Before I knew it, the front tire was on the shoulder, and I must have blacked out because I don't remember much of what happened after that until a passerby (and an EMT) told me his name and was helping me remove my helmet.

After some poking and prodding we agreed my left clavicle was broken and there may be some rib damage on the left side. Another passerby phoned 911. It took a while for the paramedics to arrive as they came along the twisty windy road from Big Bear.

After x-rays at Big Bear Hospital, it was determined I had a broken left clavicle and 9 fractured ribs. There was concern that with that many fractures I may puncture the lung.

Since they didn't have a surgeon on staff Saturday, they decided to send me to Loma Linda for observation. After several x-rays and a CAT scan of the area, they decided surgery was not necessary.

They gave me pain killers to make sure I would take deep breaths and not stop inhaling at the point of pain. This was to make sure I didn't accumulate liquid in the lungs and complicate things by getting pneumonia. They let me escape Monday evening around 6:00 P.M.

Since I got home I've been sleeping sitting up on the couch. This is because the transition from laying down to sitting up is very painful.

On Wednesday we learned the bike was at Road Runner Towing in Yucaipa. Barbara and I retrieved the GPS and radio and various other items. The Rhino Killer antenna didn't survive. The GPS still works. I haven't found all of the connectors yet to test the radio, but I have no reason to believe the TH-D700A won't work.

Neither I nor the bike will be ready for the next MARC event, but I do plan on riding again and participating in future MARC events.

I'm thankful I was wearing my helmet, thankful I was wearing my leathers, thankful no one else was involved, and thankful that the only damage to my body was a broken clavicle and 9 fractured ribs. It certainly could have been a whole lot worse.

73, Glenn AB6PA

Ride to Eat – Eat to Ride

Last week I rode down from Central Illinois to Vicksburg MS for crawfish. I haven't had a good bunch of crawfish since the family get-together after my daughter's wedding. I got a late start on Thursday so I just made a beeline down Interstate 55 to Perryville MO and the intersection of MO 51. I spent the night at the Motel 8 there since I wanted to ride MO 51 in the morning. MO 51 is a great road leading to MO 34, both with great pavement and lots of nice curves. It was a cloudy with a few very light sprinkles for a few miles but then it cleared up nicely. The area was greening up beautifully with the dogwoods blooming and the farmers working hard at spring planting. After the curves of 51 and 34 I hit US 67 which starts flattening out as you roll down into Arkansas. The roads are flat and pretty straight but it is a fertile area. I continued down AR 1, joined

US 47 across the river into Mississippi where I continued on MS 1 south to Vicksburg. The original message gave a time of 6 PM for the ride to the Lucky Fisherman's. So as I rode into the parking lot at 5 PM imagine my surprise to see the motorcycles all lined up for departure. They waited for me as I quickly carried my luggage up to my room and changed into my mesh jacket, as the temperature was too warm for what I was wearing riding at speed. As soon as I got back to my bike, we headed for the Lucky Fisherman for dinner. I hit the buffet line and after seeing all that great seafood which is so scarce here in Central Illinois I ended up with so much food that I had no room for crawfish!

After a great time eating we headed out to a local theater where we attended a great show. It was a melodrama where the audience is asked to get into the show by booing the villain and cheering the hero. It was a great show with a surprise ending. I can't tell you the ending cause if I did I'd have to kill you.

We adjourned to the motel where we kicked the tires for a short while before heading to bed for our beauty rest.

In the morning we started with breakfast up the street a few hundred yards, and then headed for a tour of the oldest house in the area. The house was built in three sections starting with the original section which became the kitchen when the second section was built. Each section had the ceiling heights popular in the construction era as well as the other features popular at the time. Most of the furniture was original to the house. It was a great tour given by a knowledgeable tour guide.

After the tour we headed out for lunch at our choice of spots and regrouped for a ride to Port Gibson and on a fantastic twisty road toward the river. Lastly we headed up the Natchez Trace returning to Vicksburg. It is a very pleasant ride although it becomes a bit boring, as it is a federal road with a strictly enforced 50-mph speed limit.

When we arrived back in Vicksburg we cleaned up and got ready for dinner. The biggest share of the riders returned for the Lucky Fisherman's again, where I proceeded to make up for the previous night by getting a few pounds of delicious crawfish. Well worth the 770 miles to get them.

After dinner we had a great time back at the motel telling lies. We even had one fellow follow one of the bikes into the motel parking lot from a gas station. Turned out he was interested in buying a wing and was given much information and an invitation to join the WOTI group at his earliest convenience.

In the morning I decided to head straight home as I had things to do and didn't want to burn a day waiting for things to open in New Orleans Monday morning. Rode straight to the chapter meeting of the Illinois Z GWRRA group. Got there in time to win a couple of door prizes. I guess that uses up my luck for the year.

It was a great first "trip" of the year. I will be installing some new tires shortly and heading for Texas twice, Dayton and Wing Ding at Billings this summer. I may even sneak in a few other rides.

73 everyone
Norm, N9ZKS, Central Illinois

"So many of our dreams at first seem impossible, then they seem improbable, and then, when we summon the will, they soon become inevitable." (ANON)

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 without GPS, those with GPS- the bracket works but needs to be mounted differently 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 \$25.00

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 2 1/2" X .62" (1/16") polished 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 \$25.00

(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

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 World-wide have APRS (or are working on it) and are not on the *MARC World-wide APRS Capabilities* list (distributed earlier with the Newsletter), please email your APRS information If you need help in selecting appropriate equipment, please email me your questions.

Thank you...! Chuck KG6NJP kg6njp@pacbell.net

MINI COOPER SHOWN WITH GP-5M
UNIVERSAL LIP MOUNT AND COAX
CABLE COMBINATION.
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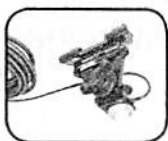
MODEL ANT CONN / COAX CONN

CP-5M SO-239 / PL-259

CP-5M NMO / PL-259

CP-5 3/8-24 3/8-24 / PL-259

Heavy-duty adjustable lip mount bracket with
16" 6" deluxe cable assy includes 18" mini
RG-188A/U type coax for weather seal entry.



Max antenna 70"
Attaches to trunk side/
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Maldol MH-209 (BNC Conn) MALDOL MH-209SMA (SMA Conn) 2M/70CM DUAL-BAND HT ANTENNAS
3" length, soft rubber cover. Good performance in a small package!

COMET BNC-24 DUAL-BAND 2M/70CM HT ANTENNA RX range: 100-1200MHz
Gain: 2.15/3.5dBi • Length: 17" • Conn: BNC Super flexible featherweight whip

COMET SMA-24 DUAL-BAND 2M/70CM HT ANTENNA RX range: 100-1200MHz
Gain: 2.15/3.5dBi • Length: 17" • Conn: SMA Super flexible featherweight whip

COMET SMA-503 DUAL-BAND 2M/70CM HT ANTENNA RX range: 100-1200MHz
Length: 8.75" • Conn: SMA

/Maldol AX-50 DUAL-BAND 2M/440MHz

Gain & Wave: 2M 1/4 wave • 70cm 5.0dBi 9/8 wave • Length: 21" • Conn: PL-259 • Max Power: 60W

/Maldol AX-75 DUAL-BAND 2M/440MHz W/FOLD-OVER

Gain & Wave: 2M 1/2 wave center load 3.2dBi • 70cm 5/8 wave x 2 5/7dBi • Length: 30" • Conn: PL-259 • Max Power: 60W

/Maldol AX-95 DUAL-BAND 2M/440MHz W/FOLD-OVER

Gain & Wave: 2M 1/2 wave center load 3.3dBi • 70cm 5/8 wave x 2 5.8dBi • Length: 38" • Conn: PL-259 • Max Power: 60W

COMET B-10 / B-10NMO DUAL-BAND 2M/440MHz

Gain & Wave: 146MHz 0dBi 1/4 wave, 446MHz 2.15dBi 1/2 wave • Length: 12"
• Conn: B-10 PL-259, B-10NMO - NMO style • Max Pwr: 50W

COMET SBB-2 / SBB-2NMO DUAL-BAND 2M/440MHz

Gain & Wave: 146MHz 2.15dBi 1/4 wave, 446MHz 3.8dBi 5/8 wave center load • VSWR: 1.5:1 or less • Length: 18"
• Conn: PL-259, SBB-2NMO - NMO style • Max Pwr: 60W

/Maldol EX-107RB / EX-107RBNMO DUAL-BAND 2M/440MHz

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

COMET SBB-5 / SBB-5NMO DUAL-BAND 2M/440MHz W/FOLD-OVER

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

COMET SBB-7 / SBB-7NMO DUAL-BAND 2M/440MHz W/FOLD-OVER

Gain & Wave: 146MHz 4.5dBi 6/8 wave • 446MHz 7.2dBi 5/8 wave x 3 • Length: 58"
• Conn: SBB-7 PL-259, SBB-7NMO - NMO style • Max Pwr: 70W

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MARC Equipment controller is Ray Davis KD6FHN
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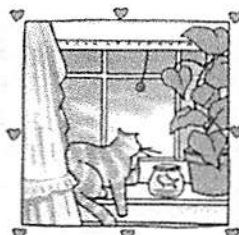
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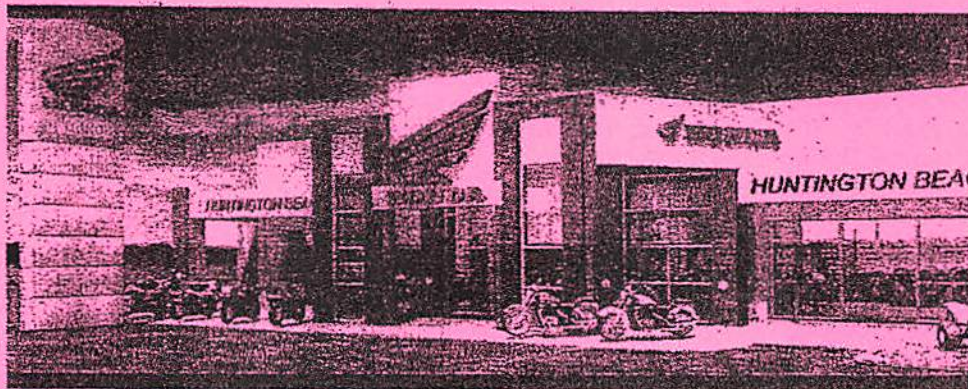
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- APR 1- APRIL FOOLS DAY(:))SS
4,11,18,25- "MARC" NET 7:30 PM ON THE ALERT SYSTEM 446.900 PL 110.9
8- EASTER SUNDAY
14- "MARC" BREAKFAST MEETING 8 AM AT LAKE VIEW CAFE (714-572-8521)
21- ABUSED KIDS RIDE
21,22- MS 150 IN TEXAS
21- BAKER -2 - VEGAS
- MAY 6- CONEJO-VENTURA TOUR DE CURE
2,9,16,23,30- "MARC" NET 7:30 PM ON THE ALERT SYSTEM 446.900 PL 110.9
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13- MOTHER'S DAY REMEMBER YOUR MOMMIES
19- SOCAL TOUR DE CURE
28- MEMORIAL DAY OBSERVANCE
- JUNE 6, 13, 20, 27-
9- "MARC" BREAKFAST MEETING 8 AM AT LAKE VIEW CAFE (714-572-8521)
10- BAD RIDE
17- FATHER'S DAY REMEMBER YOUR DADDY
21- FIRST DAY OF SUMMER

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"TEXAS MARC" SITE: <http://www.motorcyclemarshal.com>

BARN REPEATER WEB SITE: <http://www.barnradio.us> (this is a change per Alan 3/01/07)

****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
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APRIL 2007

NEXT MEETINGS:

APRIL 14, 2007 8 AM LAKE VIEW CAFE

2099 E. ORANGETHORPE, PLACENTIA-92870

(ON CORNER OF LAKEVIEW & ORANGETHORPE)

91 FWY/LAKEVIEW EXIT--

JUNE 9, 2007 WILL BE THE FOLLOWING MEETING