



Ray's desk copy

BOARD:
RAY DAVIS-CHAIRMAN K06FHN
BILLY HALL N6EDY
DE WITT MORGAN KN6UK
JOHN EDWARDS KC8Z0Z
JOHN REYNOLDS W5JFR
BA-MARC:
ROGER RINES W1RDR
EASTCOAST MARC
PAUL ILTCHENKO WF1G
IL/WI MARC
PAUL PLASTERS K9PEP
TEXAS MARC
JERRY IRWIN WA0GLD

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

PRESIDENT:
JOHN REYNOLDS W5JFR
SECRETARY/TREASURER/EDITOR:
BONNIE DAVIS K06QFQ
50/50 & DOOR PRIZES:
MIJO REYNOLDS KP8BEB
MARC WEB PAGE:
CHARLES ROBLES KF6TXI
RAY DAVIS (ASST) K06FHN
MARC LIST:
LEWIS OSBORN K7LVO
DE WITT MORGAN (ASST) KN6UK

JUNE/JULY 2007

From the President's Desk



Hello to all of our MARC members. It is almost summer. We have one more MARC meeting and one more event, the Bad Ride, prior to our break. Mijo and I have not planned a summer trip this year. We are having our kitchen remodeled later this month and plan to stay close to home this year. Perhaps we will take a short ride up the coast for a few days, but no major trek. I would like to drive over to Socorro, NM, for a visit but we shall see about that. My sister from Dallas has expressed a desire to come for a visit in late June.

The 15th anniversary meeting last month was quite a success. All of the planning by Bonnie, Ray, the MARC board and staff made for a super event. DeWitt, Charles and I all had our digital cameras and took many, many pictures. Then Jerry and a couple of other MARC members also took a few snaps. I have reviewed the plethora of photographs and condensed them to just a few hundred, and copied them onto three CDs. Six sets have been mailed to our out of town members who were there for the photo session and I have several sets that I will bring to the next MARC meeting. Make sure to come to the June meeting to claim your souvenir photo disks. (At the end of each disk you will find a file titled "THUMBS", please ignore this file. Do not try to open it as it is just part of my photo system and does not contain any photographs or information. It is to allow you to see a thumbnail size picture of each image prior to clicking on that image to enlarge it to full screen.)

On Sunday 10 June, 2007 we will be participating in the BAD Ride to raise funds for the American Diabetes Assn. I know that many of you have volunteered to help with this event and I thank everyone in advance. We have volunteers to help at the park and many members motorcycle mobile to escort the "Harleys" from the numerous start sites to the park. However, we always need more help to lead or tail gun the motorcycles from the start points to the lake. Please

check your schedule. If you can spare a few hours on this Sunday morning the 10 of June, contact Billy, N6EDY, Charles, KF6TXI or me and we will try to find a dealer/start point close to your home where you can help. This is not our normal slow escort of bicycles through city streets it is leading or following a group of motorcycles, mostly Harley Davidson over city streets and freeways from a designated start point to Oak Canyon Park in Orange County. We could use your help!

Most of my motorcycle riding this past month was for our MARC events; the Tour in Thousand Oaks and the Tour in Los Angeles/Orange County. With the ride from Rialto to the event start, riding all day escorting the bicycle riders and then a ride home after the event, Mijo and I did accumulate a few miles. I did make a trip to Empire Camera in Redlands. My Cannon 35mm camera wasn't working right so I went by for a service stop. Good news, the technician found nothing wrong with the camera he just said to use it more. I guess I will have to let the new Nikon digital rest and use some film once in a while. On the way home from Redlands I stopped by Highland cycles and bought a new switch for the fog lights on the "yellow machine". I am told that this is a common failure, usually the switch fails in the "ON" position, mine failed in the off setting. The lights would come on if I pushed and held the button but went off as soon as I released it. Changing the switch was a short Saturday afternoon task, with advice from Chuck and Ray it was an easy do. Advice and help from our fellow MARC members is always spot on. Thanks.

Enjoy your summer, ride/drive carefully and we will see you in August.

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

"MARC" CALENDAR

Jun	9- "MARC" Meeting
Jun	10-BAD Ride
July	NO MEETING
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

"MARC" NEWSLETTER DEADLINE:::

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)

A Father and a dad are not the same

A father and a dad are not the same:
One can be a dad and not a father,
Or one can be a father and not bother
To earn through love the more endearing name.
Some find fatherhood a bit too tame,
Leaving all the details to the mother,
Or dumping the sweet burden on another
Man with just a passing twinge of shame.
You have been our dad so many years
That you've become the landscape that is home,
The mountain that we look to from afar.
No matter where we go we're not alone,
For you remain within to still our fears
And be the word that tells us who we are.

Copy right by Nicholas Gordon

THIS AND THAT

Boy, remodeling sure is a pain in the rear, well, in the bank account too. Things are moving along with the replacement of our kitchen. My garage right now is STUFFED with brand new cabinets. They are hickory, in a honey spice color. Simply beautiful!!!

The kitchen is being stripped right now, all the bins, cupboards, drawers and cabinets are being emptied into boxes. WHERE did all this stuff come from? I was just looking at a power supply for a CB, dated 1979.

Next Saturday, and Sunday, June 2/3, the cabinets, and counters will all be removed, right down to the walls, slab, and ceiling. We have had a "spaceship" lighting fixture, (a big box with florescent lights inside) on our ceiling from the time we moved here. That comes down Saturday too. That will be replaced with 6" cans which are flush with the ceiling.

The contractor is supposed to start the replacement of everything on Monday, June 4. We can hardly wait. By doing what we are doing we gain quite a few square feet in there too. The granite countertops should be a highlight feature. All the appliances will be new too, as will be the floor.

I am looking forward to the B.A.D. ride on Sunday after the next Saturday meeting. I hope it is a HOT day, the viewing is much better, even for the ladies. You folks who are riding your motorcycles out to pick up the groups of motorcycles, please, be very careful.

That's it for this time.

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

BIKERS AGAINST DIABETES -- 2007

AA
BAD Ride Briefing

The American Diabetes Association's Annual "Biker's Against Diabetes" Ride will be conducted in Southern California on Sunday 10 June 2007. Motorcycle riders and passengers will assemble at twenty locations through out the Southland and "convoy" to Oak Creek Park located next door to Irvine Lake in Orange County. MARC provides the communications to and from the "Start Sites" and also for the Convoys as they make their way to the Picnic Area.

The final briefing for the Bad Ride will take place during the MARC breakfast meeting on 9 June. Start Site Motorcycle Marshall's will be issued equipment, Vests, signs, signs for their Road Captains, etc., and any final instructions.

Ray will issue the frequency instructions, and Chuck will cover the APRS procedure.

If you are not going to be at the breakfast please make arrangements with Bonnie or myself to get your equipment by picking it up early, or have someone pick it up for you.

See you at the breakfast meeting.

Billy Hall N6EDY & Charles Robes KD6TXI
BAD Ride Coordinators
Mike N6QZT, Bill KF6UUD, and John N6JCB -
Area Coordinators

Billy Hall N6EDY <billyn6edy@aol.com>

From your Orange County MS150 Coordinator

This will be the 25th anniversary of the MS Bay to Bay bike tour. The MS is planning to make a big deal of this event this year. It is truly amazing the amount of planning that is going into this event. With plans to have 2000 riders and probable 1000 volunteers there is a lot of planning that goes in to an event of this size.

There were about 25 people in attendance at the May 30th committee meeting. The committee is made up on a lot of sub-committees this year they are Rest Stop, Food, eClub, Training, Jersey/Incentives, route and Safety. Each sub-committee gave a report as to the item they are working on and what has been happened since the last meeting.

It looks like the need list is slowly getting worked out. We have found a company to donate cut and individually wrapped fruits and vegetables. We have sponsors for the bananas, oranges and water that will be used at the rest stops. Wahoo Taco's is again providing lunch for the riders on Saturday. The Saturday lunch stop is being moved to the north parking lot of the San Onofre power plant. This will be a great location as we will have lots of room and a beautiful view of the beach.

Again the Orange County Chapter of the Multiple Sclerosis Society now has a Web Page. Check it out!
["http://www.nmsoc.org/"](http://www.nmsoc.org/) They have ON LINE bike tour registration again this year!

The hotels that were used last year will be the same for Saturday night October 13th. The MS 150 planning committee is planning to cut registration off at 2000 riders this year which is a 25% increase over last year. At the time of our meeting (June 9) the MS office said that they will have over 1000 rides registered.

John KC6ZOZ
Andy W6AJB

MS 150 Coordinators

Dear SoCal Tour de Cure Committee Members,

On behalf of everyone here in "ADA Land," people with diabetes, and families/friends affected by diabetes, THANK YOU SO VERY MUCH FOR ALL OF YOUR TIME, SUPPORT, AND HARD WORK! We could not have done this without each and everyone of you! Special thanks to our friends at JAX Bicycles and MARC for all of their support!

If you have any "notes" on the event (good and the not so good) - please jot down and e-mail to me. The longer you wait, the more you'll forget! We want to improve as much as possible for next year! With deep gratitude,

Final numbers are not in, but it appears that we had between 600-700 riders and have raised a gross of about \$300,000 for diabetes research, education, and advocacy so far! Once we have a confirmation of total dollars raised, we will let you know.

Sahar ADA REPRESENTATIVE

NEWS & MORE THINGS TO DO



Because of the very long Blazing Saddles Report in this newsletter, I was told to keep the Chairman of the Board June MARC Newsletter article short. So here I go. Please see the Blazing Saddles Ride report else where in this newsletter.

The MARC 15th year anniversary meeting was a huge success. Excellent turn out & the super raffle prizes had some of the most expensive ham radio and Gold Wing equipment you could ever wish for. All other door prizes were worth at least \$20, the least expensive prizes at the meeting. So everyone went home a winner for just being there.

The day light is now at 14 hours, 14 minutes, the riding season is totally here and some of us took full advantage of it on the SCMA Blazing Saddles ride over Memorial Day weekend.

We continue to meet at Huntington Honda on the non MARC meeting Saturday mornings to have our weekly fix of free coffee & pastries.

Because I am not having any more health problems at the moment and I had no ill effects from the long days in the saddle for 5 days over Memorial Day Weekend, so I am still planning to go to Honda Hoot in Knoxville TN, Wing Ding in Billings MT & Honda Homecoming in Marysville OH. But this year, unlike years past, I am planning on coming home after each event. It's just that I have no one to ride with this summer and nothing in particular to go see or do & now that I have a new Suzuki Burgman 650 motorscooter to ride locally, I want to get all the stuff (ham radio, GPS, APRS, Valentine One radar detector) all mounted and ready to go for the many charity events this fall. We already have the Kenwood HT D7A, Garmin SP 2650 & a new in the box Valentine One to put on it. That should be a real challenge to Chuck KG6NJP & myself, having never had the occasion to work on one. Now that I have one, several other MARC members are thinking about getting a big scooter too.

Speaking of the Burgman scooter, Bonnie bought it for my 75th birthday. Then that same weekend she really did surprise me with a surprise birthday party. She told me we were just going out to Tony Romas for a quiet dinner for 2, but when we walked in there was all of those very close and wonderful friends we have in our MARC family. I was totally taken by surprise and was totally dumb founded. I don't know how she got that by me, but she accomplished it without me having a clue. Thanks to all of those who came and made this such a very special and caring evening and with the best friends anyone could ever have.

Please take a look at all the mounting brackets I have for mounting ham radio equipment on motorcycles/scooters in this MARC Newsletter. Some of the prices have changed due to the higher costs we encountered with the last order.

The new Dell computer is working out better then expected. I took it along on this past weekends Blazing Saddles Ride and was able to hook up to the wireless Internet services at several of the motels we stayed in. I was able to download the emails and go on the Internet without using the power or phone cords. I had all of those things along and only had to use the Earthlink dial up connection once. Luckily I didn't get any questions about installations of ham radio gear or auxiliary fuel tanks the whole weekend and just read the emails and got off the computer. I love this using one computer for both home using the docking station and the laptop alone on the road.

A special thanks to those MARC members here in Southern CA for supporting the ALERT/BARN Repeater Systems. It is very important to support both Kevin WD6DIH & Steve KB6CRE, the owners of the 2 systems. Thank you, Thank you, Thank you.

Don't forget to "MARC" your calendars for this years Christmas Party on Saturday Dec. 8th. Never to soon to make your plans for the MARC Christmas Party & get those most important dates reserved.

Charity Events, have had some and we really do need to support these special events that raise funds for those less fortunate then ourselves. This is what MARC does and is all about, so please come out and help with these very worth while causes.

BLAZING SADDLES REPORT

DAY ONE

First I want to thank John Katics & Jo Anne Gamble and the others who put this great ride together this year. As always, I am impressed with the great rides that the SCMA always seems to come up with every time they put on any ride. This was the 3rd year that I had ridden the Blazing Saddles and as would be expected, some are better then others, but they are all good rides over some spectacular roads and mountain passes. So any comments that I make in this article about this years Blazing Saddles, are strictly mine, and I certainly don't expect everyone to agree.

As always, the dependable Jo Anne was there at the Econolodge on Friday evening with John and at least one other person (sorry, didn't get his name) to help get the Friday night arrivals signed in early to avoid the rush on Saturday morning.

In our Friday night group for dinner were MARC members, Andy W6AJB, Pat K18ETG, Charles KF6TXI, Willie WD9FHA from IN & myself Ray KD6FHN. Actually the food at the restaurant in the Econolodge was very good. We enjoyed meeting and talking to some of the other BS's participants while eating and watching the Angel baseball game. Yes they won. I called Jo Anne and she reported that there were only 23 Blazing Saddles participants this year. Doesn't surprise me at all considering the price of gas and the cost of rooms on Memorial Day Weekend. I can tell you for sure, those of us with the MARC group (5 GW's) of riders had a very good time.

Friday morning MARC members Billy KF6WBV & Connie KF6YOM arrived at 5am to join the ride. We were out of Gorman by 5:15am and headed North on I-5, oh we were a happy group with Charles in the lead. Now Charles is the GPS guru and he had programmed all of our GPS's using his laptop computer. All went well for the first 16.4 miles then we got off the I-5 and right away we missed the turn onto Lavel Rd. So we all had to make U-turns and come back about 1/4 mile. Now being in the lead does have it's draw backs, even when you have 4 other riders behind you with programmed GPS's to help you. In his defense I must say everyone else rode right by the turn too. The next 20 miles or so were through fields of grapevines and other assorted agriculture. The traffic was a little heavy there at that time of the morning because of all the farm workers coming out to the fields, but the scenery was nice. Starting at about Bealville Rd. and then onto Caliente/Bodfish Rd, they were very good motorcycle roads. Beautiful scenery, lots of curves, a deer, many cattle on the road & etc. There was about 30 miles of this and we were loving it, until we came to an off camber switchback going up a steep hill. Billy had a little trouble making the turn. He had his wife Connie on the back and was in 3rd gear and couldn't get shifted down quick enough and fell over on to the left crash bar and Connie balled off. No harm, no foul. Pat ran up and with Connie and Pat's help, Billy got the GW upright again and Connie got back on and away we went again. That was the only thing that happened to any of us in the 2 days that we were together. Billy made a nice recovery.

After Caliente/Bodfish Rd. we came to Lake Isabella and what a

beautiful sight that was coming over the pass and looking down on the valley. Then we got onto US-395 North and put the hammer down for 107 miles. We got off on CA 168 East and followed that over to CA-266 to NV-264 North. Now that is (I think) where we passed this place called "Wild Cat Ranch" and we had a hard time getting Willie from IN past it. It's a joke folks, but we had fun telling everyone that Willie wanted to stop. Of course Willie is married to a very pretty lady named Bev and now he won't let me talk to her on the cell phone for fear I might tell her some lies. No we didn't stop, but it created a lot of talk on our ham radios and kept us awake & laughing. Lots of fun with that. That was about the same time that we couldn't talk to Willie any more. He said he had forgotten to turn his ham radio on, but we accused him of turning it off so he wouldn't have to listen to us.

We also got to ride 4.7 miles on the longest continuous highway in the US. That would be US Hiway 6. It starts in Bishop CA and goes all the way across the US and ends at Cape Cod MA. (How do I know that, I once read it in a US government article and then decided to ride it end to end a few years ago.) Then we did 23 miles on NV360 and on to US-95 North. From US-95 we took NV-360 to US-50 the final 47 miles for the day and into Fallon to the Best Western Motel. We arrived at the motel at about 3:30pm and had come 481 miles.

That should be the end of the story for the first day, and it would have been too, if it had not been for the screw up with our reservations at the Best Western. Now I had made reservations for Willie and I to share a room way back on Feb 9th. I had asked for a downstairs, outside, non-smoking room with 2 beds so that we could park our motorcycles right in front of the room. Well they had that all fouled up, but we did get a 2 bed room after 3 people jockeyed their rooms around for us, but we still ended up with an upstairs room. I just turned 75, have 2 artificial hips and a bad left knee and it is difficult for me to climb stairs.

At 6pm we all walked down to a Casino that someone told us had the best food in town. Now it was a half mile walk, which I complained about, "But", after having the best damn shrimp dinner that I had eaten for at least 10 or 15 years, I was a happy moteler, and the walk back seemed a lot shorter. Everyone in our MARC group raved about their meals, and it wasn't all that expensive either.

So much for day one, it had some great scenery and some good motorcycle roads. It was a fun day and another great day in the saddle.

By the way, at each gas stop, which isn't often, we are all carrying at least 12 to 16 gallons of fuel, we changed leaders and the leader gets to go to the back and be the tail gunner. The group would never let me lead however, seems I have a bad habit of making wrong turns or missing turns. See I ain't stupid after all.

Day Two, Sunday May 27th

We were back up at 4:30am and the motorcycles were all filled up with gas and loaded when the Best Western Motel put out the continental breakfast at about 5:10am. Now this was a very good continental breakfast as far as continental breakfasts go. We rolled out of the motel at about 6:15am with Willie in the lead. Willie doesn't have a radar detector so we told him it would be best to lead early in the morning because the law enforcement folks were probably still sleeping after working long days before. Worked out true too.

Willie leads out of Fallon to US-95 for 32 miles and then onto I-80 East for 93 miles. While on I-80 we took a side trip through Winnamucca where we saw lots of Harleys that looked like they were having a big rally there. If you have ever ridden this area on I-80, then you know it is a boring road and you want to get across it as fast as possible. Then we got back on US-95 North for another boring 31 miles and turned back West on NV-140 for another boring 65 miles. We were at about 4500 feet of altitude and riding through a 20 mile wide valley with nothing but sage brush and sand. At first sight it is

something different, but after a couple of hundred miles, it does get old. I'm not complaining mind you, just telling it like it is. You have to understand that sometimes you have to ride these roads to get to the good motorcycle roads, and "NO" I can't do any better planning the rides, so keep up the good job.

After we got to Denio Junction, where some of our group got gas at the only working pump they had and the gas was very expensive way out there in the middle of no where. They had a nice rustic restaurant and they were very hospitable. We took about a half hour break there before continuing on NV-140 again. However things really improved on this section of road as it got curvy with some nice sweepers and a big change in scenery. Now things were looking up. Andy took the lead from the Denio Junction stop and we came to a spot where we saw some wild burros, antelope and a lot of cowboys doing a cattle roundup along the way. So besides this section being a good motorcycle road, it was entertaining and picturesque for the next 105 miles. Great ride. From NV-140 we turned onto US-395 for 58 miles. That road took us by Goose Lake and we couldn't figure out if the lake was so shallow that the dirty bottom showed or the clouds were casting a shadow on the water to make it look dirty.

From NV-140 we turned South on US-395 for 58 miles and then onto CA-299 for 18 miles and then onto 139 for 88 miles into Susanville CA, which was another good motorcycle road. On that road too, we came upon the beautiful Eagle Lake. The water was a beautiful turquoise color. We arrived at the Best Western Motel in Susanville at 2:30pm. Did all the things to the motorcycles to get them ready for the next day. We were outside the motel talking to some of the other Blazing Saddle riders and discussing the days ride, kicking tires and having a beer. Charles had gone next door to the Black Bear restaurant and reserved a table for 7 riders for 6pm. At 6pm we were there and seated right away and again served some very fine food. Another day of great riding, great company and great food. Does it get any better then this?

Since the official ride was over and we didn't have any directions for a ride or a destination for Monday we said our good byes to Charles because he had to go to work on Tuesday. Andy & Pat headed toward San Jose to go to the Winchester Mystery House in San Jose and Billy & Connie were heading over to Concord to see some friends. Willie and I decided to do so more riding in the Sierras and work our way South with no destination in mind.

Day 3, Monday May 28th

When we (Willie & myself) got up at 5:30am Charles was gone (he left for home, Tustin CA, at 4:10am) we found out. Andy & Pat were just getting ready to leave, but Billy & Connie were still there too. Most of the other Blazing Saddle Riders had left the motel already too. The Best Western Susanville put their continental breakfast out at 6:30am, so Billy, Connie, Willie and myself had one last chance to dine together on this trip. Cold cereal, milk, orange juice, blueberry muffins & yogurt made for a good breakfast. After breakfast we said our good byes to Billy & Connie. Then we finished getting our things together, filled both the main tank and the right side saddlebag tanks at the station across the street from the motel. We were finally on the road about 7:15am. Very late for us, but we were in no hurry.

Willie and I headed West on CA-36 to CA-147 and then South to CA-89. Bonnie and I had ridden that CA-89 several times over the years on the SCMA 3 Flags Classic. In fact, we had just ridden that very same section of 89 last year on the 2006 3 Flags. We thought that because everyone would be headed home on Monday that the traffic would be terrible, but it really wasn't bad considering it was going home day for all of those vacationers. Hiway 36, 147 & 89 are all great motorcycle roads. On CA-147 we passed by the West side of Lake Almanor. It is a beautiful lake with people fishing and some setting on their docks having their morning coffee, oblivious to the rest of the world. From 147 it is about 85 miles down 89 to where it

crosses I-80. When we got to I-80 we made a run up to Donner Pass. That section of I-80 was so beat up from the tire chains on the big trucks during the winter snows. That road is very rough and it has tracks worn down by those trucks and chains. When we got to the top of Donner Pass we turned around and came back down to 89 and turned South along the West side of Lake Tahoe. Here we really did expect to get caught up in the holiday traffic, but it never did get bad or have any delays until we got down to the signal light at Lake Tahoe Blvd. Then the traffic was backed up a couple of blocks, but after about 5 minutes of 10mph we got through that. From then on we moved right along at the speed limit. That road along the West side of Lake Tahoe is so beautiful and picture perfect. This is one of the most beautiful riding areas that I have ever seen, and that is saying a lot considering the number of miles and all the years that I have ridden. There are bicycle trails along the lake and along the road and it was being well traveled. There were also a lot of motorcycles along that section of highway. After we got by the lake we stay on 89 for another 47 miles and came out on US-395.

Once on 395 we picked up the pace a little just to keep out of the way of the going home traffic. From Hiway 89 it was 66 miles down Hiway 120 where we turned West and rode up to Tioga Pass and Yosemite National Park. Willie had never been to Yosemite and of course Tioga Pass. So we had to do it to make it one of his memories of his trip on the Blazing Saddles Ride. Once we got back down to US-395 we were able to pick up the pace again. From Hiway 120 it is 57 miles down to Bishop and when we got there it was already 4:30pm and we decided to get a room at the Motel 6 and there was a Denny's restaurant across the street. Again we unpacked and did what needed to do to the motorcycles to get them ready for the ride home to Irvine, in my case.

We found out that we could not get any cold water in either the sink or the tub in our room so you couldn't take a drink of water. The cold water was so hot that you couldn't put your hand in the water. So we talked to one of the maids and then to the desk clerk. We never did figure out what was up with that, but did find out that if you let the cold water run for about 5 minutes it would eventually cool off. There were only about 10 cars & motorcycles at the motel all night. I guess everyone else went home Monday.

Day 4, Tuesday May 29th

We were back up at 5am, got the motorcycles packed and rode over to Denny's for breakfast. After breakfast Willie and I said our good byes. Willie headed to Las Vegas to meet his wife and I headed home to Irvine. I hit the road at 6:20am and arrived home at 10:10am. It was 298.5 miles in 3 hours 50 minutes. I had caught a rabbit (fast moving vehicle) going South on 395 and stayed behind these 2 girls in a blue Dodge pickup for about 150 miles when they had to stop for gas at Adelanto CA. Besides, from there on South to the I-15 traffic was getting heavier anyway and a lot of that section is just a 2 lane road.

I regret that there were only 23 total Blazing Saddle riders this year, just because of all the work the SCMA volunteers do for us to do these rides. I wish there would have been more riders but I think I understand the reason why there wasn't. Maybe next year things will be better and the SCMA will have more participants for this and their other rides. Let's hope so. I know that our group of 5 GW's with 7 MARC members had a wonderful time and enjoyed all the camaraderie and all the laughs we had.

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">

SOCAL TOUR DE CURE 2007

Gee another charity event gone for this year. Seems we have barely started and we are now half over with our charity events for 2007...

Many thanks to all who assisted with this event this year...

My hearty "Thanks to each of you."

First is Butch KD6VBO our coordinator for handling the motors and their distribution and helping set-up, running food to rest stops(:))ss

Then our Net Control:

Mijo KF6BEB, Connie KF6YOM, Stephanie KI6IUG, Chuck KG6NJP who also run the APRS and was armed in case he needed to SAG someone in close by and Carolyn KE6JWD for the start preparation for the motors.. Now we broke Emily Naron in writing for her dad Mike N6QZT who took over Net Control for a spell.

Bicycle Mobile: Dave W6DRC always does a great job.

Motorcycles:

Ray KD6FHN, John W5JFR, Paul KI6CVU, Andy W6AJB, Mike KE6KWQ, Billy KF6WBV, Mike N6QZT, Lewis K7LVO from Oregon, Charles KF6TXI, Fara KF6ZQO, John KC6ZOZ, Jim KC6OAU & Butch KD6VBO

SAG Vehicles:.

Alvin KD6UZH with Bob N6HOJ, De Witt KM6UK, Glenn AB6PA & Scott KI6IXQ.... You were grea..t

BACKBAY RESTSTOP:

Many thanks again and again to Mel KD6MPB & Kay for manning the rest stop. This year their helpers were Hans AE6NN & Mike N6BOX from Moreno Valley. We certainly appreciate them helping.

A suggestion regarding sags:.

You ask for our thoughts on placing the sag vehicles at the rest stops. Here's my 2 cents worth.

I think it's a great idea. It saves gasoline \$ as opposed to constantly roving the course. I think there should be a sag vehicle at each rest stop if there are enough vehicles to go around. The riders in need can be serviced quicker because net control can determine which rest stop is closest to the rider, and dispatch accordingly.

I would recommend that once a sag vehicle is headed back to the start finish line that if there is a sag already at the start finish line it be dispatched to the rest stop from where the first sag is coming from. For example, if the sag vehicle at rest stop 3 is dispatched to pick up a rider and bring them back to the start/finish line, then the sag vehicle at the start/finish, if there is one, be dispatched to rest stop 3.

Or perhaps the one at rest stop 2 goes to 3, the one at rest stop 1 goes to 2 and the one at start/finish goes to 1.

At one point we had at least two and maybe three sag vehicles at the start/finish line. There should never be more than one there. If there are 4 rest stops and 4 sag vehicles, perhaps there should never be one at start/finish, except for bringing riders back. Once they return to start/finish, drop of their rider and head immediately back to where they came from, or rotate to rest stop 1 as mentioned in the previous paragraph.

73, Glenn (AB6PA) Moreno Valley CA

As far as the sags goes there definitely should not be that many at the start finish line, also they need to be rotated out not sending the same one out. Per Bonnie

Last but not least "THANK YOU" for all who helped set-up & tear down, and Charles KF6TXI & Chuck KG6NJP for loading the van and John KC6ZOZ for unloading the van. But this chasing my ladies away from the table and not having anytime to put paperwork in prospective has to stop(:))s

Bonnie Davis KD6OFQ <bonidavis@juno.com>
Assistant Coordinator

Journey Home from "MARC" Anniversary

May 21st, sunshine greeted me when opening the curtains. Dark blue skies around Blue Mountain in the distance. Time to head for Denver! I was debating which way, y'know? Hwy 141 is so scenic with switchbacks and curves. Red Rock to green covered hills... However there is more of Colorado than the western side! Said my good bys and handshakes to the family. First stop of course was fuel. Then off to the west on hwy 491/666. North on hwy 141... however this time I turned right on hwy 145 and followed that for 40 miles or so to hwy 62. Deep canyons with rushing creeks and rivers all along this stretch.

While riding I turned on 20 meters and dialed in 14.265. Waited for the noise to subside and heard Paul, K9pep calling for early check-ins. "ABOTS" I called... the noise floor seemed to drown out Paul's voice but I did hear "California" and "Riding a motorcycle". Waited a bit and called again, "This is ABOTS, Hi Paul, hard to hear you over the noise!" "Can you stay for the net?" "I will be here!" I replied. However when the time came for me to take my turn the band changed or some mountain got in the way. Still it was a good contact none the less, eh Paul?

Came down the Dallas Divide (8970 feet) and noticed a Dodge truck with someone waving a flag. Slowed, around the next curve was a herd of cattle! On coming traffic was stopped behind a Sheriff Car with his lights flashing. The cattle was coming up my side of the road. Looked like maybe a 100 head. Bawling from the calves... those little critters are huge! The cowboys noticed this red beemer and I really slowed down. No need to scare up a stampede, eh?

"Howdy!" I said as the horseman came by
"How you doing?" The fellow in the big hat replies
"OK"... and that was that.

Thankful that I came at the right time. The herd was being steered... get it DeWitt? heheh... off the road and into the ditch. Seems God had his Hand on this appointment! Wasn't there more than 5 minutes. West bound traffic was stuck for maybe another 10 minutes and the vehicles behind me I didn't see for a few miles. Harder to get thru maybe with a cage?

Ridgeway I headed north on hwy 550 for Montrose. Winds were howling from the south so this part of the trip was a relief. The mountains seemed much closer than riding on I-70... say, it seems I made a mistake on the first installment... I had meant to say I-70 is the motorcycle freeway of Colorado, not I-78! Anyway I added fuel on at Montrose and proceeded east on Hwy 50. The same highway dubbed the loneliest road in Nevada.

Did the Monarch Pass (11312 feet) which was amazing. Steep cliffs... I had that of moving over at 40mph and looked d-ooooooooo! Naw not worth it! Then closer to the top there was no guard rails! Bright Red Corvette comes by me and he revs his engine... I look at him... Nope... NO need to do that! Stopped for fuel again in Buena Vista. I had passed an old RV from Iowa. He pulled in 5 minutes after me. Linn county on the plate... Cedar Rapids area. Didn't seem like they wanted to converse with a biker. Oh well. Good to see people from around home! Winds kept howling from the west now. I was trying to figure out where the Low pressure was by the wind switching. Closer I got to Denver the more the winds seemed determined to keep me leaning. Still I was Praising the Lord for his Creation. Seeing the sweeps of air as they stream over a mountain is Cool. Streaks of clouds or moisture I suppose either stopping at the base or swirling along the cliffs. Kind of neat... Well then it started to pelt me with rain.

Cold rain. Flipped the switch on the heated grips to high wishing I had my vest on. But knowing too, that when in pain we remember if not embellish the story told...

Trout Creek Pass was interesting. I was in the middle of a train of Semi-trucks. All sorts of pipes and tubes, machinery and gear loaded on these flat beds. Or rather the trucks looked to have this

stuff bolted to the beds. Maybe mining type rigs?

All from Texas. One of these days I need to get the CB frequencies into the memory of the Icom 706. Would be fun to at least listen to these guys when seeing a bike with a big antenna dancing around their steeds!

Red Hill Pass, 9986 feet, Kenosha Pass, 10001 feet. Finally I see signs for Denver. Take hwy 470 west and then east on I-70. Down exit for Ward street and on to my friend Gary's. He had told me they would be late. 3 sons from 13 years and down keeps them hopping. However when getting there the garage door was open. "Change of plans!" Amy smiles. "I am taking Lukey to the dentist and Gary will be home after 4pm" Catching up with these dear friends as you all do when traveling. Good to see them and puzzled why they look older... not that I am getting any grey on my puny head...

Tuesday Morning I awake... look at the clock..." Lets see," I mutter to myself..."4am here so its 5am at home! Got to get going!" I was out the door and cruising to I-70 by 4:30am Denver time. Dark skies and the glow of High pressure sodium street lights. OH, there's one... energizing the bulb again... Someone needs to replace the bulb or capacitor!

Skies started to light with the predawn shadows. Clouds streaming north in streaks. Winds still howling from the south west. Sometimes I would get a boost but mostly the wind was clawing at the bike or my helmet.

700 miles to Des Moines. Not the fastest bike nor the slowest. Kept moving and listening if I could to the hf radio. Sipping on the camelback, water is cold due to hanging or carrying it backpack like on the outside of the "stitch". Stopped near the border of Colorado/Nebraska and pulled the fuel injection plug. Now it was running rich again. Mileage across Nebraska was averaging 37mpg. Gas prices varied. 3.29 when I looked and 3.59 when I filled... sigh...

Finally Iowa! Counted down the mile posts every 10 miles. Tried to keep myself from looking or remembering so that hopefully the time would pass. Sunshine felt good. Kind of think I was ahead of the Cold Front! Finally I am on I-35 and see Minneapolis exit... however I am going to Adventure Land to stay with Karen's brother Bert... I arrive at the campsite. Some kind of warning about trespassers and the need to tell the people at the gate who I was and who I was looking for... "Have you been riding all day?" The lady at the counter asks, "Left Denver this morning." I stated. Both women look out their window at the red motorcycle on its side stand. Some mummering and I sponse a story to tell when they get home that night of a bleary eyed biker stopping by. I beeped the horn where the big 5th wheeler was sitting. Bert's Dodge pickup with the license plate of BERT25 also sat in front of the trailer. However there is a big Kawasaki Voyager he had just bought sitting there as well. Hugs from the family and questions and laughter settled in. The winds which had interfered with me didn't seem to have its punch there. We sat and talked and enjoyed the summer like evening.

Wednesday morning I said my good bys and hopped back on the K bike. Turned on the hf radio and waved at Bert and Betty. They would be working at Adventure land by 10 am. It was later when I looked down at the clock. 830 am... Found fuel in Ames Iowa and again in Fairbault, Mn. No problem with the wind today. Pushing me all the way up I-35. Arrived home at 12:45pm.... No Karen or her Dad Ken around. Cleaned out the saddle bags and waited in the home for Karen to come. She peered into the garage window, looked at the house then walked around back of the garage seeing my stuff... a slow smile appeared on her face. "You were gone too long!" Karen exclaims, "Yep!" I smiled.

Thanks for the great 15th anniversary party! Good to see all who could make it! Good to see people who I have never met! Take care of yerselfs!

SoCal Tour de Cure/MARC

I like to try to do a couple of charity events and/or meetings a year with MARC and BA-MARC. So, when our daughter and son-in-law started making plans for a Disney Land trip with their kids a few months ago, - (Naturally,) we were also invited! - I grabbed the MARC calendar. Dam! Missed the anniversary meeting... Hey! What's this? The L.A. Tour de Cure is the Saturday before the trip. Lemmee see... If I was to take Friday off, I could ride down, help with the ride, have a couple of days to kill (translation: have a couple of days to find some good motorcycle roads) then watch the kids nauseate themselves on the rides and watch the grandkids get acquainted with Mickey and his pals. Marilyn (thank you, Dear!) suggested that I take my bike, since the car would be much less crowded that way - five adults and two kids with luggage a baby... stuff... pretty well crowd even an SUV.

Friday departure: I had planned a 6:00 am start, but I had worked until 9:00 pm on Thursday, taking care of things that couldn't wait until I got back, so, 6:00 am came and went - without me. I finally got on the road a little before 8:00 am. As usual, I-5 traffic was really moving, and I was able to make good time without attracting the wrong kind of attention. Three gas stops later, I pulled into Valencia - and LA traffic - at 5:30 pm. A couple of calls on the radio didn't raise anyone, so I gave Ray a call on his cell phone. It seems he had turned his radio off while he was at his 75th birthday party. Can you imagine that?!?!? <smiling> Figuring that traffic would have to be better at 5:30 am on Saturday than it was at 5:30 pm on Friday, I was considering finding a motel in the Valencia area and continuing on to Long Beach in the morning. Ray told me to get something to eat, and traffic would be better an hour or so later. An hour or so later, I was finishing up dinner, and found out from Ray, that Butch, KD6VBO, had offered me a spare room. I called Butch back and got addresses/directions and was back on the road. The GPS lead me right to his house, where I met him and Carolyn. After some get-acquainted chatting - within minutes I felt like I had known them forever, not an unusual thing with MARC folks - it was time to get some rest for the next day's events. I even got to "help" Butch decide whether to ride his old, radio equipped, GL1500 or his brand-new-that-day, non-radio-equipped GL1800. The decision was further complicated by the fact that the radio on the 1500 wouldn't transmit.

Saturday morning dawned - and I DO mean "dawned" - cool and overcast as bikes began to gather in front of Butch's house. Last minute paperwork was passed out, signs were taped onto bikes... oh, yeah... donuts were eaten... and it was time to head out on the route. The plan was to have motorcycles leave every few minutes so that they would be spread out among the bicycles. I elected to be one of the later motors; I am not familiar with Long Beach, and was relying on my GPS to get me around the course. Right off the bat, I discovered that the route that Chuck, KG8NJP, had so pains-takenly put together wasn't working with my GPS. The route was only using the start and end waypoints; none of the via's were being routed through. (We're still trying to figure that out. I had just gotten the GPS a couple of weeks before and hadn't had time to upgrade it to the latest mapping software. We think that was the problem - I'll be upgrading it in the next few days to confirm this one way or the other.)

So, there I was. I had the GPS and all the waypoints, but I was pretty much dependent upon the route sheet that the bicyclists were using to find my way. I quickly found that route sheets that were designed to be used at 10 mph didn't work very well at 35 mph; I did a LOT of u-turning. While I was at one of the rest stops, Butch pulled up. One of the hams at the rest stop had a pretty complete tool box with him, soldering iron and all, so he went to work on the transmit problem he was experiencing. A half hour later the problem was fixed, everything was reassembled, and he

was ready to get back on the course. I tagged along, and got a guided tour of the course, as well as working the event. We wound up being pretty near the end of the ride, getting back to the park in time to grab a hamburger, then help a little with teardown. During the conversation that followed I was asked if I had ever been lost while out on the course. After considering a moment, I replied honestly, "Practically the whole time!" Although I didn't expect to be laughed at too much, I was somewhat surprised when several other folks said that they had been, too. I figured if you lived in the L.A. area, you knew the L.A. area. <laughing>

As we headed back to the house, Butch asked me if I'd like to watch part of the Congressional Cup. I said, "Sure! What's that?" <smiling> He got the new Wing out and we headed down to the harbor. He got the dinghy uncovered and started and we were off. Now, I figured it would be cool out on the water, so I had a good jacket with me. What I failed to take into consideration was that spray is WET! However, after the first few splashes, I decided that, what the heck, I'd enjoy the ride and worry about the dampness later. The spectacular view and great commentary made it easy to forget the discomfort. Our timing was perfect. We got on site just in time to see the last (tie breaker) race of the finals - the run for all the marbles! Butch jockeyed for position and commented on the action, and I took pictures. Boy, do those crews get a workout!

Butch and Carolyn most kindly offered me the use of the spare room until I met up with my family on Monday afternoon, so I had a base for a little exploring on Sunday and Monday. Tuesday, Wednesday, and Thursday I got to watch the little faces light up from the magic of Disney Land, (and, yes, the bigger/older faces lit up a bit, as well) then we had a quick but enjoyable run back home, with a day or two to "recover" before it was time to go back to work.

Thanks to all the MARC folks I met/worked with for making me feel welcome and useful. A special big THANKS to Butch and Carolyn for their hospitality and friendship in opening their home up too me. I'm looking forward to the next time, and plan on making it fairly soon.

73,
Lewis K7LVO

THE THINGS YOU TAUGHT ME I WILL ALWAYS KNOW

The things you taught me I will always know.
How could I not? The roots have sunk so deep:
All lessons of the heart that I will keep
No matter who I am or where I go.
Kids learn from what their parents are, and so
You are my book of life, the thoughts I reap;
Only in your arms I quiet sleep;
Under my words your voice sings soft and slow.
From you I learned the rules of right and wrong
Against which I at times had to rebel,
Though with regret I carry with me still.
How lucky I am to have been loved so well,
Even as I pushed against your will,
Relying on a father fair and strong.

Copy right by Nicholas Gordon

"Never drive faster than your guardian angel can fly!"
(Anonymous)

"The gift of happiness belongs to those who unwrap it."
(Andrew Dunbar)

These taken from Women's World 6/5/07

Installing a Radio (and much more) on a Harley Softail

I recently installed a setup on a Harley Davidson Heritage Softail Classic that allows me to use my ham radio as well as several other pieces of electronics. In this article I'll try to explain what I did and how I did it. **But first, WHY I did it.**

As a very happy Gold Wing 1500 rider – what the heck am I doing writing this article. Well, it turns out I've always wanted a Harley, having ridden several in the past. (Come admit it – most of you have as well....;-) Mind you, I love my Wing and have no intention of giving it up. But my wife was stationed in Japan for 3 ½ months and we had the opportunity to buy a Harley for a significant savings. And, as we say, we're not getting any younger, so my (dear) wife (of the year) supported getting the bike. We ordered it from the Exchange at Yokota AFB and it was delivered a few weeks later direct from the factory in Pennsylvania (don't ask....;-) to Glendale HD here in SoCal.

Of course I knew from the outset I'd want to hook up a radio to the bike, but that wasn't my only goal. This model doesn't come with any radio or intercom system. Since my wife and I have gotten used to an intercom as well as music and books on tape (ask later....;-) I knew we'd want those capabilities on the HD as well. So my goals were: 1) A system that would allow me to hook up a Ham Radio, that would also 2) Provide an intercom and 3) Support other forms of listening (FM, MP3 etc.) and finally 4) Not be permanent – since most of my riding on this bike would not call for any of this except possibly the intercom.

A little research determined there were a few options out there that would provide some of these characteristics and I had several good suggestions from MARC members on the list (thanks especially to Mark, KE6ZRP, Charles, KF6TXI and Tom, K5TRA). I ended up going with the Integrator IV from J&M (<http://www.imcorp.com/SeeProducts.asp?PF=29>) because it appeared to have all the capabilities I wanted, plus a few more I didn't know I wanted.

The Integrator IV will run on internal batteries (8 AAA) or on external 12v with an optional adapter. It has outputs for two of the newer (dual mode mic) J&M helmets (albeit with a different lower cord – optional of course.) This was a plus because we already had the necessary helmets. The unit has separate inputs for an MP3 player (hookup cord included), GPS audio, Radar detector audio, cell phone and, significantly, an FRS radio or a CB radio. It also has an input for an optional remote PTT button to actuate the FRS radios (optional cord and PTT button required.) It also has a built-in FM tuner and provides an intercom system with a very good VOX capability. All of the systems and inputs are designed with various priorities so less important audio will be overridden by more important stuff (e.g. the FM mutes when the VOX is activated etc.....)

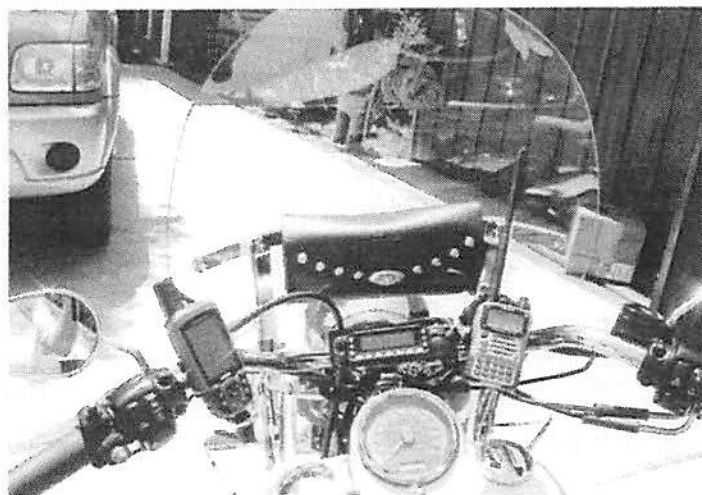
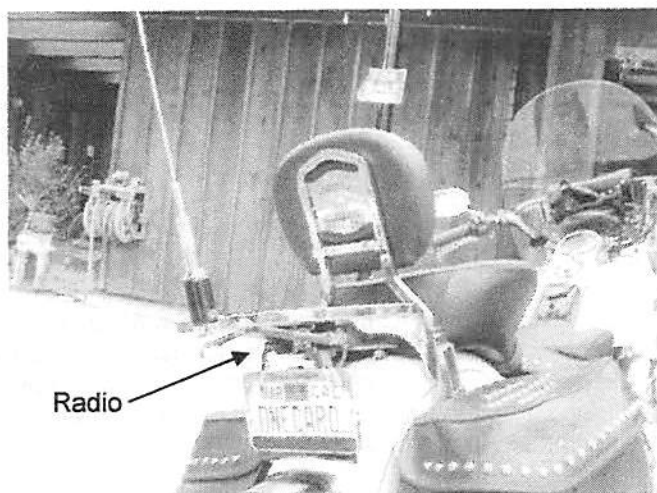
It was the FRS feature that made this unit pretty much the default choice. I reasoned that the PTT in combination with the FRS jack would probably do little more than close a circuit (which turned out to be true.) But since the FRS jack was designed to handle mic and speakers as well, I figured this could be used to handle a ham radio. J&M carries two cords designed to work with most Kenwood FRS radios (dual pin jacks) or Motorola FRS radios (single pin jacks.) So if that's all you want, buy the cords and supported radios and your all set.

For adapting the FRS input to a Ham Radio I contacted J&M to get the pinouts on the FRS jack. However, as anyone who has dealt with J&M on topics related to ham radio knows, I was shut out. Actually I was told they didn't know the pinouts (Right!) and that it would be too difficult adapt anyway (a challenge???....;-) Of course I was told all this before they knew I was trying to adapt to a ham radio. Once I indicated that, all further communication ended. (My follow up letter to John Lazzeroni, Pres/CEO of J&M is available separately....;-))) So I was left to my own resources.

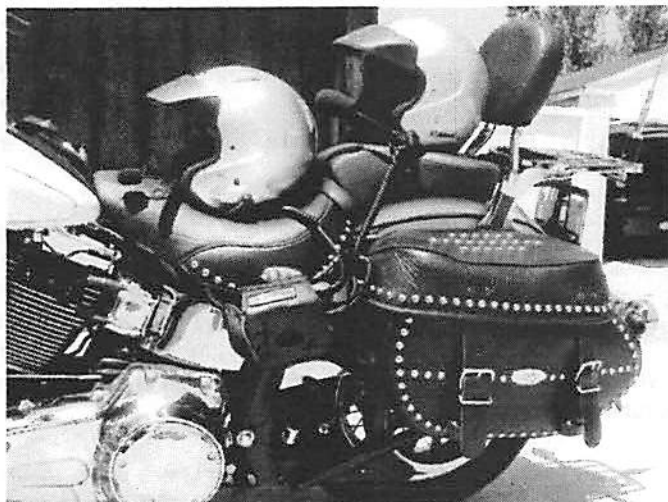
While not an electronics whiz, I do know how to work a VOM. By checking voltage and continuity (and using that feature to "make noise" in the headphones) I was able to identify (with a little trial and error) the pins on the FRS jack. This jack is a PS2 type connector (6 pin mini-din) similar to the kind used on computers for mice and keyboards and I already had some bare PS2 plugs I could use, so that made life a little easier. Ultimately I was able to connect my Yaesu radio to the FRS jack on this unit and communicate normally on my Yaesu radio (I tested a couple of different Yaesu models but ended up with an FT-7800 mounted on the bike). (Note – Yaesu mobile radios require a 27k ohm resistor in the PTT circuit, so I had to add one inline to my wiring.)

I mounted the 7800 under the rack behind the passenger seat (thanks to Tom, K5TRA for that idea) and the head on the handlebars using a Ram mount (Mark, KE6ZRP). I ran wires from the mic jack on the head unit as well as the speaker jack on the body to the FRS plug for the Integrator IV. I also ran the remote PTT up to the

handlebars (connects with Velcro wrapped around the bar.) With the help of Ray, KD6FHN and Chuck, KG6NJP I purchased an antenna mount which I mounted to the rear of the luggage rack. Following Marks suggestion (KE6ZRP) I purchased the sturdiest open coil antenna on the market – what else the (KD6)FHN32 from Comet. (This is an antenna that just looks right on a Harley....;-))



Then came the real test. Where the heck do I put the Integrator IV??? The Integrator IV has a case (optional – of course) that allows you to wear the unit on your belt. Now, picture this – a small box (about 5x5) with – 2 Helmet cords, 1 FRS cord, 1 PTT cord, 1 MP3 player cord, 1 GPS cord, 1 Cell phone cord, 1 Radar Detector cord, a 12v output to power your iPod and a coiled cord going to a 12v source. Now picture yourself sitting on a bike with this mounted on your belt and all those cords running all over the place!!! Get the picture??? Not a pretty sight.....;-) You'll feel like you're ready for an EKG with all the electrodes hooked up;-))



So, here's a unit that you can use to operate your radio and waaaaay more stuff than you should be trying to use at one time – (unless you're Ray of course....;-)) But where do you put it? Remember – this is NOT a Gold Wing with oodles of places to put things – this is a Harley Davidson with barely a place to put your butt much less all this stuff. So my biggest challenge was figuring out how to mount the Integrator IV to the bike in a place where I could reach it underway and still not pose a hazard to myself or those around me. I ended up using a web strap wrapped around the seat (pretty much invisible except where the Integrator IV is attached.) I rode with my wife this past weekend and the location worked very well. (As much luck as good planning.) As did the VOX intercom.

I've fully tested everything successfully so far, but not yet done the acid test – used it in an event. That will take place on the BAD ride coming up on the 10th of June. (I have a backup plan in case something doesn't go quite right.....;-) (I will also have an HT, TT3 and GPS hooked up so I should be APRS capable as well.....;-)

So, if all you want is an Intercom this unit works well (though there are cheaper and simpler units out there.) But if you want to add a radio and some of the other electronics I've mentioned. And you want a unit that's not permanently mounted to your bike (or can't be), the Integrator IV is a good option.

Anyone interested in duplicating any or all of this installation is welcome to contact me – jbeckwit@lmu.edu and I'll be happy to share what I can. As soon as I get a chance, I will post the pinouts, pictures and Yaesu specifics on the website along with this document. (Which our webmaster is welcome to post at his convenience.)

Good luck, 73's and keep the shiny side up,

John Beckwith, N6JCB



2007 BP MS150 Declared "Best One Yet"

By Jerry Irwin WAØGLD MARC-Texas Division
Motorcycle Chairman BP, MS150 Steering Committee

Greetings MARCies world wide.

Prior to starting on the MS150, I wanted to say how much I enjoyed the 15th Annual MARC meeting. As those of you that attended know, I was hesitant to travel to LA for the meeting without Marsha, who couldn't attend due to a death in the family earlier in the week. We decided at the last minute that I should make the meeting, and I'm really glad I did. I did win a few things in the drawings, but I'm grateful to have attended this wonderful meeting, and to get to have eyeball QSOs with so many of the MARC members that I've emailed and talked to but never met. Wish I could make more meetings.

Prior to 2007 Houston-Austin BP MS150 Steering Committee Wrap-up meeting the consensus was unanimous that this year's MS150 was the best Tour to date. This year's tour went so smooth there's not much to report, so I thought I add some information on how we conduct the Houston organization of MS150 Motorcycle Marshals.

Planning, preparation and execution of the MS150 Motorcycle Marshal support of the BP MS150 is nearly a year-round project for me and the Senior Motorcycle Staff. The Senior Motorcycle Staff for 2007 consisted of me, and MARC Members Ric Sadler, KB5BGN, Dexter Lewis, KB5JTJ, and Mitch Simons, W5MQS. We added an additional member last month, MARC Member John Beiseigel, KE5HLX. The action really heats up in Steering Committee Meetings begin. Dexter and I Beginning with Ric Sadler and now Dexter since Ric there have always been two Motorcycle Marshal Steering Committee so at least one person that know and all information, coordination, etc. is not limited to a suddenly be unavailable for some reason.

Recruiting is no longer required since we have ample about 40. We will not be adding many new names have decided to restrict any new members of the team since the ham communications plays such a vital role have several members that are not hams, and I will cram classes once or twice a year to help those that are returning volunteers earn their ham license if they wish. So far I have brought about 70 new hams into the world in the Houston area. It sure helps us as you all know.



August when the monthly attend those meetings. moved to the Dallas area, members on the BP MS150 what's going on is available single person that might

volunteers and a waiting list of this year if any at all. We to active ham operators only in this operation. We still continue to hold ham radio

In early March we finalize the roster for this year's team. Last year we had 80 motorcycles on the Tour. There were eleven that couldn't volunteer this year, and at cutoff I had 49 new applicants. We decided to expand the team to 100 and give that a try, and also allow some additional volunteers a chance to participate. So with the eleven replacements and 20 newbies, the training class this year was 31. All new BP MS150 Motorcycle Marshal Volunteers must attend both classroom and ride training prior to being allowed on the course with the thousands of bicycles that ride the Houston MS150. Classroom training in March went well as did the ride training. After the classroom training about procedures and operation as an MS150 Motorcycle Marshal, CPR and 1st Aid training was available for those that wanted it. The training ride this year was the Continental Airlines Cycling Classic. Although a little foggy in the morning, it was a very successful ride with 48 motorcycles participating. That included Jeff Holmyard a Canadian

Fire Fighter that wanted to participate in this year's MS150. So as required he flew to Houston, attended class, used a borrowed motorcycle for the training ride, then headed back to Barrie. Jeff rode his own bike from Barrie, north of Toronto, to Houston for the actual MS150 then returned. I didn't check the mileage; I think Ray still wins the long distance record. We all hope Ray can make it to the 2008 Tour.



We provide support to other charity events throughout the year also, mostly bicycle rides. As the MS150 approaches we build packets to make available to all the volunteers. These packets are built one week prior to the Tour and distributed around the Houston area to make it as convenient as possible for

each volunteer to retrieve their packet and review the contents in a timely manor prior to the event. We don't do our mission planning at 5:00 am in the dark the day of the event. It's all done ahead of time. This year fifteen volunteers met at Mancuso Harley Davidson and used their conference room and storage room to assemble the contents of the packet and "stuff" them. Each packet includes a T-shirt, All Access Pass, some medical supplies, volunteer lunch wrist band, emergency contact phone list, heat and diabetic symptoms review card, maps (when available) and several other documents for the riders. We knocked out the entire packet project in about 90 minutes. Awesome!

About a month prior to this year's MS150, MARC Member Damien Nelson, KE5LZP, created a web site for us to help manage the Motorcycle Marshals. It has been a fantastic asset for us, and will be even more important a tool in future events. Thank you, Damien! Not only did we use the web site for this year's ride, we are already planning support for the 2008 ride there. All of our information can be in one handy place.

This Houston-Austin MS150 was hands down the best one I have ever participated in. We had good weather, a slight tail wind for the riders, and no serious accidents. Emphases on safety and other training for both the bicycle participants and all volunteer groups has expanded significantly in recent years, and it shows. Motorcycles, bicycle ride marshals, SAG drivers, medical, supply trucks, and on and on all receive intense training on their part of the event and how they can make it safer. Bicycle team training has become especially important. Of my original 100 Motorcycle Volunteers there were ten that couldn't make it for some reason or another so we started the Tour with 90 motorcycles, 55 of which were hams. Quite an improvement from four years ago.



Jerry Irwin & Ric Sadler lead the Bicycle Riders at the Tully Start

Here are some statistics on this year's Tour:

Max North's official hand counters (and these folks stand there all day with the little click counters):



Day 1: Tully Route 6,652; Rhodes route 5,012 Total 11,664 riders

Day 2: North Route 5,313; South Route 5,516. Total 10,829 riders

To back up the improvement in safety here is a summary of the significant medical events the last three Tours:

Year	Ground Transports	Air Transports
2005	42	4
2006	31	1
2007	21	ZERO!

Of the 21 ground medical transports this year ten of them were dehydration issues; the others required an X-ray, either obviously or precautionary. There were no bicycle pile-ups during the first couple of hours of the Tour either day. That is significant because there is almost always a crash or two during the very first mile or so of the Tour when the bicycles are so congested.

There are two starting locations for Saturday, Tully Stadium and Rhodes Stadium. There were about half of the motorcycles at each location with a hand full of volunteers starting with their bicycle team at a location away from the two official start points. This picture is of the Tully Start where the main festivities are held. This year we had a visit from country singer Clay Walker. As I said, the starts were uneventful although somewhat delayed by fog. Tour officials felt it waited until the fog lifted some and that was a patrol is the the motorcycles all line up points and then flow out evenly spaced with seems to work pretty well both days.



There is not much to say about the days as The Motorcycle Marshals performed many compliments on their good work. One the "conga" line following the turtle, or last

starts at both locations were would be a safer start if we wise decision. The way we together at one of the start the bicycles as they start. It

they both went so smoothly. magnificently. We received of the things I like to do is join

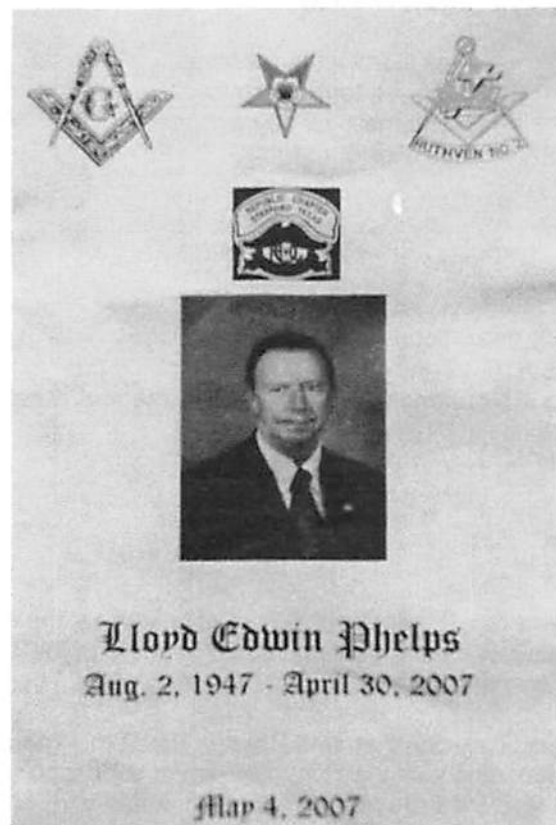
rider across the finish line at the end of the day Sunday. This year we had nearly fifty motorcycles in the line. Here is a picture of the motorcycles lined up on the U of T Campus with the turtle passing through the line. We will follow him across the finish about ¾ miles away. It is an experience that will bring tears to your eyes and will be something I do every year as long as I'm a part of the motorcycle team for our MS150.

Another tradition developing is the Monday Ride Home. This year about 30 volunteers spent the night at the Austin Omni Hotel for a relaxation and debrief session in the Austin Omni Lobby Bar followed by a breakfast together and an all day ride home to Houston. This is a lot of fun, and a growing part of the fantastic fellowship and camaraderie of this group of volunteers.



The oldest rider last year and this year was 94 year old Bud Shipman. He has completed the tour under his own power the last two years. Last year he was the turtle. This year he finished about an hour ahead of the turtle. In this picture you can see him receiving a high-5 from MARC member Marsha Irwin, KA5TNR as he crosses the finish line.

Finally, it is with a heavy heart that I must mention the loss of one of the Freshman class of 2008 MS150 Motorcycle Marshals. Lloyd Phelps joined the Motorcycle Marshals this year. He was an active and experienced ham operator, MSF instructor, active in the Houston Livestock Show and Rodeo, a Navy veteran, an active Mason and accomplished engineer for HP. He joined us for the Sunday in Austin and the Monday ride home. He suffered a massive heart attack the Friday following the MS150 and although was rushed to one of the finest emergency hospitals in the world here in Houston for emergency surgery, he passed away the following Monday. Those that have known him as well as those that came to know him in his short tenure with the Motorcycle Marshals were very saddened by his passing. Rest in peace, our brother.



MSF Home / Scooter School

How to Become a Super Scooterist

ScooterSchool 1 (SS1) is a half-day, hands-on, entry-level, scooter training and education course, designed to help riders acquire skills and learn about important street-riding strategies. The four-hour, 10-lesson course is conducted on pavement, in a controlled site that is marked and equipped for the course. Students may use their own scooters, and in some locations loan machines are available.

Call toll-free 800.446.9227 to locate a course near you, or see the ScooterSchool listing at the bottom of the page.

What Do I Learn in ScooterSchool?

Scooterists completing SS1 will receive instruction in and an opportunity to demonstrate fundamental skills for scooter operation and control; safety considerations for operating a scooter legally on the street; the importance of a positive riding attitude; safety habits to reduce risk; and overall, acquire the basic knowledge and skills to be a safe, responsible scooterist.

Specifically, students will practice starting out and stopping; riding through curves, stopping quickly, changing lanes and making tight turns, avoiding hazards and obstacles, and negotiating traffic. Two brief group discussion periods will help participants increase safety awareness, help identify their personal riding abilities and their scooter's capabilities, and provide guidance for developing riding strategies to manage risk.

Who Developed the Training Program?

ScooterSchool 1 is patterned after the highly successful MSF Basic RiderCourse for novice motorcyclists using the same principles of adult learning, motor skills development, and safety and risk management. However, unlike the motorcycle course, ScooterSchool 1 is not designed or intended to be a license waiver program. ScooterCoaches trained and certified by the MSF are qualified to conduct ScooterSchool 1 at any existing MSF recognized training site.

What Do Graduates Get?

The course includes a You and Your Scooter: Riding Tips booklet that is given to each participant. A participant completion card and ScooterSchool 1 evaluation postcard are included in each booklet.

Can I Get a License Waiver from ScooterSchool?

No. This is not a license waiver course and does not require passing a knowledge or skill test for completion. Scooterists and prospective scooterists should check with their state's Department of Motor Vehicles for laws affecting scooters in their state.

How Much Does It Cost?

Courses generally cost about \$75, but actual course fees will be determined at the local site conducting the training.

How Old Do I Have to Be?

To enroll, participants must be old enough to legally operate a scooter on the street in their home state. Scooterists and prospective scooterists should check with their state's Department of Motor Vehicles for laws affecting the use of scooters in their state.

What Kind of Scooter Do I Need

A scooter used in SS1, whether it is provided by the training site or by a student, must have a gasoline-powered engine with a maximum engine displacement of 200CC, be of a step-through design, and be manufactured to meet U.S. Department of Transportation (DOT) regulations for use on public streets and roads. Scooters certified to be used on the street will have "DOT" stamped on the rear wheel. Gopeds, skateboards and electric-powered types of scooters available for private property use do not meet DOT criteria and cannot be used in ScooterSchool.

Other Requirements

Participants must be able to balance and ride a bicycle, and are required to wear personal protective gear during the riding portions of the course (DOT-compliant helmets, eye protection, long-sleeved shirt or jacket, long pants, gloves, sturdy over-the-ankle footwear).

Call (800) 446-9227 for the RiderCourse nearest you.

The Motorcycle Safety Foundation is a national, not-for-profit organization sponsored by the U.S. manufacturers and distributors of BMW, Ducati, Harley-Davidson, Honda, Kawasaki, KTM, Piaggio/Vespa, Suzuki, Triumph, Victory and Yamaha motorcycles.

*******Editor's Note**

I thought maybe Ray would need to go to scooter school (Bonnie)

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

NET DRAWING:

5/2- \$5 + 5 tickets Bob KD6YBT, 5/9- \$5 Jim KC6RCR N/A, 5/16- \$5 Holly KI6ICP Winner, 5/23- \$5 Chris KD6VBP N/A, 5/30- \$5 + 5 tickets Robin KG6EUS N/A

NET Echolink Participation:

KE6ZRP Mark-CA, , N9ZKS Norm- IL, N8QKX Gary - OH, Echolink has been down due to a new computer and special connections Mark has to get before we are up and running again.

50/50:

Whoa talk about money- Billy N6EDY, Rob KH7MW from HI & Ray KD6FHN each won \$100.

\$40 gift certificate donated by Huntington Honda won by
Mike N6QZT

Prizes donated by "MARC"

\$20 12 piece BBQ tool set won by Frank KE6WOE

Many thanks to the following for your donations for our regular drawing::

John & Mijo Reynolds, Mike Naron, Charles & Stephanie Robles, Sue Hebb, Wayne & Hiroko Barringer, Ray & Bonnie Davis & Mel & Kay Johnson (who always brings a large amount of door prizes) Thank you so much

Gray ticket distributor - Mike N6QZT
Winner of gray ticket Holly KI6ICP won a 2M antenna
Gray tickets drawn... 2

Ticket drawer was Billy N6EDY

Those helping Mijo with the tickets were Alvin KD6UZH, De Witt KM6UK, Teri KF6HJT, Sue KF6HZJ

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

MEMBERS:

Just in time for May....two more for Texas

5/30- Raymond N5VRE & Gloria Martinez from Castorville, TX
5/31- Scott KD5JX & Linda N5WEO Hamende, Sr of Granger Texas

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:

What a great anniversary meeting- from out of state we had Tim AB0TS from Minnesota, Jerry WA0GLD from Texas, Rob KH7MW from Hawaii, Tom K2QGT from Nevada, then from the CA MARC Bay area we had "JP" NQ6T and Don KA7QQV- We were very happy to see some of the ladies accompany their honeys. Some of our members we don't see very often also. You made our anniversary meeting so delightful. Then we honored our former webmaster Wayne KB6UJW & his sweetie Hiroko KG6LFZ- great people lots of fun.

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 helping with May Newsletter.

SUNSHINE CORNER:::

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

Alan WB6T still in hospital, the doctors want him off his feet due to his one heal not healing, he is taking each day as they come... Kay Johnson still battling the chemo but hanging in there..

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 1/2 x 11) \$175

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

Winners for the 15th Anniversary draw::

Special prizes:

The ticket drawn first was Dave KG6VNR # 225295 who was not here... so we drew again
Set of tires mounted and balanced from Huntington Honda won by Jerry WA0GLD from TX #198409
Comet GP-9 from Comet/NCG won by Ray KD6FHN #225878
\$50 Gift certificate from JBJ won by Jerry WA0GLD #198427

Donated by "MARC"

Kenwood D700-A radio won by Jerry WA0GLD #198423

Kenwood D7-A radio won by Scott KI6IXQ # 225507

\$45 Mini Wire stripper won by Paul KI6CVU # 225578

\$25 Gift for lake View Cafe won by Jerry WA0GLD # 198367

Donations by others:

\$168 Surefire Flashlite(M2) donated by Charles KF6TXI won by Alvin KD6UZH #

\$139 Surefire Flashlite (EZL) donated by Charles KF6TXI won by Paul KI6CVU # 225570

\$39 Set of socket/wrenches donated by Charles KF6TXI won by Paul KI6CVU # 225568

Nolan Helmet with spare shield donated by Ray KD6FHN won by John W5JFR # 225542

\$40 E-Machine donated by De Witt KM6UK won by Bob N6HOJ

\$25 Metal Motorcycle donated by Bonnie KD6OFQ won by Alvin KD6UZH # 225772

Anderson Power Poles donated by Mark KE6ZRP won by Alvin KD6UZH # 225718, Charles KF6TXI # 225327 & Mike N6QZT # 225918

Pioneer DVD Player donated by Ray & Bonnie won by Ray #225908 then re won by Glenn AB6PA # 196167

The Board and some of the staff drew the tickets for those who won prizes for the Special Drawing

"You gotta be smart enough to understand the rules of motorcycling, and dumb enough to think the game's important..."

Catchin' a June Bug at 70 mph can double your vocabulary!!"

MRF Motorcycle Riders Foundation
236 Massachusetts Ave. NE
Suite 510
Washington, DC 20002-4980
202-546-0983 (voice) 202-546-0986 (fax)
["http://www.mrf.org/"](http://www.mrf.org/) (website)

FOR IMMEDIATE RELEASE

Contact: Jeff Hennie, MRF Vice-President of Government Relations jeff@mrf.org (e-mail)
07LR04 - MRF LEADERS REPORT - MAC Reconvenes - May MOTORCYCLE ADVISORY COMMITTEE RECONVENES
The Motorcycle Riders Foundation (MRF) is pleased to announce that the Federal Highway Administration's (FHWA) Motorcycle Advisory Committee (MAC) held its second meeting in Washington DC recently. As outlined in the legislation that the MRF was instrumental in developing and passing through Congress, the MAC's purpose is to provide advice to the Secretary of Transportation, through the FHWA, on all infrastructure issues and how they affect motorcycles. The Council is comprised of 10 individuals representing all different facets of the motorcycling community including the MRF, the American Motorcyclist Association (AMA), The National Association of State Motorcycle Safety Administrators (SMSA), State Department of Transportation (DOT) officials and "road furniture" safety engineers.

"Road furniture" refers to anything on the road other than the actual road - so signage, guard rails, bridges, light posts, striping, lane markers, etc. would be considered "road furniture." The best part is that ALL of the MAC members must be riders. MAC covered a lot of ground over the two-day meeting, and all of the meeting minutes, recommendations and action items will be available soon on the MAC website at ["http://safety.fhwa.dot.gov/mac/index.htm"](http://safety.fhwa.dot.gov/mac/index.htm).

A lot of the meeting was spent on retro-reflectivity of pavement markings, which is essentially the brightness of the markings when headlights light them up.

Apparently with materials currently used for pavement markings, when you increase slip resistance you decrease the level of retro-reflectivity. This fundamental issue puts motorcycling directly at odds with pavement markings the way they are thought of today. In the safety community brighter is better, and very little thought has gone into slip resistance except with pedestrian markings. For years, both public and private highway designers have forgotten to consider the small signature of two-wheeled vehicles. MAC was designed to change that mentality, and as a MAC member who has attended both meetings on your behalf, I can tell you with every confidence that is about to change.

Another issue discussed a lot was the cable barriers across the country that are commonly referred to as "bologna slicers" or "cheese slicers." I have to tell you that the state DOT folks and safety engineers do not agree with motorcyclists on this one. Obviously all types of barriers are bad, and when roadside departure occurs, things go from bad to worse in a fraction of second. Anything you strike with your bike, car or body is going to be a serious factor in the crash.

Other potential hazards include signposts, telephone and utility poles, fire hydrants, or anything else commonly found occupying space on the side of the road.

According to the engineers, there is no proof that concrete barriers are less deadly than cable barriers; in fact, they claim that the opposite is true. With the use of cable barriers in the state of Texas last year, they went from 54 deaths from vehicles crossing the median or double yellow line down to 2. With results like that, motorcyclists will have a tough time declaring cable barriers unsafe at any speed.

Cable barriers came from Europe, like a lot of things these days, and are undergoing many safety upgrades across the pond.

Retrofitting wood, plastic and/or nylon to the cable barriers may decrease the chances of the rider being, for lack of a more glamorous term, sliced in half.

The MRF and its SMRO partners envisioned and helped create this Motorcycle Advisory Committee to bring the issues and concerns of motorcyclists to the people who design the roads we use. As you can see, the MAC is accomplishing exactly that goal.

Correction. Last weeks Leaders Report contained a blurb on the quarterly motorcycle safety meeting hosted by NHTSA in their DC office. The network meetings are held for members to share ideas they have and activities they are planning to make motorcycling safer and to coordinate activities where appropriate. Not to just update the motorcycle community on NHTSA initiatives.

Ride Free and Ride Often
Jeff Hennie

NHTSA Quarterly Motorcycle Safety Network Meeting
The National Highway Traffic Safety Administration (NHTSA) recently held its quarterly motorcycle safety network meeting. These meetings are an update session held by the Feds to brief the motorcycle community at large on what they are doing with regard to motorcycle safety. Of particular note is the NHTSA "Share the Road with Motorcycles" planner and guide located on their website (go to ["http://www.nhtsa.gov/"](http://www.nhtsa.gov/), then click on the "Traffic Safety" tab at the top, then click on "Motorcycles" along the left side).

The planner provides a sample letter to the editor, posters and promotional materials. Also noteworthy was the update from Honda on the airbag-equipped Goldwing. Honda reported selling 700 units in the states and recently had the first deployment in action. Turns out some guy in sunny Florida t-boned a minivan and the bag inflated and kept him from going over the bars. He walked away from the event unharmed. According to the representative from Honda, this gentleman was exercising his right to choose when the wreck occurred.

The second SAE session relevant to motorcyclists dealt with novelty helmets. Call them what you want - skid lid, half helmet, beanie - but you know what I am talking about and you probably also know that should you need head protection, you probably won't find it in a novelty helmet.

Well the good folks at NHTSA couldn't just accept that assumption, so they apparently did a study on novelty helmets. This study has not yet been released to the public, but NHTSA did hint at it in the session. NHTSA spent who knows how many millions of taxpayer dollars to determine that non-DOT-compliant helmets don't perform as well as DOT-compliant helmets. Seems like a waste of money to me, especially when we can fully fund a crash causation study that is nearly 20 years overdue. Stay tuned for the results of this groundbreaking study.

Ride free and often
Jeff Hennie

A fellow isn't thinking mean-out fishing.
His thoughts are mostly clean-out fishing.
He doesn't knock his fellowmen
Or harbor any grudges then.
A fellow's at his finest when-out fishing.
The rich are comrades to the poor-out fishing
All brothers of a common core-out fishing.
The urchin with the pin and string
Can chum with millionaire and king.
Vain pride is a forgotten thing - out fishing
A feller's glad to be a friend-out fishing.
A helpful hand he'll always lend-out fishing.
The brotherhood of rod and line,
And sky and stream is always fine.
Men come real close to God's design - out fishing.

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 Waterproof Button

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 3 1/2" X .62" (1/16") SS plates are used by most of the MARC Members to keep from cracking the trunk lids. We have seen many cracked and busted trunk lids before we started putting these plates under the rear legs of the trunk racks. We have never seen a cracked lid when using these SS Plates. They fit under both the tubular and flat racks on the 1500 and 1800 Gold Wings.

\$25 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

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.

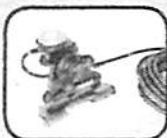
Thank you...! Chuck KG6NJP kg6njp@pacbell.net

**MINI COOPER SHOWN WITH CP-5M
UNIVERSAL LIP MOUNT AND COAX
CABLE COMBINATION.
NO BILES TO DRILL!**

MODEL	ANT CONN / COAX CONN
CP-5M	SO-239 / PL-259
CP-5NMO	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/
van door/SUV door/
truck doors etc..



Life is a JOURNEY.

Enjoy the ride!

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 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 CA-2M4SR DUAL-BAND, SUPER WIDE-RANGE 2M/440MHz W/FOLD-OVER
Gain & Wave: 146MHz 3.8dBi 5/8 wave • 446MHz 6.3dBi 1/2 wave • Length: 40" • Conn: PL-259 • Max Pwr: 150W
2:1 VSWR: 140-160MHz and 435-465MHz • One Antenna for operating on Amateur and Emergency Service Frequencies

COMET M-24 (N2B) 2M/440MHz DUAL-BAND MAG MOUNT Gain: 1.7/4.1dBi • Length: 19.5" • Max Pwr: 80W
Coax Length: 12" • Conn choices: M-24M PL-259, M-24B BNC, M-24S SMA

COMET SBB-1 / SBB-1NMO FLEXIBLE DUAL-BAND 2M/440MHz W/RUBBERIZED ELEMENT
Gain & Wave: 146MHz 1.7dBi 1/4 wave, 446MHz 2.15dBi 1/2 wave • Length: 16" • Max Pwr: 60W
Conn: SBB-1 PL-259, SBB-1NMO: NMO type

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 • 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 • 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-107BNMO DUAL-BAND 2M/440MHz
Gain & Wave: 146MHz 2.6dBi 1/2 wave, 446MHz 4.9dBi 5/8 wave • Length: 29"
• Conn: PL-259, EX-107BNMO: 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 • 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 • Length: 58"
• Conn: SBB-7 PL-259, SBB-7NMO: NMO style • Max Pwr: 70W

COMET
and **Maldol Mobile**

For a complete catalog, call or visit your local dealer.
Or contact NCG Company, 1275 N. Grove Street, Anaheim, CA 92806
714-630-4541 • 800-962-2611 • FAX 714-630-7024 • www.natcommgroup.com

**VERY IMPORTANT POSITIONS FILLED BY
WONDERFUL MEMBERS of MARC:**

Public Relations: Billy Hall N6EDY
Disaster & E-Mail Coordinator: De Witt Morgan KM6UK
E-Mail Check-ins & Historian: Sue Hebb KF6HZJ

MS 150K Coordinator: John Edwards KC6ZOZ
Andy Bocker W6AJB

Gearing Up For Abused Children Coordinators:
John Edwards KC6ZOZ

Love Ride Coordinators: Bill Douglas KE6UUD
John Reynolds W5JFR
Mark Kanzler KE6ZRP

So. CAL Tour de Cure Coordinators:
Butch Macy KD6VBO
Carey Macy KE6JWE
Bonnie Davis KD6OFQ

Biker's Against Diabetes: Billy Hall N6EDY
Charles Robles KF6TXI
Mike Naron N6QZT
Victorville Bill Douglas KE6UUD
Pomona John Beckwith N6JCB
Los Angeles

APRS Coordinator: Chuck Welman KG6NJP
Assistants: Ted Moody KB6CUS
Charles Robles KF6TXI
Bill Douglas KE6UUD

EMBROIDERY: ShEron Ames KC6ZSH
ACCESSORIES: Norma Thomas KE6BIS

Members-at-Large:
Danny Velderrain KD6FLP (Founding Board Member)
Terry Lewis KJ7LI (Past Vice President)
Pat Lewis KD6SBZ (Past 50/50 Lady)
Drew Pushie VE8HGW (Past Web Master)
Wayne Barringer WB6UJW (Past Web Master)

MARC Equipment controller is Ray Davis KD6FHN
as we have most of the set-up equipment at
3 Lindberg, Irvine, CA for charity events.

"MARC" DUES:

Dues are due yearly from January to January \$12 (USA & Canada) & \$15 for all other countries per household. It is a \$1 per month after February for the balance of the year unless you want back copies then it is a full \$12. You may also pay for more than one year if you care...your choice..

FOR SALE:::

1999 YAMAHA V-STAR 1100 comes with windshield, driver backrest, passenger backrest, rack and saddlebags. Priced at only \$4,999. contact JOY at 714-974-4569 *****

Tom and Beth Weltzer
WB7TNW KA9MCX

Prairie Wings Cycle Inc.

Motorcycle Accessory Installation
Tire Changing & Balancing
Routine Maintenance - Detailing

1306 Lamson Dr
Winnebago, IL 61088
Phone: 815- 335-7300

prairiewings@t6wireless.com
http://prairie-wings.biz

Simply the Best!
WATERLESS CARWASH™
DRI WASH 'n GUARD®



Rich Martin
Director/Ind. Distributor
P.O. Box 4064
Riverside, CA 92514
Toll Free 866.596.4557
Phone 951.787.9052
Cell 951.840.1964
Email r6n6n6n@pacbell.net
Website dwglnet/rich

Callier Enterprises
Custom Engraving



June & Bill Callier
342 No. Meadowbrook Dr.
San Diego, CA. 92114
619-460-4754
fax 619-460-4865
E-Mail kd6qb@cox.net

Montana Promotional Designs, LLC

Imprinted Advertising Products

Tom Guthrie

K2QGT

www.montanapd.com

1161 S. Loop Rd. A2
Fahrrump, NV 89048

1-800-231-9604

Fax 775-751-9900
info@montanapd.com

Design & Layout for

SUBLIMATION • SILKSCREEN • EMBROIDERY

- ♦ T-Shirts-Polo-Denims-Sweats-Jackets-Caps
- ♦ Aprons-Vests-Uniforms-Sports Jerseys
- ♦ Magnets-Pens-Cups & Glassware- Golf towels
- ♦ Business Stationary - Lamination
- ♦ Banners - Vinyl Graphics
- ♦ Any Promotional Item you may need

“”WELCOME””

to our new
POWERHOUSE store!

**17555 Beach Boulevard
Huntington Beach, CA 92647**



**Only 1/2 mile south from our old location
at Beach and Warner**



HUNTINGTON HONDA

Same Phone, Fax and web

**714.842.5533 • 714.848.5492 Fax
www.hbhonda.com**



"MARC" YOUR CALENDARS FOR THE COMING EVENTS!!!!

JUNE 6, 13, 20, 27- "MARC" NET 7:30 PM ON THE ALERT SYSTEM 446.900 PL 110.9
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

JULY NO MEETING THIS MONTH-HAVE A GREAT SUMMER
4-Have a safe Happy Fourth with family & friends
4,11,18,25- "MARC" NET 7:30 PM ON THE ALERT SYSTEM 446.900 PL 110.9 (THERE MAY NOT BE NETS AT THIS TIME)

AUG 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 LAKE VIEW CAFE (714-572-8521)

SPECIAL INFO:.....

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

"MARC" LIST: 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>

"TEXAS MARC" SITE: <http://www.motorcyclamarshal.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******



JUNE/JULY 2007

NEXT MEETINGS:

JUNE 9, 2007 8 AM LAKE VIEW CAFE
2099 E. ORANGETHORPE, PLACENTIA-92870
(ON CORNER OF LAKEVIEW & ORANGETHORPE)
91 FWY/LAKEVIEW EXIT-
NO JULY MEETING- MEETING IN AUGUST 11TH, 2007