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**MISSION STATEMENT:**

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

MAY 2008

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K7LVO

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KM6UK

FROM THE PRESIDENT'S DESK:

Welcome to the May MARC newsletter. I shall wish all our mothers a Very Happy Mothers Day. I would like to invite you to come and join us on Saturday 10 May, 2008; we will be celebrating the 16th Anniversary of the Motorcycling Amateur Radio Club. We will be taking a group photograph after the meeting so, please, wear your MARC shirt and cap. There will be a super raffle to give away two Garmin 2650 GPS units, a set of motorcycle tires (donated by Huntington Honda), a GP 6 base antenna (donated by the NCG, Comet Corp.) and other super prizes along with our normal outstanding 50-50 drawing. If you desire a picture of you on your motorcycle, I will be taking snaps and making a CD copy; so, look "spiffy" for the shutter bug.

We have finished the first of our spring events. The Texas chapter has done the MS150 and we, here in So. Cal., have finished both the San Diego Tour de Cure, and the Tour de OC, in Orange County. Reports are that all went well and MARC stood out as an excellent resource for on-the-road communications and support. I would like to thank Jerry, WA0GLD, and his MARC Motorcycle Marshals, for all their work supporting the Houston to Austin MS 150 ride. I understand how much work goes into preparing for and carrying out such a large event. I am looking forward to reading his report in this newsletter and I hope Frank and George will have a report on the San Diego event. Scott will probably give a report on the Tour de OC, but here is my take on the event: SUPER! The event was well organized and conducted. On Friday before the event, Mijo and I loaded all the necessities for NET Control into my pickup and, bright (well not so bright) and early Saturday morning, we departed for

the Vanguard Academy in Orange County. When we arrived, Scott, John and Bill, Fara, and Bob were all there and pitched in to help set up the base station for Net Control. Mike showed up a few minutes later and also gave a hand. I would like to thank everyone who helped MARC with this event; Mijo, KF6BEB, Kim, KI6MRQ, Chris, KI6ORJ and Mike, N6QZT at Net Control and on the APRS computer. Our Support and Gear operators were Scott, KI6IXQ, John G, KI6IXU, John R. AE6WS, and DeWitt, KM6UK, and then our MARC motors, Bill, KF4MCG, John W5JFR, John E, KC6ZOZ, Fara, KF6ZQO, and Bob, WD6L. Thanks to Fara who did double duty on both the 25 and 55 mile rides. All went well, there were no serious "go downs" and only a few flats that required SAG or MARC cycle assistance. There was one incident where a young lady telephoned for assistance to repair a flat. The SAG operators could not find her where she said she was and considerable time and effort was expended trying to find her. In the end, she has gained assistance from another bicyclist and went on her way. It would have been nice if she had called Net Control to let them know that she was back on the road and no longer needed help. (She had turned her cell phone off so Net Control was unable to call her back to confirm her location and ask whether she still needed our help.) Lesson learned, next time when a rider calls on a cell phone we will ask them to please make a second call to net control if their situation changes. Now for the Tour de Cure in Ventura, the Tour de Cure in LA/Orange County and then the BAD ride.

Don't forget that Bonnie, KD6OFQ, will not publish a news letter in July, many of our members as well as most of the board and staff will be out on the road riding

somewhere. Mijo and I will be off to France for the month to visit with family and friends. Enjoy your summer. If you do make a road trip take, notes and share the adventure with the rest of us here on the August newsletter.

I have been riding to enjoy the spring weather, but as usual our weather went from winter to summer overnight. One day it was in the low sixties and the next it was nearly one hundred degrees. Mijo and I are hoping that the "June Gloom" will set in and we will have a month or so of our mild mornings and very pleasant afternoons. While riding on the Tour de OC, I noticed that every time I hit a bump big enough to jar the electronics, I could hear it in my head set. I have since removed the seat from Sister Dijon, and wrapped the Kennedy set unit in bubble wrap. I also opened the lower trunk area and put a couple of layers of the bubble wrap under the radio portion of the Kenwood D700A. So far so good, I have not heard the noises since. The Tour de Cure in Ventura will be a good test.

I would like to thank Ray, KD6FHN, our Chairman, for running the meeting in April. I had a cold and a sore throat. It would have been difficult to be heard over our normal breakfast din and it wouldn't have helped my throat any to speak for that long. Again, don't forget the anniversary meeting on Saturday, 10 May at the Lakeview Café; look sharp and please be on time. I will have a lot on the agenda and will need your cooperation to insure that all goes well.

Here's wishing you all many miles of good road and clear skies.

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

THIS AND THAT

Ok, what shall I talk about today, I know, I think I have a couple of things to put on your plate.

First, Don't forget that the, "OH, my goodness, really?" 16th MARC anniversary is coming upon us rapidly. There are going to be door prizes galore, (Tim, that means a lot of them.....) I don't know what the entire list is, but I do know that there will be a set of tires from Huntington Honda, a gift from Roger, and Julieann Smith, the wonderful owners of Huntington Honda. They also provide FREE coffee and donuts on Saturdays. GREAT sponsors of MARC. If you remind them, you'll get 10% off your purchase if you tell them you are a MARC member. Please let them know that you appreciate their support.

I think there will be maybe, 2, GPS's. WOW, with these you can see yourself coming and going. There are usually a couple of really good prizes from Comet, NCG, Corp, great supporters of MARC. Thanks Mick, and Jim, you guys are fantastic to take care of MARC the way you do. I put my dibbs on the ham right now.

Unfortunately, Jerry Irwin, will be unable to attend the 16th MARC Anniversary Meeting..... Just kidding Jerry, we really hope that you and Marsha can be there at the Lakeview Café, for that meeting. The reason I said Jerry wouldn't be there is, Jerry took most of the BIG door prizes back to Texas with him last year.

Next, don't forget the Beach Picnic in August, *after* the MARC meeting, at Dana Point Harbor. Dana Point is famous from the book, "Two Years Before the Mast." The shippers used to take the bundles of cow hides out to the top end of Dana Point, and shove them into the ocean below, where they were captured by men in boats who took them out to the ships to be transhipped back to the east coast for processing into leather. Probably a stinky ride. A brutal life for the sailors. More on this little ride as time goes by. Plan on it now, save that afternoon to commune with the MARC members.

I think that is it for this round, but before I go, I will remind everyone, ride safe, ride often, may you have blue skies, and green lights.

73 de KM6UK

De Witt Morgan
E-mail Coordinator
Trk29@cox.net

From your Orange County MS 150 Coordinators:

The MS 150 Bay to Bay Planning Committee continues to refine the 3 routes with the 30 mile route getting the most attention. Presently, the 30 mile route is leaving from the overnight stop at Carlsbad on Saturday morning (the same time that the Century and 2 day event leave Irvine). They will go 15 miles down the coast and then return. There are presently 2 rest stops planned directly across from each other. At this early stage there are 6 riders signed up for this event with 5 of them being novices. There are a presently 284 riders signed up for the total event, 113 for the 2 day

event, 1 virtual, and 164 for the century. There will be a slight pause here while half of you take out your calculators to see if I did the math right. Training continues to be in the spotlight. Many area bicycling clubs are offering their services for anyone that wants to train for the event. Safety is also a hot topic. The MS staff continues to meet with the cities along the route. Several of the cities will again block off lanes and provide police help along the route. Ride Marshals will also be riding among the bicyclists to ensure everyone is riding safely and obeying the law.

Last year, this ride took in \$2.513 Million Dollars. Mark your calendar to participate in this event as we will need a lot of motors. The MS150 Bay to Bay Bike Tour is held on the second weekend in October, rain or shine. It follows the California coast line south from Irvine to San Diego with an overnight stop in Carlsbad. Come join us for a beautiful ride and a great experience.

First please make note of the Date of the MS150 ride for this year October 11th and 12th, 2008

Coordinators:

Andy Bocker W6AJB

John Edwards KC6ZOZ

Conejo-Ventura Tour May 18, 2008

Just got off the phone with Julian the ADA representative for the Tours and he says things are going okay still waiting for a permit to use the parking lot for a rest stop where K-Mart used to be. The routes are the same as last year, we will be parked at the same place as we were last year. We did discuss for both Tours he is going to get colored bibs for the different routes. There will be the usual yellow bibs for the top ten fund raisers at both tours... not sure just how many riders we will have.

Ray & I are going back to Motel 6 Thousand Oaks South (805) 499-0711 on 1516 Newbury Rd. We did try the La Quinta Inn 805-499-5910 - they couldn't guarantee us a downstairs non smoking room.

We will have to be at the Thousand Oaks Community Park by 5:45 AM to get set-up

Watch your e-mails for further answers to your questions...

SoCal Tour June 14, 2008

Routes are still the same with the exception if the ferry will be back together by June 14th they say it will be but you know how those things go. Rest stops may change but at present still the same. Rich Savitt is working on those and keeping a check on the routes. Motors & sags will meet at the Macy's again - Thank them very much...

May meet up with Julian and Rich one day soon to discuss any loose ends for both tours. We did ask for the SoCal Tour to be moved back to May as some of the riders are concerned about the heat and for "MARC" participation.

Sign-up sheets available at MAY meeting. In case you haven't signed up as yet.

Bonnie Davis KD6OFQ

Butch Macy KD6VBO

VARIETY OF RIDING & WORK



First & Foremost this month is the MARC 16th Anniversary Meeting on Saturday May 10th. If you live in the Southern CA area, "PLEASE" especially try and make it to this meeting. Of course we encourage all of our MARC members from anywhere they may live to attend this once a year special MARC meeting. It always has the biggest, most expensive Super Raffle Prizes and this one meeting helps bolster our MARC treasury to help keep our MARC Membership dues at \$12 a year. **Yes you have to be present at the meeting to win the Super Raffle Prizes.** As always, tickets are \$1 each. For starters we have a set of tires from our friends at Huntington Honda, a GP-3 base station antenna from Comet, 2 Garmin 2650 GPS's from MARC and much more. Look for the full list elsewhere in this Newsletter.

Remember that we meet at Huntington Honda for their free coffee & donuts on the Saturday's that we are not having a MARC meeting. Well most of the time anyway. Some of us are taking motorcycle trips of one kind or another on some of the weekends, but some of our MARC members will be there anyway just to get the free coffee & donuts. :-s From H&H we usually migrate over to Woody's for brunch and some tire kicking.

We have several more ham radio, GPS & etc installations yet to do before this summer and hopefully some of the new installations will be ready in time to help us with some of the charity events before they end for the summer. We (MARC) seems to be struggling to get enough motorcycles to fully man our charity events recently. Of course we had to split our manpower when we had the Tour de Orange County, the San Diego Tour de Cure and the Baker to Vegas events all on the same day, April 19th. Now that was a stretch. We have never had that happen before and pray that it will never happen again.

All of the recent charity events have been more successful then we could have ever wished for despite the housing problems in the whole country. The TX-MS-150 was very successful according to Jerry WA0GLD, the MARC coordinator for that event. Thank you Jerry and your wonderful MARC crew members who worked the TX-MS-150, you all have much to be proud of. Certainly those MARC members who also worked the Tour de OC and the SD Tour de Cure are to be congratulated for having done a splendid job on those charities also. George WM6L & Frank KE6WOE coordinated the SD TdC and Scott KI6IXQ coordinated the Td OC. Job well done by all. MARC thanks all of the volunteers, not just the motorcycle riders, but the SAG drivers & assistance & the MARC Net Controllers too.

As some of you may remember, I had the Traxxion suspension installed a couple of months ago, but didn't have enough time/miles on Casper to really know if I liked it or not. Well I have enough miles now to give my opinion of the \$2800 we spent on the Traxxion suspension. It worked really well on the ride we (Charles KF6TXI, Billy KF6WBV and I) did this past weekend (980 miles). The Traxxion suspension is very forgiving in the corners and you never get a wobble. I learned that in some of the 20/25/35mph corners that I could negotiate through those corners at almost twice the posted speed limit for those curves without dragging the foot pegs, side stand, center stand or mufflers like we were doing before. And I only had the Traxxion setting at 3. Casper loves that suspension because we get to really play in the corners. It seems that the Traxxion suspension does not compress in the corners like the stock Honda springs do. Maybe that is the reason for not dragging anything in the corners. I found out that I really had to try hard to get Casper down where it would drag a foot peg.

The ride we took this weekend (980 miles) (Fri/Sat/Sunday, April 25/26/27) was up to the San Francisco Bay area to do some more of the Southern CA Motorcycle Assoc. (SCMA) CA National Parks Adventure Ride. So on that ride we had at least 350 mile stretches of I-5 both ways to travel. Then we had the 2 lane roads along the Pacific Coast as we went from one National Park Site to another. These roads are so spectacular and curvy that they are a motorcyclist dream come true. Many of the roads we had to travel were right above the ocean cliffs and the water below was smooth and as clear as a blue diamond. Fantastic riding, scenery & roads. At times the traffic was a little heavy, but you wouldn't complain about that when you have such a beautiful setting. We were able to do 8 of the National Park Sites in the Bay Area that weekend. We have done a total of 15 USA National Parks in CA now and have 9 more to go. We are planning on doing some more over Memorial Day Weekend. Thanks to the unbelievable work of planning & preparation by Charles KF6TXI using Map Source and aerial photographs every direction for the whole weekend was perfect, spot on. I mean the reservations for the motels, the directions to every park from one to the other were flawless. The programs he gave us loaded into the GPS's and the GPS's talked us right to every National Park Site in the Bay Area. Too, Charles was a Sergeant Major in the Army Medical Corps and was stationed in the Presidio area for 8 months. It really helps to have a MARC member like Charles for a guide you when trying to find some of those out of the way National Parks.

Also while on the SCMA CA National Parks Adventure Ride I got to test the Blue Tooth cell phone set up on Casper. Thanks to the diligent & persistent work of MARC members Carroll KN6P and Chuck KG6NJP the Blue Tooth worked perfectly. I love it. That took about \$600, 2 years of suffering and many man hours of work by Carroll & Chuck to make it work.

We now have at least 4 of the old 4 bolt 1/2" tubular rack antenna brackets to make the brackets up for the Predator 2 amber emergency lights. Two are spoken for and so I have 2 that will be finished soon and be for sale. We are charging \$50 for them, so it is first come, first serve.

Another reminder, to please at least include you first name, call sign, city & state you are from in your email signatures. Thank you. It is a big time saver for us here at the MARC-HQ.

The length of the day light hours has now reached 13.5 hours and the riding season is upon us. Let's go riding.

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

Ray Davis KD6FHN <raykd6fhn@earthlink.net>
MARC Chairman Of The Board
Hm (949-551-1036) Cell (949-300-9669)
Casper now with 141K

FOR SALE:::::::

YEASU FT90R 2mtr/440 50 watts \$300.(Small enough to fit in the glove compartment)... Also Kenwood TM241 2 mtrs \$147.37
Tom K2QGT email to <K2QGT@arrl.net>
Parhump, NV 800-221-8739



The 2009 Houston-Austin BP MS150 Another Grand Success

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

Greetings MARCies World Wide,

The world's largest MS150 was held April 12-13, and once again finished as an unqualified success. The Motorcycle Marshal Team did a commendable job of providing support to the bicycle riders out there raising funds to help fight this devastating disease as well as provide any situation information required to the tour management.

There were exactly ninety motorcycle volunteers on the tour this year. We established that as the goal for each year's team at our 2007 MS150 Steering Committee Wrap-Up meeting. Over the last five years, the number of motorcycle had increased until we had exactly 90 in 2007. I thought 90 were maybe a few too many as we worked to determine proper size of team we should field each year. The Steering Committee all emphatically agreed that they wanted that many motorcycles on the Tour so for now the number is established at 90 for our goal each year until something changes.

This is the first year that we have not actively recruited new riders. We now have an almost imperceptible attrition rate. It seems we only lose volunteers through someone moving away, selling their bike, or returning to the pedal bike for that year. And throughout the year there is a constant trickle of new volunteers that sign up on the MS150.org web site. Sadly I have to send them our standard "we are full" letter and encourage them to become ham radio operators then re-apply as any new volunteer for our team must now be a licensed ham with radio equipment on the motorcycle during the Tour. About two months prior to the MS150 we had our team of 90 volunteers complete.


We participate in a dozen or so of the twenty five bicycle charity events each year in the Houston area along with San Antonio and Dallas. I don't have the time to participate in all of them but we use our MotorcycleMarshal.com web site donated by MARC member Damien Nelson to coordinate them as well as the excellent Access Database modified and improved by Curtis Pietsch. Two of my favorites are the Space Race that supports Ronald McDonald House Charities, and the Continental Airlines Cycling Classic which is a fund raiser for the Continental "We Care" charity. I am not going to go into details here however suffice it to say we were blessed with excellent weather for all events the last six weeks prior to the MS150 that MARC members participated in and we provided an level excellent of support for these events.

The main thrust of my preparation for the big MS150 starts in February with the one day "Ham Cram Class". Although open to the public, this class is presented primarily for the Motorcycle Marshals so we can bet more volunteers on the radio since communications are so important to this event. This year's class had 24 participants and a 100% pass rate. The class included eleven motorcycle volunteers, four additional people that volunteer for the MS150 and wanted to be able to be on the ham bands with us, with the remaining folks interested in CERT, church group disaster preparedness, or entering the hobby. What a great day that was. I have now licensed over one hundred new Amateur Radio Operators in the Houston area through my one day classes. Pretty rewarding.

There was no mass new-guy motorcycle training class this year because we didn't have a "new-hire" group as in previous years. Although we had a few new riders this year, most of the required classroom education was done on an individual basis.

The actual BP MS150 went well this year. The weather was absolutely outstanding with the exception of a headwind both days, the worse being on Saturday. We had severe clear skies, temperatures in the mid-70s and low humidity. The cooler temps and low humidity helped offset the headwind, but the wind was tough on a lot of the riders. SAG rates were higher

I don't have the official statistics yet and will post them once they are received. Rough numbers are 26 ground transports by ambulance and three helicopter medical evacuations, two from the road and one from a small hospital on the route. Fortunately all the Life Flights turned out to be precautionary, were for single bicycle accidents, and no one spent a night in the hospital. I did not hear of any vehicle accidents, and there were volunteers accidents or injuries. couple riders "park" their rides either gravel or in a grass ditch no injuries other than pride, and damage to their motorcycles. One Simons' pretty new GL1800 and Mitch thought he had his rider have misread it. We are still guy.



bicycle/motor
no motorcycle
We did have a
horizontally in
beside the road, but
no significant
bicyclist hit Mitch
just kept going.
number, but must
looking for that

A large group of students and faculty members, many wearing reflective safety vests, posing for a group photo on a paved area. In the background, a road with several cars and a line of trees is visible.

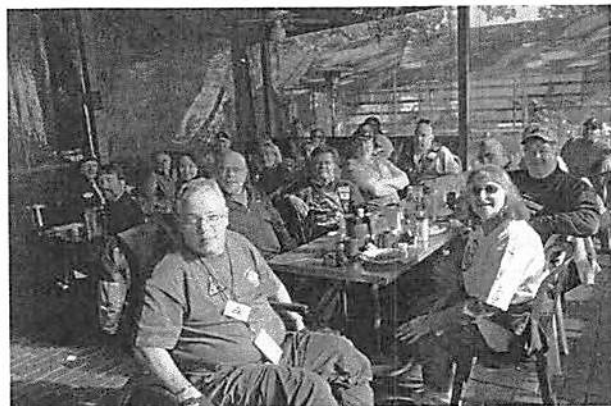
"group picture" of
We don't have a

There is a truly wonderful man named Michael Fagan who was diagnosed with MS 15 years ago. He is always at the Houston Omni, the Tully Start, various points throughout the tour, the LaGrange overnight and at the Sunday finish. He has always loved our motorcycle team and rides with

good group picture because we are never all together in the daylight. So this year I called for as many possible to join in a hospital parking lot at 4:00pm on Saturday. A few of us were about an hour late because of the afternoon Life Flight event we were involved in. I hate to take the motorcycle support off of the Tour but we also wanted a group photo so we did the best comprise we could. Pick a time and place near the end of Saturday, get in and get the picture and then back to work. About seventy volunteers made it for the photo.

And speaking of Life Flight, I just stumbled on to the second Life Flight of the day on Saturday afternoon. I came over a hill on routine patrol and saw a small group of people gathered in a huddle in the middle of the road. That can only mean one thing. I sped up and as I arrived, one of the non-ham motorcycle volunteers was waving and pointing at his cell phone. The injured rider had blown a tire and following a solid "face plant" was unconscious. There were three other bicycle participants, one a physician, gathered over him and two motorcycle volunteers. I stopped and the motorcycle rider told me no one's cell phone would work in that remote area. I immediately called net control on the two meter net and got an ambulance on the way. Score one for ham radio and APRS. None of those stopped at this accident, including me, had a working cell phone in that particular area. Once the local emergency officials began arriving their phones worked to coordinate the helicopter, etc, but the initial response could only be started by ham radio. This is an example of why the radios are so important on the Houston-Austin MS150 and I'm proud to have over 75% of our team now licensed hams.

The conga line behind the turtle at the Texas State Capitol was impressive as ever. Following the last rider across the finish line was about sixty motorcycles with lights flashing and horns blaring, then the medical vehicles and several dozen SAG vans and supply trucks. The finish to this event is truly something to behold. It always makes me a little misty.



Saturday about 35 motorcycle volunteers gathered in the Austin Omni Lobby Bar for our annual "Motorcycle Re-Cap" meeting. It is a tremendous amount of fun, and a chance to wind down from an intense weekend. Then Monday morning we all meet somewhere for breakfast and then have the "Monday Ride Home." That's a ride in which we take all day to return to the Houston area via a relaxed scenic ride home including an afternoon lunch at some BBQ joint. Michael and Debbie Fagan joined us both at the Sunday evening and Monday morning breakfast which was a true delight for us. What a great time.

On Sunday evening right after completion of the 2008 MS150 I opened signups for the 2009 MS150 Motorcycle Marshal Team. In 72 hours our team of 90 volunteers was complete with 4 alternates, and it was one year

and one day prior to the next event. We have an absolutely tremendous team of volunteers here in Texas, and I am proud to be a part of it.

Enjoy the summer. Ride safe!

Jerry Irwin WA0GLD

MARC-Texas Division

San Diego Tour de Cure

On April 19, 2008, the American Diabetes Association (ADA) in San Diego held its San Diego Tour de Cure (SDTdC) bicycle ride, a fund-raising cycling event. This year, for the first time, MARC was asked to provide support to this event, and we have done so in MARC's usual, professional manner despite being short handed because of support to two other events on the same day.

Several MARC suggested route and rider control measures and procedures were implemented for the event including color coding of routes and riders, MARC integration and control of ADA SAG assets with MARC SAG vehicles. Special thanks to Bob Henry (N6HOJ) for riding along with the ADA SAG, and Alvin Brown (KD6UZM) for providing the loaner radio making it possible.

Thanks to all participating MARC members for their generous support of this San Diego County event. Another special thanks goes out to Pat Stevens (KI6ETG) and Holly Hudgens (KI6ICP) for their much needed support to the Net Control site. It was a long day, and we didn't want Bonnie and Chuck trying to do it by themselves!

The ADA debrief for the event is being held in San Diego the evening of May 5th. Please send your comments and suggestions to either Frank at 760-941-9174 FrankL@cox.net or George at 760-458-5626 stovergeorge@mac.com we will address the salient issues and report back at the anniversary meeting on the 10th.

George WM6L & Frank KE6WOE

MARC's SdTdC coordinators

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

NET DRAWING:

4/2- \$5 + 5 tickets Paul KI6CVU n/a, 4/9- \$5 + 10 tickets De Witt KM6UK won & pd, 4/16- \$5 Scott KI6IXQ winner, 4/23- \$5 Julie KC6ZDS n/a, 4/30- \$5 + 5 tickets Rich N6MHN n/a

Echolink for APRIL::

George WM6L (CA), Norm N9ZKS (IL), Jerry WA0GLD (TX), Charles N9RZV (IL), Elie OD5KU (Lebanon), KF6GPH PAM (UT)

50/50:

April flowers ushered in \$62 each to Bob WD6L, Alvin KD6UZM, Pat KI6ETG.

\$25 gift certificate donated by Huntington Honda won by John KC6ZOZ

Comet SMA3 Tri band antenna donated by NCG(Comet) won by Mike N6QZT

Lite Flares donated by Kevin Karamanos won by ShEron KC6ZSH

MARC DONATIONS:

3 PC Circuit tester won by KM6UK

720 pc Lockwashers won by Chuck KG6NJP

Camping Flashlite won by Pat KI6ETG

Snap Ring Pliers won by Jim KD6REA

Ratchet Bar clamp spreader won by Mike N6QZT

Many thanks to all who donate to our meeting:

Mel & Kay Johnson, De Witt Morgan, Mike Naron, John Reynolds, Rich Blackburn, Scott Farthing, Billy Hall, Ray & Bonnie Davis

Ticket Drawer was Mijo

Those helping Mijo dissect thickets were Alvin KD6UZM, John N6JCB, John KZ6ZOZ, Mike N6QZT

Gray Ticket distributor was Mike N6QZT

Gray ticket winner was Glenn AB6PA

Gray tickets drawn (2)

Where would we be without LINDA, our waitress at the Lake View Cafe finally had help on the other side of restaurant..

Nick the owner and his employees are very accommodating to our "MARC" members... Thank you all so much. Greatly appreciated!!!!

"Nick" the Television is wonderful and we have certainly used it for our pictures. A very good asset as far as MARC is concerned. Thank you Thank you...

SECRETARY/Treasurer/NewsLetter Editor/Info Bureau:

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MEMBERS:

4/4- Craig Maquire N4TEE Orlando FL,

4/12- Kenneth KE7TLZ & Kelly Haynes Tigard, OR

4/18- Allen & Shelia Short Philpot, KY

4/26- Michael Pandzik WB0PTZ Lenexa, KS

Remember we are available for any information, technical assistance you may need as we do care.

MEETING:

April meeting was again spent on the SDTDC & TDOC, making sure we had as many as we could get for both events being on the same day.

Visitors with Brian KG6JOA were Desiree & Britney Hawkins. And a welcome back to Bill KF4MCG & Judy Appleton KF4MCF so good to see you...

NEWSLETTERS:

Thanks to Ray for helping me with the April newsletters. which was 9 pages dble sided - Looks like we will have about the same for May newsletter... Great is what I say.... Keep them coming.

SUNSHINE CORNER:::

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

Alan Gallagher WB6T - Is doing for himself. Spending lots of time working on getting repeaters in good operating condition.

Kay Johnson still battling the chemo therapy..

Bill Callier has 2 more radiation treatments and he is well on the road to recovery. He is doing fine but then the flu bug got them both. Bill KD6QB does our badges for us.

Mike Zimbalist KE6KWQ remember we are here for you with love and prayers during you recuperating.

And Burt N6USO you are still held in our hearts with your ongoing surgeries.

Others are Willie WD9FHA who had a icy fall not on motor, Norm N9ZKS from an icy fall with his motor- sure hope you both get well enough to ride this summer.

Mark KE6ZRP yes I know you are fine(:))ss

Then we have Chuck KG6NJP who goes in for hip replacement on the 12th of MAY. We will be there with him along with love and prayers.

We love and care about you all... sometimes I don't know of an illness or surgeries so just remember we are here for you.

We honor our Military for put ting their lives in danger so we may live. 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 13, 2008

4 - SALE::

2007 HD Heritage Softail Classic, Pearl White, 6 speed, EFI, Balanced Engine - 4k miles, 4yr remain on Ext Warr, HD Security System, \$2000 in accessories - Custom Seat, Back Rests, Chrome laced wheels, Dual 2007 HD Heritage Softail Classic, Pearl White, 6 Bulb Halogen Headlight, Luggage Rack, Engine Guard, Brake Light Modulator, Wind Deflectors, Chrome Locking Tool Box, Helmet locks, Saddle Bag Shapers, Trim Rings on all front lights and more. Pre-wired for Radios. Asking \$19,500 but for MARC.....????

John Beckwith N6JCB <jbeckwit@lmu.edu>

Don't forget our special prize drawing for 2- 2650 GPS, set of tires from Huntington Honda, GP-3 from Comet(NCG), two \$25 gift certificates from Whitehead Construction Company (Alvin's son-in-laws family), gift certificate from JBJ, \$25 Visa gift certificate from Ray & Bonnie, a Lavendar Mother's Day basket with a beautiful Lamb from Ray & Bonnie and still looking for more.

Tickets on sale for \$1 each.... Yes you have to be present to win....

FROM WOUNDED CYCLIST TO MOTORCYCLE MARSHAL IN UNDER 3 WEEKS

or

A View From The Other Side

You probably don't know me. My name is Jim McGowan KESTQT. , I'm a new ham operator and Houston's newest MARC member. In 2004, my wife Sandra was diagnosed with MS. Three years later, in April, 2006, I found myself atop a road bike with one of those tiny saddles. I laughingly told my congregation that they would probably have to surgically remove it after the 180 mile ride from Houston to Austin. Oh yeah, I forgot to mention, I'm the Christian Education Pastor at Sugar Land Bible Church in Sugar Land, Texas. Crossing the finish line in Austin and seeing my wife frantically waving and shouting through her tears, was a truly emotional experience. I was hooked and determined that I would ride each year until I couldn't ride any longer. 2007 was basically a carbon copy of the previous year's ride with the exception of a little more experience on a road bike and a greater appreciation for those who make the BP MS150 happen.

Registration for the 2008 BP MS150 opened up and I registered the first day. Good thing too because registration closed 11 days later! For some reason, getting prepared for this year's tour was extremely difficult. Between ongoing bouts with sinus infections, colds, and bad weather, it looked like this time I was not going to be as well prepared as I had been in the previous two years. Then it happened. A neuroma that I had been "living" with for the past 8 years flared up, effectively ending my hopes of riding my road bike in this year's tour. But, since I have a personal interest in the efforts of the MS Society, I decided that I needed to investigate the possibilities of volunteering in another capacity. In 2006, I decided to purchase a new Honda GL1800. I had always dreamed of having one ever since they first came out back in the 70s. Now I had one and I was determined to enjoy it. And I did. In 2007 a buddy and I rode our GoldWings to Billings, Montana for the annual Wing Ding. While it was fun, it was also unbearably hot, but that's another story for another time. As I indicated above, I had ridden my bicycle in the BP MS150 that last two years and I was somewhat dishearten when I discovered that I was going to have to have surgery on my left foot...something that would keep me from riding this year.

As I began looking for some way to contribute, a friend suggested that I look into volunteering as one of those guys that rides their motorcycle during the tour. In February I went out to the MS website filled out and sent in my volunteer form. I was contacted by email by one of the MS staff members who told me they would forward my form to the Motorcycle Marshal Coordinator, Jerry Irwin. They also indicated that the "team" was full and the likelihood of my becoming a part of the team, was pretty slim. A few days later I received another email, this time from Jerry Irwin, (Mr. Motorcycle 1). Suffice it to say that this was the first, "thanks, but no thank you" email I had ever received. Not to be deterred, I replied indicating that I realized that it was too late for me to work this year's tour but that I was also interested in helping out with other events and that if an opening came up, I would like to be considered. I also asked about what the basic requirements were to become a Motorcycle Marshal. Jerry responded by telling me that it was highly unlikely that there would be an opening for me since nobody drops off the team once they're on it, but, if I was really interested, I should consider joining MARC to learn as

much as I could about the Ham/motorcycle world, I should obtain a Ham license, and I would need to obtain all the appropriate gear including of course, a radio, an antenna, lights, etc. My wife, speaking about me, has often said that she has never seen anyone as dedicated and focused as I am when I set my mind to do something. I have never given it much thought. I just like to set and accomplish goals so as soon as I found out what the requirements were I set myself to the task of fulfilling them.

First off, as already noted, Jerry suggested that I join MARC. That was an excellent recommendation and proved to be a real blessing as I sought to enter this new mysterious world of Ham radios and motorcycles. Next was obtaining my Technician's License. I found out from Jerry that I had just missed his Technician's Level Class so I asked him if I could get his materials to study. He graciously sent me the goods and along with the practice exams I found on the web, I set myself to preparing for the exam. Around the middle of March I found myself sitting in a room with ten or so other people and twenty minutes later, walked out with my new license. I was told I had made a perfect score – Thanks Jerry!

The next step was securing a radio. Once again Jerry pointed me in the right direction suggesting that I try to get an Icom 2720H or a Kenwood D700. I found a sweet deal on an Icom 2720H on Ebay. What about an antenna, mount, cables, etc.? Mr. MARC, Ray Davis to the rescue. As a new MARC member, I placed an order with him at the member's discounted price and awaited the arrival of my goods. Now all the parts were either in hand or on the way but I had no clue as to what to do with them. A quick call to Jerry and I was lined up with Senior Motorcycle Staff Member, Mitch Simons, W5MQS. Mitch and I made plans to meet once everything was on site so that he could help me get everything installed.

By this time Jerry realized that I was serious about this marshaling thing and he told me that if I could get all of the requirements completed before the BP MS150, he would see if he could get me on the team this year, but there were no guarantees. Needless to say, I was highly motivated before but this sent me over the edge. One of the last two requirements was an educational class with Jerry in order to go over the fine points of marshaling a ride, but when to do it? By now there were only two weeks left until the big ride and there were only two bike rides left before the big event, the Fort Bend Education Expedition and the Space Race. The first ride was on a Saturday and I was there early and ready to go, even though I still didn't have my radio installed. Jerry and I managed to squeeze some time in and we got the classroom portion of the requirements out of the way. Yeah, Baby! Another requirement bites the dust. Finishing the classroom training Jerry suggested we log on the FCC web site real quick with his wireless card to see if my callsign had been issued overnight. There it was!!! KESTQT.

Mitch and I finally got together and got my radio installed. THANK YOU, THANK YOU, THANK YOU! Jerry then told me that he really wanted me to come out for the Space Race because it would be the last opportunity I would have to actually experience marshalling with a full blown Ham Network up and running. There was just one problem. The Space Race was on a Sunday and an hour away from where I live. Did I mention that I'm a Pastor? This was the last requirement and I was determined not to fail so I started calculating.. I get out of church at 12:30 pm. The earliest I can get there is 1:30pm and that will be pushing it.

No matter it has to be done. Fortunately for me, I was able to leave immediately after Sunday School so I actually gained an hour. I met Jerry and the rest of the gang at 12:30pm and helped marshal the ride until it closed down at about 5:30pm. All requirements fulfilled with one week to go before the big event! God was good. I was bushed after the Space Race and ready to head to the house. Just before I left, Jerry came over and told me that due to the determination and obvious commitment I had made, the board had decided to make an exception and let me join the team. Oh, and, I would be riding in the big event, the BP MS 150 the following Saturday. Awesome!

Saturday, April 11th, I found myself lined up in front of Rhodes Stadium in Katy, TX with a great group of experienced marshals, none of whom had a clue of who I was. Per Jerry's instructions, I offered up the blessing of the bikes (most of worked, no mechanical problems at all - whew!) and we were off.

For two days I had a tremendous time helping cyclists who had no idea I was actually one of them and I got more grease on my hands during this tour than the previous two combined. Note to self - carry hand cleaner and paper towels next year.

The highlight of course was "bringing in the turtle." Jerry told me this would be a very emotional event and he was right on two accounts - first of all by bringing the last rider home with horns blaring and lights flashing, and second - upon seeing the face of my precious wife, with tears streaming down her face, straining to find me in the group.

As I indicated earlier, my wife, Sandra, has MS and although she has been at the finish line the last two years, this one was especially meaningful to her. As she drove out of La Grange to Austin on the second day of the tour, she found herself riding along side of thousands of cyclists and volunteers and while she knew of their involvement she suddenly was confronted with the reality of their involvement - many cyclist were off to the side of the road - some hurling their cookies, some rubbing sore muscles - some walking their bikes. It overwhelmed her. She slowed, rolled her window down, and found herself through her tears, yelling out encouragement to everyone she saw. At one point she called me on my cell to tell me that there had been a bad crash and would I make sure they were attended to - yes Dear, I'll double back and check on them.

For the first time, the magnitude of the effort put forth on "her" behalf in the MS 150, came home to her. Those of us who have participated in any way know about this Herculean effort for two days in April. Now she too knows and she will not be the same.

So we brought the turtle home. The tour was over, and it was time to relax and shoot the breeze in the beautiful Austin Downtown Omni lounge where a group of thirty to forty motorcycle volunteers now gather on the Sunday evening following the MS150 to "discuss" the weekend's event. I came down and made a short appearance. I hope no one took offense at that. I was pretty tired and more importantly so was Sandra. Monday morning would arrive early and I was all about breakfast with the guys, an opportunity to get to know some of these men and ladies better, and a leisurely ride home through the hill country so we

went to bed shortly thereafter.

Sandra woke up at 5:00 am with a horrible migraine, more than likely brought on by over exertion, so the plans changed. I was disappointed but with MS you learn to live with these types of inconveniences. By 10:00 am, she said she was feeling a little better, but I told her we should stay at the hotel until noon if she needed to. She wouldn't hear of that and insisted that we head home - she in the car and I on the "best" touring bike known to man, my 2006 GL1800.

We had just reached the outskirts of Austin on Hwy 71 when it happened. Sandra had a major MS episode. These episodes vary for sufferers of MS and you never really know what the manifestations will be. In her case, it was complete numbness on both sides which scared her so badly that she had a panic attack too.

We managed to get off of the highway and into an Exxon station parking area to assess the situation. The symptoms began to subside some so I decided that the best plan of action was to get our daughter and her husband to drive up from Houston. When they arrived our daughter jumped in the driver's seat and with mom reclining in the front and the new grand baby in the back, off we went. We arrived home in Sugar Land at about 6:30 pm. Needless to say, we thanked and praised the Lord for getting us safely home. (By the way, ask me about my new granddaughter - Jade Michelle Chang.)

It's funny how things change from moment to moment in our lives. One minute we were basking in the joys of another successful BP MS150 and the next we were praying for direction in how to best deal with our situation on the side of the road.

Tuesday morning after the tour we went to the doctor for a quick check up. The doctor tells us that Sandra can expect more of the same in the future, handed her some samples, and out the door we went.

My reason for sharing this with you all is that I want to let all of you who work MS rides know how very special you are to me and my wife personally and also to try to emphasize the importance of what you are doing. Sandra was diagnosed in 2004 and is just one of many thousands of MS sufferers in Texas. We are not unique; our story could be told over and over again.

Your participation each year helps raise millions of dollars which goes toward research to find a cure for MS, Sandra's and my MS. I say my MS because this disease affects entire families.

In this not so short message, I wanted to thank you for Sandra. So thank you for your time, your donations, and your volunteer efforts. There is at least one Texas gal who directly benefits from it. And thank you from me too. Riding in this year's tour was a richly rewarding experience and one I hope, Lord willing, to reenact over and over again.

Jim McGowan, Th.D. C.E. Pastor Sugar Land Bible Church

P.S. Portions of this article were taken from a letter I sent to the Motorcycle Marshal Board.

GLOBAL COOLING

Decided that I needed to find the sunshine. We had been socked in under one storm track after another. Suited up. Electric vest on and pushed the bike outside of the garage. Hit the starter, warming and watching the exhaust. Popped the whip on the screwdriver antenna, hooked up the helmet to the radio... vest to the power plug, flipped the handlebar heated grips to high and headed toward the highways.

The evening before while watching the weather maps I had noticed a clearing line out west. So I headed up 694 and then west on some county roads toward Litchfield... Skies seemed to get brighter, however it was only the rain coming down I guess! I had the radio on and was listening to 40 meters. Figured my signal might not get out so I just listened to different people.

This BMW has changed from the RS sport to more like the bike I am used to. I had taken the radial tires off and replaced them with bias tires. Still shake my head on these radials and how far or not so far before need of new tires! 9,000 + miles. The idea of getting a goldwing just to add automotive rear tire has crossed my mind, Ray... Don't let that out, eh? Hard core BMW rider like me...heh I think I had written before that I had purchased a rear rim from a BMW K1200LT. Easy replacement. Would like to do the front but there is more expenses with rotor carriers and machining of the forks to get the wheel to fit. From a low profile to .. well the opposite on this black bike. Now I have the feeling back for stopping at a light for a few seconds at least before putting my foot down... or rather if the light turns green off I go without dabbing the pavement.

As the radio babbled and the heated vest warmed my helmet I waited for that BLUE sky. Headed straight west to Wilmar then on to a smaller town, Pennock... "Hmmm." I muttered... I checked my clock and figured its time to turn back or find some road up to I-94. Green sign read SUNBERG 13 miles. Slowed the beemer and headed north. Wide roads and great looking farms met my eyes. Scud clouds and winds from the east also tipped their hand at what I had before me. Churches along the routes had their pews packed. Well at least there was many cars in the lots as I passed.

At Sunberg I turned east on Minnesota 9 and headed east I hope. The road sign said south. Well... Finally found Hwy 71 and followed that north. More rain. Hard water rain. Temperatures never got above 43 degrees. I was Nice and Warm though... Sauk Centre Sign 29 miles... "Good deal!" I said in the helmet. Fogged the shield again. Popped it up to breath in that refreshing COLD air! 3 years ago I had taken a ride out to South Dakota and back on MN hwy 28. Aha! "I will take that twisted road to Little Falls!" I smiled... "Be like an old friend, y'know?"

Expected more twists than are there. No extra Harleys along the route either. Where did all the bikers gooo.... looong time.... err oh yeah this is Minnesota and its April which feels like March! I did see a few motorcyclists out. Mostly people staring at that big antenna.... heh

Finally passed through Little Falls and then headed northwest on Hwy 10. Randall and then Cushing. Took a right into that blink of an eye town and headed out on the county road that meanders thru the forested hills of mother earth.... err muddy earth. Bear Road. Gravel but only half mile if not less to my Sister's home. Made it! Parked the beemer on this sandy driveway. First the side stand then up on the center stand. Quiet met my ears. Well I had

thought there would be quiet. FROGS bellowing from the swamp and the base of the hill met my senses! Took me awhile to realize that it was a Created Frog making the noise not some machine in the woods!

We ate a great dinner and watched the skies brighten. After the meal we looked at Trials bikes and also noticed shadows from the birch trees around the trampoline. Sunshine!

"Keith, Tim?" My sister cries out from the wooden stairs. "I know what you are scheming!"

Keith was looking for a trials bike that I could bring back to him from California. This time we are heading for Apple Valley, Ca. However in a car and Karen and her Dad is also going down there. Ken is almost 89 years old. There is a few grand kids and great-grand kids that have never seen him face to face. Need therefore to go no matter what the cost of fuel is. eh?

"You wanna ride my KV 75?" Keith is grinning

"KV what?" I ask "Kawasaki." Keith laughs

We headed out to his garage and there is a small mini bike frame with a 3 speed automatic.

"Where did you find this one?" I ask almost hesitating and kind of knowing the answer "Garage Sale and 75 bucks... I had to do some work to it but it runs good now!" Keith explains "Want to go out and see the \$250,000 cabin?"

"Sure!" My turn to grin... "Good, You ride the Yamaha!" Keith replies

Can you see the word picture? Two 50+ year old "kids" riding thru the gravel and mud to this cabin. Deep into the woods along puddles and ruts deep with water. Glad I had the 3 wheeler! Kawasaki though was spewing oil... cough cough. Finally come driving by this house which looked transplanted from the suburbs of generic city in your neighborhood! "They can't get here in the winter, snowplows don't come this far back!" Keith yelled. Even the cars around the place looked urban. Blown out back windows, flat front tires. Scattering of junk in the front yard.

Headed back to the home place and parked the personal vehicles. Temps were now in the 70's. My layering needed to be removed. We sat and had some munchies looking over the yard and down to the woods and the swamps. Frogs still clammering with noise. No bugs though, No leaves on the trees either. Hot.

Stayed around till 7pm and then time to head home. "Thanks for the day!" I called as I started the beemer. Back down the sandy roads to Gravel then down to the county road. Tires spitting rocks as I slowed for Cushing. Smiles with some camera memories in the saddle bag. Waiting for the train to pass then down Hwy 10 to Little Falls. Stopped for fuel for the second time this day. First stop had been in Maple Lake. This time the fuel mileage was in the mid 40's. After the first stop it had been right on 50mpg. Scooter mileage on a gentleman's crotch rocket

Took the river road down to St. Cloud. West side of the Mississippi. No truck traffic or car traffic. Nope didn't think of speeding either. Too nice out!

That was last Sunday. This weekend the areas that I rode thru and around got hit with a snow storm! Some places got 10 inches or more! Sauk Centre had piles of the white stuff along the roads... We had lots of flurries yesterday. Temps are back in the 40's again...

The bike is hibernating... probably hoping I am going to take the truck to work on Monday... Well I have to but that is another story not related to motorcycles or ham radio... Wanna hear it?

However I do plan to ride tomorrow. Need to work on an old gold wing. Way over in Woodbury, yep north of St. Paul... what? Nope I am not driving the pickup...its April... we have green grass.. somewhere under that bright snow...

OH... one more item of interest! I hooked up the 2meter side of the icom 706mkii to the screwdriver antenna too! Works!

73,
Tim Lindstrom AB0TS <ab0tstim@juno.com>
columbia heights, mn
95k1100RS, icom 706mkii
motorcycle mounted screwdriver antenna

Hello Bonnie,

Not much from here again this month. Marsha decided that we needed a gazebo, so all my effort has been into getting that finished. The bike, however, is being moved closer to the door every day, as I use the material behind it, on the gazebo. I anticipate 1 more (working not raining) day and it will be finished. I have been in discussion with myself, if I want to continue the trips over to the Lake (Michigan) 2 or more times a week, as I have done in the past, to work with the Coast Guard. It is one hundred miles each way and my agreement with them is I only come on days that I can ride. However gas is rapidly becoming an expensive object, and so is my time. I want to spend "some of both" touring again, but Marsha is getting to the point that she does no longer enjoy riding. It has been a couple of years since we did any serious touring, and we used to be on the go all the time. I miss that.

Our grandson Kyle is supposed to be coming home from Iraq, some time in July, if the freeze on bringing the troops home does not get in his way, and I would sure like to take him on one more trip. He was with me constantly from about 9 months to about the age of 12. He always liked going on the Harley with me. He also liked camping with the IBMC group, another thing that Marsha and I haven't done much of since I hurt my back several years ago, and was forced into retirement because of. Of course, he may not enjoy camping so much after the Iraq experience. His job keeps him on the move almost all of the time (except when there is a sandstorm, and vision is nil).

About the time it started snowing in South Dakota and Minnesota, it started hailing here, did a lot of damage. I was certainly glad that I was in the truck, not on the bike. Marsha and I got caught in a hail storm out on the desert once, no place for shelter, and it was not fun at all. Once we were caught in a tornado out in South Dakota, that was not the most fun thing we ever did either. That was the time we were refused a room at a Holiday inn because we were on a motorcycle. That incident had a bearing on why Harley quit using Holiday inns for their functions, along with a couple of other incidents. The weather man has just forecast snow for us here in Illinois for tomorrow! Looks like I will not get to finish the roof on the gazebo again tomorrow, and no riding either. So all you California people, just enjoy the warmth you have and do not be envious of Tim and I, because we too will have some decent riding weather one of these days!

73 Paul K9PEP (IL) <wa9fm@yahoo.com>

Well Hello everyone,

I started getting ready for Our upcoming "Tour de OC", by going over the bike. I checked the fluids and pressure's, disconnected the trickle charger, set the choke, turned the key on and hit the starter button. The bike cranked for all it was worth --- and --- nothing. And nothing. And nothing.

Started troubleshooting it and found the fuel pump wasn't pumping any fuel. Followed the book and pulled apart the bike to get to the right side, so I could test the engine module. Tested the fuse's, all good. Disconnected the engine module, jumpered the fuel pump, and it worked. It worked every where until I hooked up the engine module. Checked with H and H, and was told that the engine module "never" failed. I figured that I was the first.

Just when I figured that I'd have to spend a lot of money I don't have, I got a call from John "W5JFR" about an article he had just read in "Wing World Magazine" about this very same problem. He said it turned out to be a bad battery. I couldn't believe that my battery was causing this. I checked the battery and had 12V without a load and a shade over 10V when cranking. But I went ahead and pulled the battery and took it down and had it tested. Sure enough, it had a dead cell. replaced the battery and you guessed it. The bike started right off.

I wasn't able to use the bike for the event, because I just couldn't get it running right. Now I'm changing the Left switch assembly. It is really involved. You have to take off the lower side and front panels to get to the connections.

Wish me luck.
Happy Riding,
Mike Naron, N6QZT
Apple Valley, CA

MARC Website update

Over the Christmas Holiday season we upgraded the service to the MARC website. We have greatly increased the amount of space available to hold the website and the contents. This has given us additional space for pictures and information.

As an added feature we have added the MARC newsletter to the website. The URL is ["http://www.marc-hq.org/50.news/50.htm"](http://www.marc-hq.org/50.news/50.htm). In case you lose your newsletter you can print one out. Or give it to your friends to promote MARC.

Charles Robles

KF6TXI

Webmaster



BIKERS AGAINST DIABETES – 2008

When is a BAD Ride – Really GOOD ? When the BAD ride stands for "Bikers against Diabetes" - And is sponsored by the American Diabetes Association. It's coming the second Sunday of June - the 8th. Please remember that the MARC Breakfast meeting is being changed from the second Saturday to the first Saturday - in order to be held the day before this year's ride.

We will have the sign up sheet for the BAD ride at the May meeting. In the event that you are planning on "working" the ride - and you **WILL NOT** be at the May meeting - Please drop Bonnie an email so we can get an indication of how much support we will have for this operation.

We will need the following information: Name, call sign, phone number, e-mail address, whether you receive the MARC List, passenger info.

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

We will have a MARC Breakfast meeting the day before the actual Ride – to finalize instructions and hand out equipment. It appears that we will have about 18 to 20 Start Sites this year. This will really "tax" our capability – So we will need all the motorcycle support that we can "conjure up".

This will be the 8th year that MARC has supported the BAD Ride. And the 4th year to support it with our new APRS Route System. This ride "tests our abilities and stretch our capabilities" more than any of our endeavors because our members are working such a diverse number of assignments which are spread out over a goodly portion of Southern California. Each year the ride has been a huge success, and getting more popular. MARC can claim a good share of the credit for this because of the services we provide.

This ride will "draw" Motor cyclists from all over Southern California. Participants will be "Checking-in" at one of the 20 "Start Points" located throughout So California, to register and turn in their money. They will then "convoy" to the Picnic in the Park.

Inasmuch as most of our MARC members are operating "on their own" – out in widely separated areas – I am providing a "scenario" of what will (or should) be taking place – So that everyone can see how they fit into the overall plan and to "see" what the other MARC members are doing. **THIS is your instruction sheet** – for your own particular assignment. Keep it for ride instructions on the 8th

AN OVERVIEW OF MARC'S PARTICIPATION DURING THE 2008 BAD RIDE :::

We will discuss the Ride at the June 8th MARC Breakfast meeting. Necessary information, vests, and equipment will be distributed – Ray will issue Radio Frequencies – and Chuck will brief us on APRS. We will attempt to assign you to a start location near your home, if possible. If you do have a specific preference – Please let me know – And we will attempt to honor your request. However, **SOMEONE** does have to go to the more distant places. If you are willing to take one of the "outlying places" – Please let me know. That could help out in making the assignments. We do not yet have

the Start Points for 2008 - But the 2007 Start Points were in Ventura; Cathedral City; Fullerton; Harbor City; Pomona; Riverside; Montclair; Oceanside; Loma Linda; San Juan Capistrano; Marino Del Rey; San Juan Capistrano; Westminster; Laguna Niguel; Irvine; Van Nuys; South Gate; Long Beach; Temecula; and Los Angeles. They will probably be about the same. Remember - Email your first and second choices for Start Site assignments - and we will do our best to accommodate you. As per usual, it will probably be as late as Friday before we get all the positions "firmed up" so please be patient.

This year will be the 4th year to use the APRS capability – and we will try to assign APRS Bikes to the more distant locations. APRS Bikes will be used at the "lead" when possible. MARC will dispatch two Motor Patrol Riders to each "Start" location - If we have enough. They should establish personal contact with the "Registration Official" – and – the with the "Road Captain" for each location. The "target time" for arrival at your individual "start point" is to be "in-position" by at least 0900 hours. MARC Control will be "on the air" by at least 0700 hours for your "in-route" check-in, and to "monitor your ride" to your individual assignment. Please check in as soon as possible cause we need to know that you are "awake" - dressed and **ACTUALLY** "on your way". Motor Patrol Riders will initially provide an administrative link between the start point Registration Personnel and the Park Headquarters. Later during the convoy, the Lead MARC Motor Patrol Rider should ride side by side with the "Ride Captain" at the head of the Convoy (within "SHOUTING" distance) – Keeping MARC Control advised of the number of bikers, their progress along their route, and the estimated time of arrival at Oak Park. The other MARC Motor Patrol (when available) will act as the "sweep" – Keeping the "lead" advised of the condition of the convoy, and calling for assistance in case of accidents. Both motors will operate on the assigned 440 frequency for communications back to MARC Control. They should also select a 2 meter frequency (Something other than MARC Simplex) to use for their bike to bike communications. In the event of an accident or incident, get the info fast, pass it on, and return to your "sweep" position as fast as possible. The sweeps will have to use their own judgment concerning assistance for breakdowns, etc. Keep in mind that if you get tied up with non-emergency type situations – You limit your capability to be "there" at the back of the pack performing your primary responsibilities toward the convoy. In the event that we do not have enough Ham radio equipped Motors to send to each location, we may have to utilize a CBER to act as the second motor, and serve as the "sweep". If you happen to be utilizing a "CB sweep", use your ingenuity, "guide" them along, and "make" it work. If you know a CBER that you would like to work with you - Let me know. We usually don't have enough Hams to fill all the slots.

Inasmuch as the Motor Patrol Riders will report directly to their assigned locations (rather than meeting at some central location) – It will be necessary to issue you your "equipment" early – like at the MARC Breakfast meeting the day before. If you are assigned to a start point – **AND WILL NOT BE AT THE MARC MEETING ON THE 7th OF June** – Please let Bonnie or me know so that we can make some other arrangement to get your vest and equipment (possibly your start point "partner" can pick it up for you).

In the past – The position of "Ride Captain" has been pretty much a "symbolic or honorary" type of thing. Each year they keep promising me that they will be having a class for the Road

Captains. That the Road Captains will have selected AND PRE-Road the route. Hopefully that will have taken place this year.... But if it doesn't -- YOU may discover that you know more about what is going on, and what should be done, than the ride captain. **PLAY THIS BY EAR**, use your "diplomacy", and "lead" them along to a successful conclusion. Bonnie says she will prepare a "sign" that says "Ride Captain" -- which you may use to "dress up" the leaders bike, and help establish a "rapport" between you. You should endeavor to establish a good relationship with the Ride Captain. Technically he is responsible for his convoy and MARC is there to assist him If he knows what he's doing -- That is great. However, if it looks like he needs help, or needs suggestions -- then diplomatically assist him. If he looks to you to tell him what to do ... Play it by ear ... and make the best of the situation. You should discuss the route your going to take, and make it a safe trip. The ADA People have promised me that they will be paying more attention to the selection and training of the Ride Captains - But this is a yearly promise and hasn't happened yet.

If MARC Control asks you to delay your arrival time, or slow down, or go around a few blocks -- Pass this on to the Ride Captain, as suggestions from the Park, and tell him WHY. Let him know that this is an attempt to reduce the congestion at the Park in the event that too many units are arriving at the same time.

Individual locations will "convoy" to the "Oak Canyon Private Picnic Area" which is located next door to Irvine Lake In Orange County . These convoys should depart their areas to arrive at the Picnic area between 11 to 12 AM. All participants should have arrived at the Park by "noonish." They will then be served a nice hot lunch, and entertained by a succession of Bands. Other entertainment will be a "Presentation" by the Motorcycle Drill Team, Bike Show, Games, Demonstrations, Vender Booths, "Eye Candy", etc etc.

Now that sounds easy enough -- All it requires is 2 Motorcycle / Mobile communication units for each of the Start Points -- However, that means that 40 of our MARC members are out there on the road -- Just on the convoy assignments. Consequently, since we can't possibly provide that many -- We will have at least one MARC operator at each Start Point. And, depending on availability -- MARC Hams on the "Sweep" positions -- At least for the larger convoys. We may also use available CB's to act as a "Tail Sweep" teaming up with the MARC Operator. Depending on availability, Some of the smaller, and/or "close in" start Points will probably have only one MARC Operator assigned -- and not have a sweep position. If you have no sweep rider - then use your expertise and do what ever is necessary to "make it work".

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

Additionally , we will also need an extensive group of "In the park Operators"" Utilizing "Hand Held" units. They will be the "Shadows" for the "set up", Gates, Parking, In-Park Registration, Security, And the administration of the days activities. If we have enough volunteers we will assign two operators for the Main Gate, and

two operators for the Rear gate positions -- That way they can "spell" each other -- And give the other one a chance to eat, rest, or take part in the entertainment.

The communications tent should be "up and operating" - Bonnie always seems to be able to get it on the "air" by 0700 - so that we can "cover" the riders during their trips to their individual Start Points. These "start point" mobile units will provide the capability for messages to and from the Park. Messages from the "Start Points" should include periodic updates of the number of "check-ins", Proposed and actual departure times, Estimated "travel time", And - most important - Periodic adjustments to the estimated arrival time at the Park.

Close CO-ORDINATION and CO-OPERATION is necessary between the "Motor Patrol Riders and the "Ride Captain" of each Convoy -- And -- with MARC Control. Bonnie and her crew may attempt to provide some "guidance" to a "convoy" if it appears that too many units are going to "bunch up" at the gate.-- They might even suggest a "slow down" to delay the arrival time for a designated convoy. The Rear Gate operator will keep the Parking people appraised of the time and size of the incoming new arrivals. To get to the Park, take the Chapman turn off of the 55 Fwy in Orange and proceed East, crossing Jamboree Road, and onto Santiago Canyon Road ... Or ... Take the Jamboree Road turn off of the I-5 and proceed East. Turn right onto Santiago Canyon Road. From this point (in both cases) follow Santiago Canyon Road -- Go past the "Irvine Lake Park entrance" -- and turn left at the "first opportunity", onto a "private road". This road will be marked with a "BAD Ride" sign. Go past the "Bahia Park" on the left, and the next Park will be the "Oak Canyon Private Park Entrance". Motorcycle Convoys of participants are to continue on past the Main Entrance, turn left, and enter the park thru the "rear gate" -- where riders will be directed to their parking area. Unregistered bikers will be directed to the "In-Park Registration area".

Our MARC Motor Patrol Riders are to "break off" from the convoy as it passes the Main Entrance -- And enter thru the Main Gate -- Rather than following the convoy to the rear gate. You may park in the Volunteer Parking area inside the Main Entrance. Coordinate this entry with the Main Gate Position operator on MARC simplex if necessary. MARC will have a "roped off" area to the right as you come in the main gate, Park your bike - "Check in" with the "MARC Main Gate Operator" - He will have your Meal Ticket, T Shirt, and Ride Pin. Come on down to the Control Tent - Eat lunch - and your "on your own" for the rest of the day. Inasmuch as Cell phones will not operate from the Park, we will need a capability for making "911" type calls in the event of an accident -- Especially while the convoys are out on the road. We will have Mobile Units spread throughout the So Cal area - Consequently - Any of our MARC members who happen to be staying at their home on Sunday Morning are requested to check in to MARC Control and "standby" to act as a "relay", or to make "Emergency" telephone calls if needed. In theory. if we have enough members "checking in" and "standing by" -- Then no one will have to be "glued" to their radio all the time. If you are not working in the event -- And you can "Stand By" at home -- Please "sign up" on the sheet for this -- so we know who and where you are -- and who we can depend on.

MARC Control Personnel and Coordinators should plan on arriving at the Park prior to 0600 to help set up the Communications Tent . MARC Control and Message Center will be set up at a central location -- Convenient to

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

Shadows and Position Operators should arrive by 0700. MARC Simplex will act as net control for in-park communications. We will provide "shadows" for the Main Coordinators; Main Entrance position, Rear Gate position, and Security. It is anticipated that the Net Control Tent will act as a message center for all the other various Coordinators who might possibly need answers or assistance as they attempt to "set-up" and get the "show" ready for the arrivals. Those people that DO NOT have an assigned "shadow" will be instructed that they may come by Message Center and we will be able to contact the Individual's "Shadow" that they are trying to communicate with. We will have a "hand held" operator there to "shadow" the message center for that purpose. The First Aid station will be established in the area next to the MARC tent and will be available within speaking distance of the MARC Control operators. The First Aid Station should be functional by 0800.

If I don't tell you different -- Park Personnel should Plan on getting your coffee and donuts before you arrive at the Park. There is generally Coffee and Donuts at the start points. It is not necessary for you to "sign up and pay" for the event. However, it's for a good cause, and you may do so if you desire. We will have tickets for sale for the drawing for a new Harley Davidson Road King Motorcycle. Tickets are \$10 each -- And the odds are a heck of lot better than you will have in the Calif Lottery. It's for a good cause -- And everybody should buy at least one. Once you have signed up -- please notify us as soon as possible of any changes in your plans so that we can make the necessary adjustments. Also -- Please notify me **IF YOU DO NOT RECEIVE EMAIL ON THE MARC LIST** -- Because I will need to also include you address separately when Email is sent out. That is about it -- Everyone should have plenty of chances to "Operate" and "Co-operate" -- So, lets have fun with it. **All MARC Personnel should wear Vests to help identify themselves as communicators.** If all goes well -- Bonnie, Charles, and myself will take the credit for it. If it doesn't go well -- **THEN IT WAS YOUR FAULT!**

Billy Hall N6EDY and Charles Robes KD6TXI - BAD Ride Coordinators
Mike N6QZT, Bill K6WBD, and John N6JCB -- Area Coordinators

~~~~~  
 Did you know about 80% of all spam received today can be traced to fewer than 200 spammers!!

~~~~~  
 Did you know more than 4 million tons of junk mail gets sent every year, cutting up 100 million trees annually!

MARC's "*Tour de OC*" Ride Coordinator, as well as Logistics Coordinator for "*Tour de OC*". The 2007 "*Tour de OC*" was an absolute success due to the help of the MARC family's participation in an event to raise funds for abused kids. The 25 mile 55 mile, and century ride went flawless. We had no injuries and only sagged two century riders because of fatigue close to the finish. Mijo KF6BEB ran net control very well with the assistance of Mike N6QZT in training Kim KI6MRQ and Chris KI6ORJ. Once we had John KC6ZOZ explained the protocol for control net, things went very smooth.

Net Control was set up with an APRS laptop with UI-view and three dual band radios. Chris KI6ORJ learned UI-View and helped place motors and SAG's. Net control had internet connection so we were able to receive email (for ICE details from registration) and text messages which kept the radio chatter to a minimum.

With added help from non MARC members, John KI6IXU, John AE6WS, and Chris KI6ORJ. We were able to train and add to our SAG vehicles. I think we will see some new MARC members due to how impressed these volunteers were with our professional attitude to the ride. Many thanks to Mel KD6MPB & Kay due to medical problems were unable to work the event.

De Witt KM6UK was instrumental in trying our new SAG vehicle program at "*Tour de OC*". The way it works is we strategically place SAG's along the course at rest stops. The program worked great as net control did not have to follow SAG's and tell them where to go as they were in place and ready to go. Also it saved the SAG vehicles a lot of fuel.

The motors were great no problems a few flat tires and that was it. OH YA the only exception was a GPS snafu and I had to SAG my first motor back onto the course. Next year the century ride will not take the walking bridge over the 405 freeway. This was a problem for the motors and some riders. There will be no construction next year in Irvine (I have been saying that for 5 years now). Thank-You to John W5JFR for all your help with providing all of the equipment for net control we could not have done it without your help.

Thanks to the following motors for the event; W5JFR John, KC6ZOZ John, KF6ZQO Fara, WD6L Bob, and KF4MCG Bill -- all was covered and handled with "MARC" professional assistance.

"*Tour de OC*" 15th annual ride date is April 25th 2009 the last weekend in April. Our web site is "<http://www.tourdeoc.com>". ...remember, it is all about the kids!
Ride Hard. Change Things!

~~~~~  
 Scott Farthing KI6IXQ [sfarthing@tourdeoc.org](mailto:sfarthing@tourdeoc.org)  
 MARC Tour de OC Ride Coordinator  
 Logistics Coordinator Tour de OC  
 Saturday, April 19th, 2008 949.500.2870

~~~~~  
 Hum with the soft gentle breezes, Sing with the birds that now sing.
 This is a time of rejoicing, This is the season of spring.
 (Louise Pinkerton Fritz)

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

Public Relations: Billy Hall N6EDY
Disaster & E-Mail Coordinator: De Witt Morgan KM6UK

MS 150K Coordinators: John Edwards KC6ZOZ
Andy Bocker W6AJB

TOUR DE OC For Abused Children Coordinator:
Scott Farthing KI6IXQ

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

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

Thousand Oaks Coordinator: Bonnie Davis KD6OFQ

San Diego Tour de Cure Coordinator:
George Stover WM6L
Frank Littlebury KE6WOE

Biker's Against Diabetes: Billy Hall N6EDY
Charles Robles KF6TXI
Victorville Mike Naron N6QZT
Pomona Bill Douglas K6WBD
Los Angeles John Beckwith N6JCB

APRS Coordinator: Chuck Welman KG6NJP
Assistants: Charles Robles KF6TXI
Bill Douglas K6WBD

ECHOLINK Coordinator: Mark Kanzler, KE6ZRP
ke6zrp@sbcglobal.net
Echolink node 264283, or KE6ZRP-L
home 818-242-1742 cell phone 818-298-1820

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 VE6HGW (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..

REMINDER::::::

When signing up for the events, we welcome all the signage we can get but if for some unforeseen reason you can not make the ride it is important you let us know due to the fact we worry about each and every one of you.

If we don't hear from you then we wonder if you had a motorcycle problem or you are ill, just what happened. Please keep this in mind when you sign up for the charity events.

Thanks so much.....

Per the Coordinators and the Board....

"MARC" CALENDAR

May 10- "MARC" 16th Anniversary
May 18- Thousand Oaks Tour
Jun 7- "MARC" breakfast meeting
Changed due to SoCal Tour
Jun 8- Bad Ride
Jun 14- SoCal Tour
July NO Meeting
Aug 9- "MARC" breakfast meeting
Sept 13 "MARC" breakfast meeting
Oct 4 "MARC" breakfast meeting
Changed due to MS 150
Oct 11/12 MS 150
Nov 8- "MARC" breakfast meeting
Nov 9- Love Ride 25
Dec 13- "MARC" Christmas dinner

"MARC" NEWSLETTER DEADLINE:::

Apr	30	For May
Jun	4	For Jun/Jul
Jul	30	For Aug
Sept	3	For Sept
Oct	1	For Oct
Oct	29	For Nov
Dec	3	For Dec

SUBJECT TO CHANGE!!!!!!

ShEron Ames Embroidery Prices

For your name & call only \$9.50

Splitting Sweat shirt with name & call & pockets & Zipper \$45

Call on Motorcycle windshield cover \$35

MOM

A Mom is more than just a name

We call you every day

A Mom is more than an excuse

To sometimes get our way.

A Mom is someone so much more

Than this small word can show

A Mom is friend and parent, too

You're loved more than you know.

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 Kurvakyn or American Flat Racks For The 1800 Gold Wings.

Natural aluminum color only. The brackets are flat stock, bent so that the antenna is perfectly vertical, with 2, 8-32 threaded holes, so you have to drill 2 matching holes in the rear of your flat rack. Round head stainless steel screws hide the holes. Price \$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

Polished Stainless Steel Trunk Rack Plates

These 2 1/2" X 2 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, TM-D700A or TM-D710A

72" data cable with a molded right-angle 3/32" stereo plug on one end and a DE-9 male connector on the other end. Connects a standard Garmin GPS cable (designed to plug into a PC) to a Kenwood TH-D7A, M-D700A or TM-D710A. As described in the January 2005 MARC newsletter article about the GPS-18PC

Price: \$19.00 Kit: \$9.00 Special lengths up to 72" – no extra charge

IBM PC or compatible to Kenwood TH-D7A

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

Price: \$19.00 Kit: \$9.00 Special lengths up to 72" – no extra charge

Garmin 4-pin "round" plug to Kenwood TH-D7A, TM-D700A or TM-D710A

72" data cable with a molded right-angle 3/32" stereo plug on one end and a right-angle "Garmin original-style" (4-pin) round connector plug on the other end. Connects a "classic" Garmin GPS with the "original" 4-pin round connector to a TH-D7A, M-D700A or TM-D710A. 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, TM-D700A or TM-D710A

72" data cable with a molded right-angle 3/32" stereo plug on one end and a Garmin "eTrex-style" flat connector on the other end. Connects a Garmin GPS with the "eTrex-type" connector to a TH-D7A, M-D700A or TM-D710A. 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**

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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-188AU type coax for weather seal entry.

Max antenna 70"
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• 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

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3' length, soft rubber cover. Good performance in a small package!

COMET CA-2X4SR DUAL-BAND, SUPER WIDE-RANGE 2M/440MHZ W/FOLD-OVER
Gain & Wave: 146MHz 5/8 wave • 446MHz 6.3dBi 5/8 wave x 3 • Length: 40" • Conn: PL-259 • Max Pwr: 150W
2:1 VSWR: 140-180MHz and 435-465MHz • One Antenna for operating on Amateurs and Emergency Service Frequencies

COMET M-24 (M/B/S) 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 x 2 5.7dBi • Length: 30" • Conn: PL-259 • Max Power: 60W

Maldol AX-95 DUAL-BAND 2M/440MHZ W/FOLD-OVER
Gain & Wave: 2M 1/2 wave center load 3.3dBi • 70cm 5/8 wave x 2 5.8dBi • Length: 38" • Conn: PL-259 • Max Power: 60W

COMET B-10 / B-10NMO DUAL-BAND 2M/440MHZ
Gain & Wave: 146MHz 0dBi 1/4 wave, 446MHz 2.15dBi 1/2 wave • Length: 12" • Conn: B-10 PL-259, B-10NMO: NMO style • Max Pwr: 60W

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 x 2 • VSWR: 1.5:1 or less • Length: 23" • Conn: PL-259, EX-107BNMO: NMO style • Max Pwr: 100W

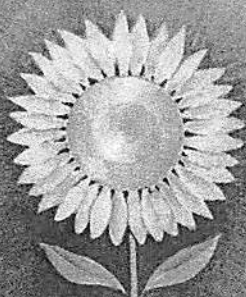
COMET SBB-5 / SBB-5NMO DUAL-BAND 2M/440MHZ W/FOLD-OVER
Gain & Wave: 146MHz 2.5dBi 1/2 wave • 446MHz 5.5dBi 5/8 wave x 2 • Length: 39" • Conn: SBB-5 PL-259, SBB-5NMO: NMO style • Max Pwr: 120W

COMET SBB-7 / SBB-7NMO DUAL-BAND 2M/440MHZ W/FOLD-OVER
Gain & Wave: 146MHz 4.5dBi 6/8 wave • 446MHz 7.2dBi 5/8 wave x 3 • Length: 58" • Conn: SBB-7 PL-259, SBB-7NMO: NMO style • Max Pwr: 70W

COMET

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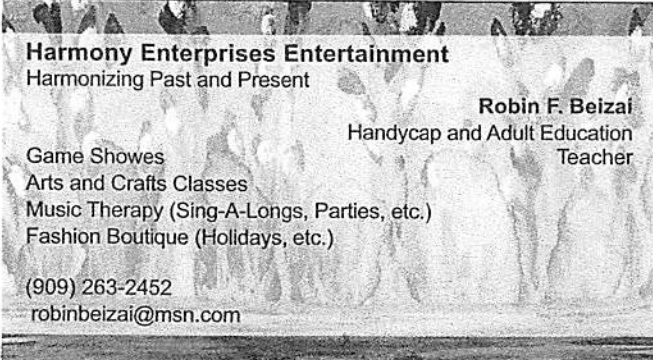
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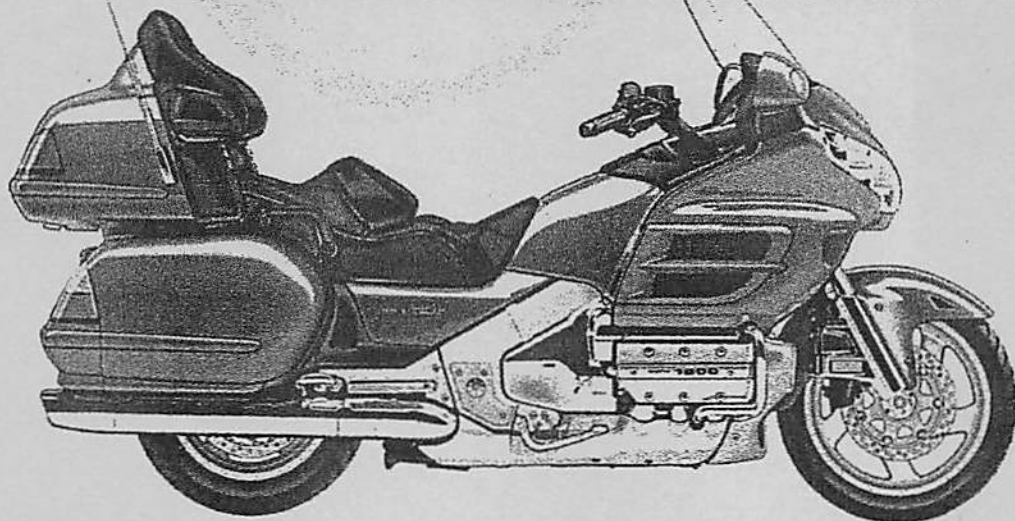
- ♦ T-Shirts-Polo-Denims-Sweats-Jackets-Caps
- ♦ Aprons-Vests-Uniforms-Sports Jerseys
- ♦ Magnets-Pens-Cups & Glassware- Golf towels
- ♦ Business Stationary - Lamination
- ♦ Banners - Vinyl Graphics
- ♦ Any Promotional Item you may need

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

MAY 7, 14, 21, 28- "MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9 (7:30 pm)
10- "MARC" 16TH ANNIVERSARY MEETING 8AM AT LAKE VIEW CAFE (714-572-8521)
11- "HAPPY MOTHER'S DAY REMEMBER YOUR MOTHER
18- CONEJO-VENTURA TOUR DE CURE
26- MEMORIAL DAY OBSERVED

MAY

FLOWERS

JUNE 4,11,18,25- "MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9 (7:30 pm)
7- "MARC" BREAKFAST MEETING 8 AM AT LAKE VIEW CAFE (714-572-8521)
8- BAD RIDE FOR DIABETES
14- SOCAL TOUR DE CURE FOR DIABETES
15- FATHER'S DAY REMEMBER YOUR DADDY

SUMMER

BEGINS

JULY 2,9,16,23,30- "MARC" NET ON THE ALERT SYSTEM 446.900 PL (7:30 pm)
NO MEETING FOR JULY HAVE A GREAT SUMMER AND RELAX
"HAPPY FOURTH OF JULY" BE SAFE AND HEALTHY

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****



**3 LINDBERG
IRVINE, CA 92620-3367**

MAY 2008

NEXT MEETINGS:

MAY 10, 2008 LAKE VIEW CAFE

2099 E. ORANGETHORPE, PLACENTIA-92870

(ON CORNER OF LAKEVIEW & ORANGETHORPE)

91 FWY/LAKEVIEW EXIT-