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**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:

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KD6OFQ

50/50 & DOOR PRIZES:

MIJO REYNOLDS

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MARC WEB PAGE:

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KF6TXI

RAY DAVIS (ASST)

KD6FHN

MARC LIST:

LEWIS OSBORN

K7LVO

DE WITT MORGAN (ASST)

KM6UK

MAY 2009

FROM THE PRESIDENT'S DESK:

Welcome to summer 2009. The anniversary meeting of MARC will be on 9 May, 2009 at the Lakeview Café. I will start the meeting at 8AM sharp! Much to the chagrin of a few who have trouble getting to the meeting before 8 AM and to the pleasure of the many who are there early for breakfast, the meeting will indeed start at 8AM. Please do your best to be on time. As I said, this is the anniversary meeting so we will have many special prizes to be given away on the pink tickets that John, KC6ZOZ, has been selling for the past two months. How about a Kenwood D710 mobile radio? Or a set of tires, mounted and balanced, from Huntington Honda? I have also heard rumors of a gift certificate from JBJ Cycles, a Deltran battery tender, from John & Mijo, a MARC belt buckle and a MARC sweatshirt/jacket with your name and call on the front, and many other super gifts from our MARC members and sponsors. Remember to wear your gray MARC shirt and hat for the annual photograph that will be taken after the meeting.

Mijo and I would like to thank everyone who participated in the Tour de Cure for San Diego County and the Tour de OC for abused children in Costa Mesa. These were two super events and the coordinators, Frank, KE6WOE and Scott, KI6IXQ did a super job putting together plans for our MARC members. It was two long weekends of riding but the "Thank You" from so many of the bicyclists makes it all worth while. Both events were super safe and without any major accidents/incidents. And, I ask all of our members, be it motorcycle mobile, at net control, or operating/riding in a

support and gear vehicle (SAG wagon), that if you work or wait all day and nothing happens, you are never called to respond, it means that everyone in MARC is doing their job perfectly. As long as all riders are safe and well, we have accomplished our goal. Thank You, Thank You, Thank You!!!

Congratulations to Jerry, WA0GLD, and the entire Motorcycle Martial MARC group who rode safety for The Houston to Austin MS150. It sounds like they had this challenge, from Mother Nature and the weather department. Even with a severe challenge they had a successful event. Keep up the good work there in Texas. Mijo and I will be thinking of you all next month while we are in Dallas and College Station.

At the May MARC meeting, we will have sign-up sheets for the Tour de Cure, Ship to Shore, (replacing both the 1000 Oaks and the Los Angeles/Orange County tours) and the BAD ride. The Ship to Shore will be on Sunday 31 May and the BAD ride will be on Sunday 14 June. Mijo and I will miss the Ship to Shore ride, as we will be in College Station Texas for my nephews daughter's wedding. This will be the first MARC event that we have missed in years. We will be back for the MARC meeting in June and the Bad ride. Bonnie says she will miss Mijo at net control, however, I am sure that MARC will shine without us. This is a new route with many new bicyclists so, please, volunteer to help with this event. We need motorcycle mobile riders, net control operators, and support and gear wagons.

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

**"MARC" CALENDAR**

May 9	"MARC" 17th Anniversary
May 31	Ship to Shore Tour de Cure
Jun 13	"MARC" Breakfast Meeting
Jun 14	BAD RIDE
July	NO MEETING
Aug 8	"MARC" Breakfast Meeting
Sept 12	"MARC" Breakfast Meeting
Oct 3	"MARC" Breakfast Meeting
Oct 10/11	MS 150 Bay to Bay
Oct 25	Love Ride 26
Nov 14	"MARC" Breakfast Meeting
Dec 12	"MARC" Annual Christmas Party

"MARC" NEWSLETTER DEADLINE::

April	29	For May
Jun	3	For June/July
July	29	For August
Sept	2	For September
Sept	23	For October
Oct	28	For November
Dec	2	For December

"Happy Mother's Day" means more
Than have a happy day.
Within those words lie lots of things
We never get to say.

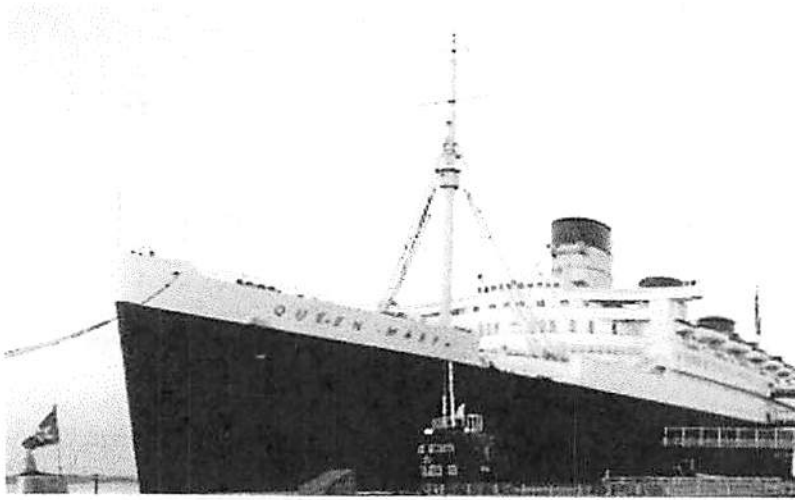
It means I love you first of all,
Then thanks for all you do.
It means you mean a lot to me,
And that I honor you.

But most of all, I guess it means
That I am thinking of
Your happiness on this, your day,
With pleasure and with love.
(Nicholas Gordon)

Ship to Shore Update

Having effectively and efficiently supported two Southern California Fundraising events over the last two weekends – the San Diego ADA Tour de Cure and the Tour de OC for Abused Kids - we're now looking ahead to our next event – the Long Beach Ship to Shore ADA Tour de Cure – **Sunday, May 31st**.

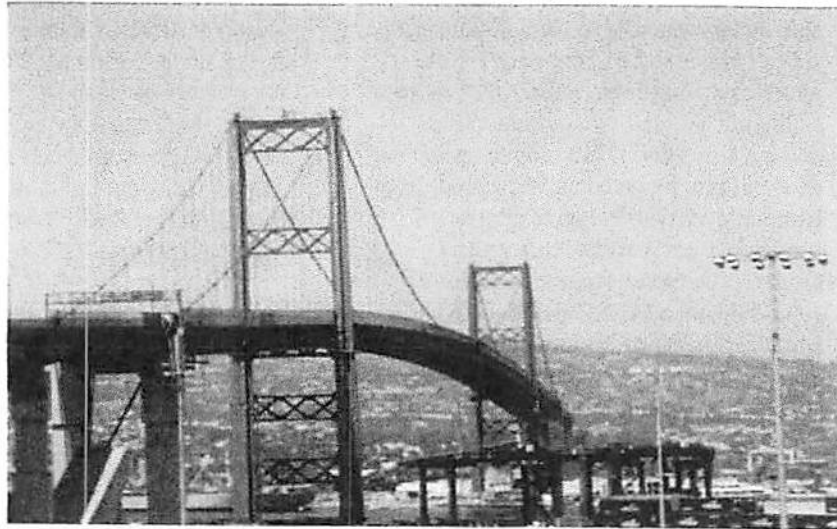
The committee is deep into the planning for this inaugural event which is the result of combining the previous Conejo Valley (Thousand Oaks) and Long Beach rides. Bonnie and I participated in the general committee meeting a couple of weeks ago. This week, will be a logistics meeting and this Saturday an onsite meeting at the Queen Mary to study setups and locations. Plus we'll probably do some communications testing as well.



This event will have some unique features and should be one of our more interesting events. (Of course, the first time supporting a new event and/or course is always "interesting"...:-) The Start/Finish line will be under the shadow (literally at that time of day) at the Queen Mary - in the park adjacent to this classic ship.

The start will be simultaneous for all courses (except the shortest one) due to the need to get everyone across the two bridges early – the next interesting aspect. All but the shortest course will cross both the Gerald Desmond and Vincent Thomas bridges. This will be a unique experience because bicyclists are not normally allowed across the Vincent Thomas Bridge

After the bridges the riders will take a break in Ports of Call village for the first rest stop. From there the longer courses will visit beautiful Palos Verdes with the 60 milers circumnavigating the entire Peninsula. Parts of this ride should provide beautiful vistas of the Pacific Ocean and, weather permitting, views of Catalina Island.



ADA reports they're about 20% toward their goals, are actually ahead of last year's pace from the Long Beach event.

We look forward to having a good group of MARC members out to support this great event.

Feel free to contact Bonnie or myself with any questions you may have.

73's

John Beckwith, N6JCB <jbeckwit@lmu.edu>

ANNOUNCEMENTS & REVIEWING



Please don't forget to attend the 17th MARC Anniversary Meeting on Saturday May 9th. Of course we will again be taking our annual group photographs, so please wear your MARC shirts & hats.

The number one thing on our minds right now is the report that our MARC Board Member Dewitt had a heart attack in San Los Obispo while he and Anita were on a trip with their truck & fifth wheel trailer. I had received the news via cell phone while working the Tour de OC Ride For Abused Kids last Saturday afternoon. The good news is that I talked to Dewitt today (Wed April 29th) and he is already home in Mission Viejo. I talked to him and he is putting out a report on the MARC List about his health and what happened.

The MARC board has decided NOT to make a new appointment to the MARC board immediately and announce it at the May Anniversary Meeting.

We had 2 very successful charity events in April. They were the San Diego Tour de Cure on April 18th and the Tour de OC on April 25th. The coordinators for both events did an outstanding job of planning and coordinating both of these events. A big thank you to the charity event coordinators and all the other MARC volunteers that took part in the two charity events. All event coordinators should have a full report of those charity events elsewhere in this newsletter.

We have one charity event in May and that is the Ship To Shore Tour de Cure which is going to be starting from the Queen Mary in Long Beach, CA. on Sunday May 31st. See the update report for this event elsewhere in this newsletter. This charity event is all new to us and the routes are pretty impressive. Several of us preroode the longest route several weeks ago and this event is certainly going to be different then any charity event we have ever volunteered for before. Part of the route takes the bicycles over the Vincent Thomas Bridge that no bicycles have ever been allowed on before and the bridge is very high and passes over the main channel where all the big container ships come in. This should really be a fun event.

Talking about rides & events, (Ray's May rides). I had reported last month that I would put on about 10,000 miles in May alone with all the trips and reservations I had made. Well today I am going to have to cancel all of those plans and will not be going to Vicksburg MS for the Mississippi Area Crayfish Hunt then back to Southern CA for the MARC meeting, then to Dayton for HamVention, back to Irvine and then be doing the SCMA Blazing Saddles Ride. I of course will be at the MARC May Anniversary meeting and will most likely do the SCMA Blazing Saddles Ride over Memorial Day weekend. That will be about it until the addition to the back of our house is completed about the first weekend of June. I have to stay home and supervise the whole job, Hi, Hi.

Yesterday, Tuesday April 28th the demolition team was here and took down the big wooden patio cover, removed the old hot tub, used jack hammers to break up about 20 feet of block walls and took out all of the concrete that was the patio for the past 29 years. Today they are forming up the foundation for the new room at the back of the house and it will be inspected tomorrow and they will pour the concrete Friday. It was totally amazing to me that they could demo that whole area in one day. But I guess when you have 11 workers all

knowing what they are doing, it can be done. They had started at about 7:30am and were done and gone by 4pm. They had their own big trucks and hauled about 20 tons of old concrete and block wall parts to the recycling plant. They had used 4 wheelbarrows to wheel all of that concrete out to the front of the house and up a long ramp into those big trucks. They really did a good job of it.

We here at MARC HQ can now talk to Danny KD6FLP (one of the original MARC Board Members) in Kingman AZ on the 220 MHz Condor system. Danny put up a Comet CA-Super22 base station antenna some time ago and we could hear him here in Irvine, but he couldn't receive us. After some experimenting and raising the antenna up a couple of times, he can now hear us clearly. Believe it or not, Danny is transmitting from his home in Kingman AZ all the way to the Condor Repeater on Toro Peak by Palm Springs and coming back through the Santiago repeater in Orange CO. That distance from Kingman to the Toro Peak repeater has to be about 200 miles as near as I can tell using a map and a ruler. That's pretty impressive Danny. Now we get to talk on a daily bases on ham radio, it doesn't get any better then that.

We have also been keeping in touch with MARC members Tom K2QGT & Sheron KC6ZSH over in Pahrump NV using the BARN System.

Speaking of the BARN/ALERT System. We used the ALERT System repeaters for both of the charity events in April and they worked perfectly for us. Thanks to Kevin WD6DIH and Steve KB6CRE for keeping their systems in such good working order for our MARC charity events.

As far as New Years resolutions go, one of mine is doing very well. I started my every other year diet on Dec 1st 2008 and this morning I am at 164.8 Lbs. That is the first time in maybe 30 or more years that I have actually got down to 165 on my diet. I am continuing to diet for another month while I am home and where I can weigh and measure all of my food. I have been sticking to a 1000 calorie a day diet from the beginning. Also still working out for 30 minutes 3 days a week on the elliptical trainer has really gotten my heart into good shape. It's totally amazing to me how much better I feel and of course being able to have 34 inch waist pants fit loosely is very nice too. I think I will try to get down to 160 Lbs before I go back to a normal diet. Now that would be a miracle for me. After watching "The Biggest Loser" all season a 25 Lb. weight loss seems pretty insignificant.

Again, don't forget the May MARC 17th Anniversary Meeting on Saturday May 9th. There will again be some very expensive prizes to draw for. For a complete list of prizes see Bonnie's list elsewhere in this newsletter. Our MARC secretary takes care of all of that and she promises us some really great items to draw for.

Ray will be turning 77 years young on May 18th. Ho hum, who really cares other then me.

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 170K

BIKERS AGAINST DIABETES – 2009 BAD RIDE

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 14th. 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 9th year that MARC has supported the BAD Ride. And the 5th 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 14th.

AN OVERVIEW OF MARC's PARTICIPATION DURING THE 2009 BAD RIDE

We will discuss the Ride at the June 13th 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 2009 - But the 2008 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. Etc. 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 5th year to use the A PRS 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 13th 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-Rode 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 up to 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 apprised of the time and size of the incoming new arrivals.

To get to the Park, take the Chapman turn off of the 55 Fwy in Orange and proceed East, crossing Jamboree Road, and onto Santiago Canyon Road

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

Our MARC Motor Patrol Riders are to "break off" from the convoy as it passes the Main Entrance -- And enter thru the Main Gate -- Rather than following the convoy to the rear gate. You may park in the Volunteer Parking area inside the Main Entrance. Coordinate this entry with the Main Gate Position operator on MARC simplex if necessary. MARC will have a "roped off" area to the right as you come in the main gate, Park your bike - "Check in" with the "MARC Main Gate Operator" - He will have your Meal Ticket, T Shirt, and Ride Pin. Come on down to the Control Tent - Eat lunch - and your "on your own" for the rest of the day.

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

MARC Control Personnel and Coordinators should plan on arriving at the Park prior to 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. MARC Control should be on-the-air prior to 0700 to provide a net

control for the start point riders as they travel to their respective locations. A non-Ham operator will also be located in the MARC tent to monitor the FRS radios and the Vender crew radios providing the necessary link between MARC and the Vender Setup Crew and later the Security Patrol. It is anticipated that MARC Control may terminate its 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 with-in 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 Customized Tank Paint Job. Tickets are \$2 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 your 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

Billy Hall N6EDY <billyn6edy@aol.com>

SERVICING YOUR MOTORCYCLE!!!

Every 35,000 miles or around that number there needs to be a major service on BMW motorcycles. The earlier Airheads had 90 weight oil in the driveshaft housing. However these newer steeds are dry.

I had purchased this black RS in July of 07 with 22,000 miles upon or under the wheels. Finally this spring with 47,000 I decided its time to pull the tranny. Eh? I agree... should have done it last year at 35K. There is 2 splines. Rear Drive is supposed to be checked at

25,000 miles or every other tire change if they are radials. Transmission is more sealed, 35,000 or if the downshifting gets rough.

Last year I had replaced the rear 3 spoke rim with the newer 5 spoke that comes from the K1200 LT bikes. This means that the exhaust system needs to be removed to pull the rear wheel. Yep.. I know... progress! The 3 spoke design is pretty but with Minnesota potholes and frost heaves.... well you get the picture! Removed the exhaust system only to see the #4 header had broken off the main muffler! "Ok.. Now what Lord?" I put my tools away for the evening and headed for the computer. Dealer price on the pipe is \$1700..."Lets see... what an aftermarket pipe costs.." \$1500.. Sent out a plea on the 2 websites. BMWmoa and K1 owners group. Asking the gurus if welding is possible or purchase of a used pipe? The next morning I have an email from Murphysboro, Illinois. "Superchicken...(My handle) I have your pipe... \$50 plus shipping!" "Rydoor... (his handle) here is my address! Send me yours!!! Thanks!"

Later that day I checked my email again.

"Superchicken, I hope you won't be mad, just sent your pipe priority mail!" "Rydoor... Thank you so much! Your check isn't written yet! I will be sending you \$60 bucks + shipping!"

This was the week before Easter. Came in 2 days but... Priority Mail will only show up at the door once. The next day or Good Friday I was in the post office with the post card. The clerk takes the card and hunts down the oversize package. She struggles with the package. "This sure is one big Easter basket!" I smiled... seemed all the postal clerks were expecting me to tell them what it was... Never did!

While all this was happening I was removing the Rear drive and parts. Finally separated the transmission from the engine. Lubed up the spline... Well this is where Less of the grease is more due to the dry clutch that rides those splines. I had to purchase a Needle Sleeve bearing for the pivot points on the rear drive.

Finally the bike was all together... Hit the starter button... Starter motor groaned but no turning of engine... Soo removal of stuff off the back of the engine and pulled the starter. 4 hours. Put it back together and started the bike... However now there was a rattle when starting and stopping... Head scratching.. back to the web pages of the BMW MOA.

Alternator has a cushion drive which attaches to the gear on the motor.. the rubber cushions were lying underneath the alternator when I pulled that off. hmmm.

Finally the black RS is back together! Took it out for a ride of course to make sure all those bolts and nuts will stay together, eh?

This week I am working on the bracket that will hold Lewis Osborn's antenna that I bought from him. That stainless steel screwdriver antenna is a leetle heavier than the DK-3.

I am still planning on this 30 state ride in July and first part of August. However my supervisor is concerned about me being gone! My wife Karen is suggesting splitting the ride into 2 trips. So we will see how this works out. Some days I wonder if I should get out of motorcycling. However I can only Praise the LORD Jesus for that exhaust pipe and the price! Its like the LORD telling me that I am supposed to keep riding!

73

**Tim Lindstrom AB0TS
Columbia Heights, MN
95 BMW K1100 RS**

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

NET DRAWING:

DRAWN ON 4/8 FOR 4/1- # 1 W5JFR JOHN (PD),
DRAWN ON 4/15 FOR 4/8- # 6 ALVIN KD6UZM Winner
DRAWN ON 4/22 FOR 4/15- # 13 TERI KF6HJT Winner
DRAWN ON 4/29 FOR 4/22- # 15 Bob WD6L Winner

ECHOLINK: Norm N9ZKS, IL....

50/50:

Sharing \$37 each Ray KD6FHN, John W5JFR won the last two pots...

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

Coaxial switch donated by Comet (NCG) won by John KC6ZOZ

"MARC" donations:

Helmet ID strap won by Teri KF6HJT
Schwinn Dual pump won by Chuck KG6NJP
Mini Frame pump won by Ray KD6FHN
SEE's Easter Basket won by Frank KE6WOE (gray ticket)
Husky 40 pc stubby set won by Ray KD6FHN
Safety Cones won by Chuck KG6NJP
Bunny got bounce won by Jaime(Alvin's granddaughter)

A Big Thank you to each who donated items:

De Witt & Anita Morgan, Billy Hall, Mike Naron, Ray & Bonnie Davis—very much appreciated.... We do accept door prizes from our members...

Gray ticket distributor John W5JFR
Gray ticket winner Frank KE6WOE
How many gray tickets drawn - 1

Ticket drawer- Mijo KF6BEB
Ticket dissectors Alvin KD6UZM, Mike N6QZT

LINDA, We thank you for all your time and efforts while waiting on our members.. 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 of our events. A very good asset as far as MARC is concerned. Thank you Thank you...

SECRETARY/Treasurer/NewsLetter Editor/Info Bureau:

Bonnie KD6OFO 949-551-1036 Fax 949-551-3042
Cell # 949-300-4441
<bonidavis@juno.com> <bonidavis@earthlink.net>

NEW MEMBERS:

Please welcome:::

Gene Dunford K7GRD
Lorraine Dunford KE7WUU
Henderson, NV

Remember we are here for you as a family - any tech questions or problems just post them on the "MARC" list

and you will get some assistance...

MEETING:

Discussion on the two upcoming events- Tour De OC & San Diego Tour de Cure for Diabetes. Making sure all was up to date on their orders... Some on the Ship to Shore Tour de Cure on May 31..

NEWSLETTER:

Thank you all for your articles for the April newsletter, this May newsletter will be a little bit larger...

SUNSHINE CORNER:::

Love and Prayers to All who are ill, had surgery, lost a loved one we "MARC" are here for you day and night...

We pray each of you are healing quickly, Howard KG6SHL, De Witt KM6UK, Mel KD6MPB on waiting list :)ss
Hopefully Dylan (Alvin's grandson) is home from having his appendics out on short notice. Get well Dylan-we love you all
I am not aware of anymore new ones at this time....

We honor our Military for putting 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
IN GOD WE TRUST

SPECIAL PRIZES FOR THE ANNIVERSARY MEETING:

SET OF TIRES BALANCED & MOUNTED DONATED BY
HUNTINGTON HONDA
COMET GP-3 ANTENNA DONATED BY COMET (NCG)
\$50 GIFT CERTIFICATE DONATED BY JBJ CYCLES

DONATED BY MARC:

KENWOOD D710A RADIO
\$35-40 GIFT CERTIFICATE FOR A HONEY BAKED HAM
\$62.50 GIFT CERTIFICATE FOR A "MARC" SWEATER
\$25 "MARC" BELT BUCKLE

DONATED BY OTHERS:AT THIS TIME

\$25 PICNIC TIME ESTATE WINE TOTE DONATED BY
RAY & BONNIE
\$25 ROTATING 3 TIER PLATTER DONATED BY
DE WITT & ANITA
\$40 BATTERY TENDER DONATED BY JOHN & MIJO

Plus we will have our regular door prizes & 50/50
Oh yes I believe we will have a cake too

And Grandma's too...

While we honor all our mothers
with words of love and praise.
While we tell about their goodness
and their kind and loving ways.
We should also think of Grandma,
she's a mother too, you see....
For she mothered my dear mother
as my mother mothers me.
Author Unknown

Using a Garmin GPS on MARC Charity Events – a Primer
by Chuck KG6NJP
v3 04-26-2009

Let's start with some definitions and explanations of the Waypoint name protocol used on our Charity events. For 2009, we've changed waypoint naming as follows:

First digit Approx ride distance

1 Century – e.g., 101L, 102R

2 20-miler – e.g., 201L, 202R

3 30-miler – e.g., 301L, 302R

5 50-miler – e.g., 501L, 502R

7 70-miler – e.g., 701L, 702R

BAIL if applicable, the Century Bail-Out – e.g. BAIL-02R, BAIL-03L

If a Rest Stop is located at (or very near) a waypoint, the turn name (if used) and RS name are tied together e.g., 115L-RS-2.

If a waypoint is used to turn both L and R (for example early in the ride and then near the finish), the waypoint name will have include both L and R – e.g., 512L-R (or R and L –e.g., 512R-L.) This “doubling-up” eliminates waypoint “clutter” on the Route Slips and GPS; it also makes it easier to read your GPS screen.

When necessary, intermediate waypoints are used to force the GPS route to follow the “official route”. These are a 4-letter street name abbreviation, a dash and a number; e.g., CAMI-1.

Generally, a route starts with a low turn number and progresses to higher numbers as it nears the finish. However, there are exceptions – some waypoints are common to several routes – this usually only occurs near the beginning and/or end of a route. For example, a Bail-Out route starts with a Century waypoint (143L) and might include 537L through 540R which are 50-miler waypoints. This may seem odd, but it also minimizes waypoint clutter.

Understanding your GPS; examples below are for a Garmin SP-26xx series GPS.

If you've not using an SP-26xx, you may have to do a little "snooping" to find the exact keystroke sequence for your GPS.

The four “dual-function” buttons, PAGE/MARK, MENU/ROUTE, FIND/RECENT and SPEAK/VOLUME, on the front of the GPS. PAGE, MENU, FIND and VOLUME are primary functions; MARK, ROUTE, RECENT and SPEAK are secondary functions. Press a button briefly to bring up the primary function; press a button ~1 second or more to bring up the secondary function. All other choices are made using the Touch Screen.

Before loading an Event's Waypoints and Routes

It is very important that you delete all Waypoints and Routes on the GPS before loading the new Waypoints and Routes for the current Charity Event. Failing to do so can cause weird problems during the Event. If you want to save some “favorite” Waypoints and/or Routes, please back them up before deleting anything...!

Backing up Waypoints and Routes

Open MapSource on your computer, connect the GPS to the computer with a USB cable and power up the GPS. In MapSource, click Transfer>Receive From Device. Choose a location for your file and name it appropriately; e.g. “Pete's Waypoints and Routes 10_05_08.” Wait for the GPS to finish (the computer finishes much faster). You can reload those Waypoints and Routes anytime after you finish an event. Remember to delete the Event's Waypoints and Routes before reloading your saved file.

Deleting Waypoints

Press the Find button, scroll down and touch Waypoints. With the Waypoint list showing, press Menu, touch Delete All and touch Yes.

Deleting Routes

Press and hold the Menu button then touch Route List. With the Route List showing, press the Menu button, touch Delete All and touch Yes.

Turn OFF the Off-Route Recalculation function on the GPS

Press **MENU**, touch **Options>Guidance**, touch the **Off-Route Recalculation** "drop-down" box, touch **OFF**, and touch "**X**" to exit.

Note: while having Off-Route Recalculation turned ON may be desirable for your daily routing; having it ON during an Event will generally "mess" up the route. **Turn it OFF.** For our MOTORS and SAGS to be effective, the GPS **must** follow the "official" route as closely as possible.

Q

What if I **really** need to recalculate, say to get back on the official route after deviating from it?

A

With Automatic Route Recalculation turned **OFF**, it's still to do a recalc -- **manually**. Press and hold the **MENU** button, touch **Recalculate** and touch **Shorter Distance**. Don't touch **Faster Time** – you'll probably get routed onto a wrong road by mistake – often the Freeway.!

If you're way off-route, it is usually better to **look at the Waypoints on the GPS**, determine which one is **nearest and ahead** of you in the direction that you want to go. Then find it in the waypoint list and **GO TO** that Waypoint. Optionally you can use the Waypoint List to find the nearest applicable Waypoint. See: *Finding a specific Waypoint* and *GOTO (Go To) Waypoint*), below.

As a last resort, give Net Control your location and ask for the closest waypoint to get you back on route.

Finding a specific Waypoint

Bring up the Waypoint list by (briefly) touching **FIND**, scroll down and then touch **WAYPOINTS**.

Q

Uh...I didn't get the **WAYPOINT LIST**; I see the **RECENT FINDS** screen—why?

A

You pressed the **FIND** button for ~1 second or more, which brought up the **secondary** function for that button. Touch the "**X**" in the upper right corner to abort and start over, then briefly touch the **FIND** button.

Waypoint List Sort Order

On the Waypoint list screen, the list **defaults** to sorting by **Near Here**. If you are trying to find Waypoints closest to your current location, this sort method works well. You will be able to see the nearest Waypoints ahead of you and those that you've just passed.

If you are a SAG driver or just need to go to a **specific** waypoint, touch **Near Here** and change the sort order to **By Name**. Now the list is in *alphanumeric* order. Scroll down the list until you find the waypoint that you want. Touch the Waypoint to bring up the Waypoint Review screen. Choose **Show Map** to see the location on your GPS screen or **Go To** the Waypoint. **Caution** – do not **Delete** an Event Waypoint during the event.

GOTO (Go To) Waypoint

Press the **FIND** button to bring up the Waypoint list, scroll down and then touch **Waypoints**. On the Waypoint list screen, touch the Waypoint you want to go to and touch **Go To** and touch either **Faster Time** or **Shorter Distance** depending on your situation. **GOTO** is really handy for SAGs, which are seldom on a route. SAGs wait at a Rest Stop and go to a specific location as required. A MOTOR needing a SAG will usually give Net Control their location by saying that they are between "waypoints **X**" and **Y**". The SAG can route to either one to get the SAG to the trouble spot quickly.

If this is an out-of-town event and you'll be staying at a motel, there may be Waypoints for several motels. **There is also a waypoint for the before-event Restaurant.** Use **GoTo** to get to these quickly.

Good Luck...!

Before I was a Mom

I never held a sleeping baby just because I didn't want to put it down. I never felt my heart break into a million pieces when I couldn't stop the hurt. I never knew that something so small could affect my life so much. I never knew that I could love someone so much. I never knew I would love being a Mom.

I had never gotten up in the middle of the night every 10 minutes to make sure all was okay. I had never known The warmth, The joy, The love, The heartache, The wonderment or the satisfaction of being a Mom. I didn't know I was capable of feeling so much before I was a Mom.

TOUR DE OC(FOR ABUSED CHILDREN)

Well "one more" Tour de OC is down in the history books. What a day the weather was just awesome. Once again the MARC family came through with flying colors. The ride went through flawlessly, only one bicycle sagged for tire failure.

Thank-You from the Board of Tour de OC for all your help. If I start thanking everyone by name I will forget someone and get grounded. We had 20 MARC members there helping for a great cause "Abused Children". And Chris Goldsworthy KI6ORJ ran the rest stop #3 lunch stop for the Century. (Good Job Chris) My heart goes out to all that helped thank-you thank-you. Others to thank are

NET CONTROL:

MIJO KF6BEB, CHUCK KG6NJP, BONNIE KD6OFQ AND MIKE N6QZT(ALSO A MOTOR STANDBY)

DAVE W6DRC (BICYCLE MOBILE)

MOTORS:

W6AJB ANDY, KD6FHN RAY, N6JCB JOHN, W5JFR JOHN, KE6KWQ MIKE, KB6MYR CHRIS, KF6TXI CHARLES, KF6WBV BILLY, KC6ZOZ JOHN, KF6ZQO FARA

SAGS:

KI6IXQ SCOTT, AB6PA GLENN, KD6UZM ALVIN

Our SAG vehicles had a pretty restful day, which is good, yes one bicyclist was sagged close to the end of the day. A very quiet day.

Couldn't have been any better

Thank you all for your support

Scott Farthing KI6IXQ <sfarthing@tourdeoc.org>

SDTDC

Thank you all for the outstanding support and professional performance exhibited by all at today's event! I know I have only been in this organization for a relatively short time (2 yrs), but I can certainly recognize true professionals... you all are it!

It makes my job an easy one working with this team!

The Navy/Marine Corps has a tradition after a major battle was won or a unit in the fleet did extremely well; the Bravo Zulu (BZ) flag was run up from the command ship to publicly declare to all who should see that something extraordinary had been done...well Bravo Zulu MARC!

There will be a full report as soon as I get the final report from Ada, will be in the June newsletter we hope.

Thanks again for making my job an easy and enjoyable one, and giving me the opportunity to work with you,

Frank, KE6WOE

Yaesu VX-8 and APRS

Some of you may have seen some of my postings regarding my VX-8 and APRS, so I thought I'd write up an update on what I've experienced.

I purchased, used, the new Yaesu VX8 though a QRZ contact from a guy in SD – (Who rides and I'm encouraging to join MARC...:-) I got a good price because it included the GPS antenna, hand mic, Bluetooth module, extra capacity battery and case. All the things I wanted, but was unwilling to pay list price for. The radio and all the accessories are in excellent condition (like new) so I was anxious to start using it, especially the APRS/GPS part.

Since almost all my radios are Yaesu it wasn't hard for me to pick up the techniques for putting in parameters and programming memories. But, of course, this radio has about a zillion features, so I'm working my way through the manual.

One of the first things I noticed was access to the menus was very convenient. There's a menu button and when you push/hold that you get the menus. There are 111 normal menu items, but an additional 24 for the GPS/APRS items. There are a total of 4 screens, the main one being the normal frequency displays, plus 3 more for the GPS/APRS functions. All you need to do to get to the APRS/GPS menu is touch the menu button to move to one of the 3 GPS/APRS screens. Then, when you push/hold the menu button, you go into those 24 menu items instead of the normal menus. Very quick and efficient.

And, of course, most of the common items can be accessed directly by using the FN button and one of the key pad items. In particular, Tone, Tone Freq, and Squelch Type. In fact getting to Volume, Squelch and megahertz settings is also quick and easy using the FN button.

For the GPS/APRS menus there are many things you can set including modem speed (1200, 9600), APRS messages, beep notifications, beacon delay, beacon interval, call sign, digi path, units, symbols and several more. This is where it was a little confusing in trying to get the radio to beacon out. Although, it turns out most of the problems were in my head – perceived rather than real. But more in a bit....

Once I understood what I needed to do I went in and entered my call sign (N6JCB-10) and a few other parameters (digi path, beacon interval, symbol – motorcycle of course - and a couple of others.) Having done that I set the interval to 1 minute and the beacon to automatic (vs. manual – you can tell the radio to beacon manually with the push of a button. – Try that with your TT3.....)

I then turned on my base station radio, started up UI-View and waited for my first beacon. Lo and behold, there it was. Cool – so I knew I was getting out. At least the 10 yards from my desk to my base antenna.....:-) But what about Findu or APRS/fi??? When I checked those sites – nothing!! Bummer. So – off I went to figure out why I couldn't see my beacon on the internet. Of course, I changed everything I could find, back and forth and even did a full reset – twice – to ensure I had the original default settings. I even contacted Yaesu and a tech there sent me the settings they use. Again – I was getting a valid beacon on my UI-View at my house – right where it was supposed to be, just nothing over the internet.

After several postings and reading some articles I began to suspect the problem was not with my radio, but with my location. Saturday's San Diego Tour de Cure confirmed that. I rode down to San Diego from LA with both my VX8 (N6JCB-8) and my MT-8000 (N6JCB-10) beaoning. When I got home and checked Findu and APRS/fi - I found beacons for both had been recorded up and down the coast.

The issue, as it turns out, is that I was just not hitting any digipeaters or iGates (the latter is how your APRS beacon gets to the internet) from my location at home or between home and work (3 mi west of my house.) This was the result of only using the built in antenna on the VX8. While riding to SD I obviously got close enough to have my signal picked up and propagated out to, ultimately, an iGate and the resulting indications on the internet. I've since also confirmed, as of yesterday, that if I put my VX8 on one of my base antennas - it shows up on Findu and APRS/fi just fine. So the problem was a combination of power, antenna and location. (Gee, where have we heard that before???.....:-) Of course, in the middle of all this, when trying to confirm all my indications and suspicions, I tried comparing to my MT8000. Unfortunately I was getting unreliable results with that as well and found that the antenna terminal repair that I had made on that unit had since failed and become intermittent. Having repaired that on Friday, I got a solid beacon during the entire day on Saturday. (It's putting out about 8w on a good gain mobile antenna on the bike.) So now I'm a happy camper. The radio is performing as advertised and will provide what I was looking for - a good HT with APRS built in.

I've found a number of other features and eccentricities on this radio (e.g. simultaneous three band use, Bluetooth compatibility, listening to my books on tape while monitoring 2 ham frequencies etc.), but that's a story for another month.....:-) Don't hesitate to contact me if you have any questions regarding the VX8. It's a great little radio and I have no disappointments whatsoever at this point.

73's, John Beckwith, N6JCB, jbeckwit@lmu.edu

The Motorcycle Riders Foundation (MRF)

24 April 2009

Contact: Jeff Hennie, MRF Vice President of Government Relations

Email: jeff@mrf.org HR 1253 - HIPAA Update

The Motorcycle Riders Foundation (MRF) is pleased to report that the U.S. House of Representatives has taken a major step toward repairing the loophole created when the regulations for the Health Insurance Portability and Accountability Act of 1996 were written. This loophole allows insurers to deny health care benefits to victims of motorcycle crashes simply because they were riding a motorcycle. This loophole also allows insurers to conceal this exclusion of benefits from the insured until a claim has been submitted.

On March 31, 2009 the U.S. House, by a vote of 422 to 3, passed HR 1253, the Health Insurance Restrictions and Clarifications Act of 2009. This bill will require the insurance provider to fully disclose, prior to sale of the plan and prior to participant's

enrollment in the plan, all of the limitations and restrictions of the plan. While this bill does not close the loophole, it does do two very important things; it formalizes the sense of the Congress that this issue needs to be corrected, and it will have the effect of fully disclosing the depth of this loophole with the participants.

"The most troubling aspect of this source of injury loophole has always been the unknown. Not knowing if you are covered or not by your health insurance in the wake of a tragedy is just unacceptable, and HR 1253 sheds light on the substantial coverage gaps that exist today," said Jeff Hennie, MRF Vice President of Government Relations. He added, "The MRF remains committed to fully closing the loophole and making it illegal for any insurance provider not to cover motorcycle injuries."

The bill is now awaiting action by the Senate Committee on Health, Education, Labor, and Pensions. The MRF encourages all motorcyclists to contact their U.S. Senators to encourage them to pass HR 1253

THE MRF MEETS WITH U.S. SECRETARY OF TRANSPORTATION RAY LAHOOD

On Thursday, April 23, 2009, Motorcycle Riders Foundation (MRF) Vice President of Government Relations Jeff Hennie, along with ABATE of Illinois Legislative Coordinator Bob Ward and ABATE of Illinois Board Member Rick Olsen, sat down with newly seated Secretary of Transportation Ray LaHood to discuss the U. S. Department of Transportation (USDOT) and its role with the motorcycle community.

Secretary LaHood previously served in the U.S. House of Representatives, where he was a strong champion of motorcycling on many fronts. He is a past recipient of the MRF's highest congressional honor, the MRF Champion award. The award is given to members of the U.S. Congress who display extreme dedication to motorcyclists. So it comes as no surprise that he pledged to continue that role in his new position.

Discussion topics during the MRF and ABATE of Illinois' meeting with Secretary LaHood included the recent National Transportation Safety Board's activities lobbying state committees for helmet laws, the National Highway Traffic Safety Administration's quarterly meetings and 2010 funds, and the Federal Highway Administration's Motorcycle Advisory Council. The Secretary promised an open-door policy for motorcyclists and invited us to contact him with any issues with which he might be helpful.

We at the MRF look forward to working closely with Secretary LaHood, and wish him the very best as he takes on the challenging role of overseeing our nation's entire transportation system.

Technical Correction

Last week the MRF sent out a report about the Consumer Product Safety Commission and the stay of enforcement offered to the manufacturers and retailers of youth ATVs and motorcycles. That 2 year stay will actually not begin until the commissioners cast another ballot vote in favor of the stay. What that means is that at this point it is still illegal to sell the youth ATVs and motorcycles under US law. It is expected that the staff will follow the commissioner recommendations to grant the stay and that the vote will occur in the coming weeks.

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

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

""PRICES DO NOT INCLUDE SHIPPING & HANDLING""

(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

**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 K6WBD
John Reynolds W5JFR
Mark Kanzler KE6ZRP

Ship to Shore Tour de Cure Coordinators:
Butch Macy KD6VBO
Bonnie Davis KD6OFQ
John Beckwith N6JCB

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

Tour de Palm Springs: Glenn Tobey AB6PA
John Reynolds W5JFR

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 Guthrie KC6ZSH

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....

ShEron Guthrie KC6ZSH Embroidery Prices

Your name & call on shirts \$9.50
Embroidered jacket (includes name & Call)
Complete \$62.50
Splitting Sweat shirt with name, call sign,
pockets & Zipper \$45
Name/Call on Motorcycle windshield cover \$35
"MARC" Belt Buckles \$25

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 \$17,500 but for MARC.....????

John Beckwith N6JCB <jbeckwit@lmu.edu>

FOR SALE/TRADE

I've got a real nice Icom 706MKIIG Includes remote kit and optional SSB filter. \$700 or trade for Kenwood TM-D700 or TM-D710

<http://www.kj7u.com/page4.html> for \$250.

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Coax Length: 12" • Conn choices: M-24M PL-259, M-24B BNC, M-24S SMA

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Gain & Wave: 146MHz 1.7dBi 1/4 wave, 446MHz 2.15dBi 1/2 wave • Length: 18" • 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: 50W

COMET SBB-2 / SBB-2NMO DUAL-BAND 2M/440MHz
Gain & Wave: 146MHz 2.15dBi 1/4 wave, 446MHz 3.8dBi 5/8 wave center load • VSWR: 1.5:1 or less • Length: 18" • Conn: PL-259, SBB-2NMO: NMO style • Max Pwr: 60W

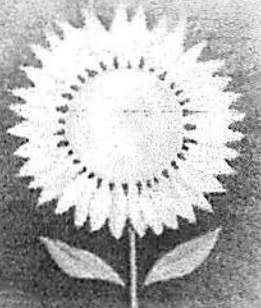
Maldol EX-107RB / EX-107RBNMO DUAL-BAND 2M/440MHz
Gain & Wave: 146MHz 2.6dBi 1/2 wave, 446MHz 4.9dBi 5/8 wave x 2 • VSWR: 1.5:1 or less • Length: 29" • Conn: PL-259, EX-107RBNMO: NMO style • Max Pwr: 100W

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

COMET SBB-7 / SBB-7NMO DUAL-BAND 2M/440MHz W/FOLD-OVER
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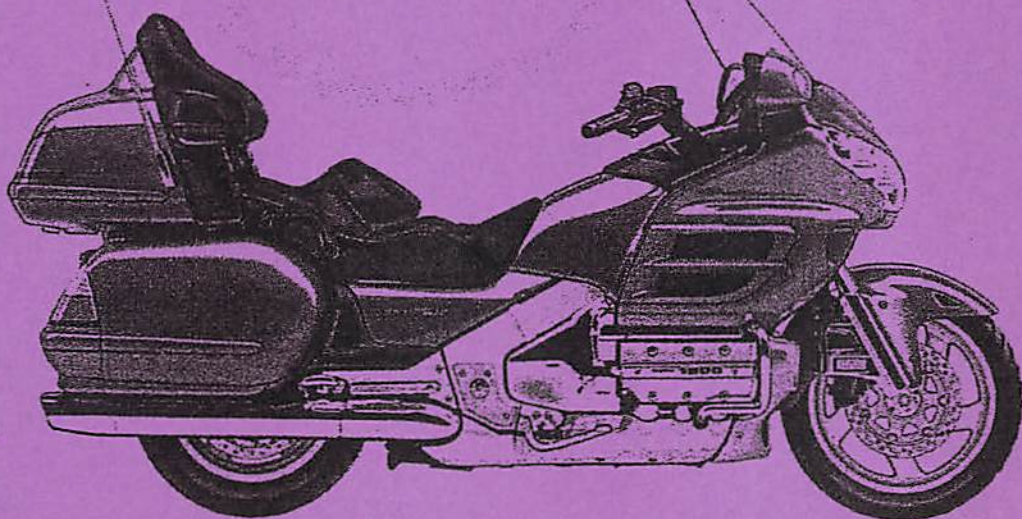
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MAY 6,13,20,27- "MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9 (7:30 PDST)
9- "MARC" 17TH ANNIVERSARY MEETING 8AM AT LAKE VIEW CAFE (714-572-8521)
10- HAPPY MOTHER'S DAY TO EACH MOTHER
25- MEMORIAL DAY OBSERVED
31- SHIP TO SHORE TOUR DE CURE QUEEN MARY

June 3,10,17,24- "MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9(7:30 PM PDST)
13- "MARC" BREAKFAST MEETING 8 AM AT LAKE VIEW CAFE (714-572-8521)
14- BAD RIDE
14- FLAG DAY
21- HAPPY FATHER'S DAY TO ALL DADDIES
21- FIRST DAY OF SUMMER

JULY 1, 8, 15, 22,29- "MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9 (7:30 pdst)
4- HAPPY FOURTH OF JULY
11- NO MEETING - HAVE A FUN MONTH RELAXING & ENJOYING LIFE!!!!

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)
ALERT REPEATER SYSTEM: <http://www.alert.homestead.com>



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MAY 2009

NEXT MEETING: NOTICE:..:

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