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JOHN EDWARDS	KC6ZOZ
JOHN REYNOLDS	W5JFR

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PAUL ILTCHENKO	WF1G
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PAUL PLASTERS	K9PEP
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TEXAS MARC:

JERRY IRWIN	WA0GLD
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JOHN REYNOLDS	W5JFR
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SECRETARY/TREASURER/EDITOR:

BONNIE DAVIS	KD6OFQ
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50/50 & DOOR PRIZES:

MIO REYNOLDS	KF6BEB
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MARC WEBMASTER:

CHARLES ROBLES	KF6TXI
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RAY DAVIS	KD6FHN
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MARC LIST:

LEWIS OSBORN	K7LVO
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DE WITT MORGAN	KM6UK
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MISSION STATEMENT:

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

JUNE/JULY 2010

FROM THE PRESIDENT'S DESK:

Happy Father's Day to all you dads out there. I know it is a week or two away yet but now is a better time than any to add my thanks for all that you do.

Thanks for all your hard work last month on the MARC events both here in So. Cal and back in Texas. It takes a Herculean effort to complete all these events in such a short time. We have one more event, the BAD Ride, before our summer break. Remember no meeting or newsletter in July. Enjoy your summer and be safe.

On the 20th of May, several of us from the So. Cal. area met with Elie, OD5KU, our MARC member from Lebanon, his friend, John, OD5RW also a ham, from Beirut, and their friend and driver, also called Elie, who lives here in So. Cal. We had dinner at the Citrus Café in Tustin and spent a very enjoyable evening discussing motorcycling and ham radio as enjoyed here in the United States and overseas. Congratulations to both Elie and John who passed their Extra test while attending Hamvention here in the USA.

The Wednesday evening MARC net has been going well. We have had several winners of the bonus 50-50 tickets. To avoid traffic jams on the frequency, I have decided to try opening the Echo-link at 7PM and then the regular MARC net at 7:30. This will allow our members in the Eastern Time zones to check in before it gets too late, and also allow more of our western member's time to chat on the echo-link. Ray, KD6FHN, has also said that he will have Skype up and running on his computer to take check-ins via that mode. I invite you to join in on the Wednesday

MARC net. This is an informal net designed to pass on current event information, and also to allow all of our MARC members to become better acquainted. I do ask that all communications be directed to net control and conversations between members be approved through net control. Or, wait till after the net and join in the fun. I usually leave my radio on for at least an hour after the net closes.

Have you checked the expiration date on your ham ticket lately? Mine was due to expire on the 7th of July, this year. I have renewed so W5JFR is good till 7-7-2020. How about that? Don't let your ticket expire. You can renew through the ARRL, on line through one of several web sites (for a fee), or direct through the FCC by printing the forms form their online web site and mailing them direct to the FCC. (This can be quite a daunting endeavor.) Some VE teams will also take your renewal and send it in to the AARL/FCC for you. Stay active and up to date.

On Thursday 27 May, Mijo and I made a quick run to Nevada. We woke quite early and couldn't go back to sleep so... I suggested that we get dressed and head north. A few hours later we were in front of Tom and Sheron's shop in Pahrump, waiting for them to open for the day. We had a good visit, checked out a few of the projects that Sheron has pending and then went to lunch. After lunch we said our good bys and headed for home. We did stop at the Shoshone museum so Mijo could see some of the Old West relics that they have on display. It was a quick trip up and back but that was our Memorial Day trip completed before the traffic got bad on the roads. Speaking of traffic on the road, I have been using U-I view to follow Ray,

KD6FHN, Charles, KF6TXI, Billy, kKF6WBV and Connie, KF6YOM as they complete the Blazing Saddles ride over this the Memorial Day weekend. So far so good. It looks like they are in Carson City, Nv. for the evening. Also we saw Norm, N9ZKS riding through parts of Illinois and Indiana. Looked like he was having fun. Then how about Bill, K6WBD, from the looks of things, he was camping near Hemet, Ca. for a day or two. I hope they will send Bonnie a quick note about their travels for our next newsletter in August.

The BAD Ride is on Sunday 13 June, the day after our 12 June MARC meeting, I hope that all goes well and the attendance is good. We should have a couple of reports on the ride in the August newsletter. Perhaps the news will be good and one of our MARC members will have won the new Harley Davidson motorcycle that they are going to give away. Good luck to all.

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

"MARC" CALENDAR

JUNE 12	"MARC" BREAKFAST MEETING
JUNE 13	BAD RIDE
JULY	NO MEETING WE ARE FREE
AUG 14	"MARC" BREAKFAST MEETING
SEPT 11	"MARC" BREAKFAST MEETING
OCT 9	"MARC" BREAKFAST MEETING
OCT 16/17	MS 150 28 th
NOV 6/7	MS 150 LAS VEGAS, NV
NOV 13	"MARC" BREAKFAST MEETING
DEC 11	"MARC" CHRISTMAS PARTY

WHO KNEW??

The world's longest hot dog was 1,996 feet long - it was made in honor of the 1996 Summer Olympics...

Having the ladies from ADA near the "MARC" headquarters, we were able to add to the list of things we/they wanted for next year, the main thing was a Porta-pottie down by us....
The goal for this ride was \$400,000, they raised \$392,347 with over a 1000 riders. Going for more next year....
Thank you all for assisting with this event... see you next year.

George Stover WM6L Coordinator

No information available on the Tour de OC per Scott KI6IXQ.. He did ask and they have not got back to him..

Ship to Shire Tour de Cure May 2, 2010

WRAP-UP REPORT

Overall an interesting meeting. Productive. Not a lot solved (by design), just time to present some of the top items. I had already sent in my list, so I didn't say much beyond that.

There will be the Reception as last year at Ports o' Call on July 12th.

A few points of interest:

As urgent as it seemed to get everyone across the last bridge by the deadline - it turns out they opened the bridges 30 minutes sooner than last year.

I suspect the O'Farrell change that was implemented this year, to avoid the RR track problem, will change again next year. Too many problems with that stretch.

I've already planted a seed with the PV ham club (that I'll be working with this Saturday for the PV Marathon) - about helping us out next year with SAG's and at the rest stops - as we see on the MS150 and others.

The event was up about 35% in participation and about 40% up in \$\$ collected. Everyone expects to see this event continue to grow. A senior ADA rep indicated this could become a "destination" ride - i.e. people would make the trip just for this event (similar to Palm Springs.)

Julian shared that, in talking with various law enforcement agencies, our reputation is getting out there. As he described it, they are visibly "relieved" when they hear we're part of the event. That's great to hear and should be shared with the entire organization.

Total riders was 1100 Their goal was \$450,000 raised \$430,671 with a total of 250 volunteers...

Many thanks to all "MARC" volunteers for assisting with this event::

MOTORS:

KF6TXI Charles, Lewis K7LVO, Jim KC6RCR, Jeff KB6SUP, Julie KC6ZDS, Bob WD6L, Butch KD6VBO, Carey KE6JWE, Billy KF6WBV, Ray KD6FHN, Dennis KF5FFJ, Fara KF6ZQO, Joseph KE6UPB, Bill KA6HMS, John W5JFR, Andy W6AJB, Chris KB6MYR, Kirk KW6USN, Kevin KI6SIJ, John KC6ZOZ, John N6JCB..

SAGS:

Alvin KD6UZM, Mike N6QZT, Scott KI6IXQ, Harold KI6TYH, Jim WA0FMB.

NET CONTROL:

Mijo KF6BEB, Connie KF6YOM, Carolyn KE6JWD, Chuck KG6NJP, Liz Wilson & Bonnie KD6OFQ

John N6JCB, Bonnie KD6OFQ Coordinators

MRF E-MAIL NEWS Motorcycle Riders Foundation

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["http://r20.rs6.net/tn.jsp?et=1103434376427&s=402&e=001a1j7qyWMQh3DdvcRR6HuHynabfwT7mS-xADoTnUW0xO8OCvV"](http://r20.rs6.net/tn.jsp?et=1103434376427&s=402&e=001a1j7qyWMQh3DdvcRR6HuHynabfwT7mS-xADoTnUW0xO8OCvV)

10NR16 - MRF News Release -

Bikers Inside the Beltway

Last week the Motorcycle Riders Foundation (MRF) held their second annual national motorcycle lobby day known as the Michael "Boz" Kerr Bikers Inside the Beltway event. This year, dedicated motorcyclists rode in from 13 different states to meet with their entire Congressional delegations. In total, over 200 individual meetings were held with Senators and Members of Congress. The MRF secured free parking at the base of the US Capitol for the motorcyclists who attended. The group was addressed by staff members from the US House of Representatives Motorcycle Safety Caucus. Congresswoman Gabrielle Giffords (D-AZ), US House Motorcycle Safety Caucus Chair, had this to say, "As motorcyclists, it is our job to help educate the American public on the differences between motorcycles and other vehicles on the roads today. We all know education is a key component of motorcycle safety. Advocacy is an important part of spreading the message and educating others who may know very little about motorcycles and what it is to ride. A crash avoided is the ultimate goal."

Overall, the event was a tremendous success. Keep an eye out for details on next year's event and make plans to attend. Anyone who has attended will tell you about the powerful impact this event has on Congress, and on the attendees themselves.

Thanks to everyone who rode out; you are the lifeblood of this event. Look forward to next year's Bikers Inside the Beltway, which promises to be even bigger and badder.

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16th Annual Ride to Work Day June 21, 2010

Ride your motorcycle or scooter on this day to demonstrate:

- The number of motorcyclists to the general public and to politicians.
- That motorcyclists are from all occupations and all walks of life.
- That motorcyclists can reduce traffic and parking congestion in large cities.
- That motorcycles are for transportation as well as recreation.
- That motorcycling is a social good..

YEAH RIDING SEASON IS ON IT'S WAY



As motorcyclists we always like to hear that the days are getting longer and it really tells now with the day light hours at 14 hours 15 minutes and getting longer day by day. On the SCMA Blazing Saddles Ride this Memorial Day Weekend it was really nice to see the sunrise so early. Made it much easier to get an early start and be in from the days planned route in time to get a good motel room and have plenty of time for kicking tires and have an early dinner.

As long as I am on the subject of the SCMA Blazing Saddles Ride I will give a short message about that. Most everyone who gets this MARC Newsletter article also has already read the reports that I make every night while on that trip. Charles KF6TXI, Billy KF6WBV and myself partnered up for this ride. We left Friday afternoon, over nighted in Bakersfield Motel 6, did 515 miles on Saturday and about 200 miles of that were really great motorcycle roads, meaning they were very curvy. Over nighted Saturday night at the Motel 6 in Ely NV. We were joined there by Connie KF6YOM on her Suzuki Bergman 650cc scooter. Sunday morning we were off again at 7am after having a fast food breakfast at McDonalds. Sundays route was a 318 mile ride going West on US-50 from Ely NV to Carson City NV. We were given NV passports that will get you a pin from that state if you complete the ride across US-50 in NV and get the passports stamped at the designated businesses in 4 of the cities along the route. That helped make the trip interesting and enjoyable, because there really isn't much to see after a few miles of sage brush, cactus and mesquite bushes. Although all the routes for the Blazing Saddles Ride were in NV itself, non the less it was a cool ride as the temperatures ranged from 34 in the mornings and maybe 65 in the afternoons. It was the altitudes that were impressive along with the snow capped mountains all around us at the 7000/7500 foot altitudes. We got into the Motel 6 in Carson City at about 1:30pm and got our rooms after a little disagreement with the lady at the registration desk about what floor we were going to be staying on. We had made the reservations back in Jan for this ride and the lady was telling us that there were no rooms for us on the first floor, although we had specified downstairs, outside, non smoking rooms when we made the reservation in Jan. Anyway, we got what we had made reservation for, after some heated words and reassignment of rooms. We (Charles, Billy and myself) hit the road for home at 5am. Connie left later for her trip back to Salt Lake City on the Suzuki Bergman. I pulled into the driveway at home at 12:40pm. We had left Carson City early enough to miss much of that going home traffic after a major holiday. Great friends, great ride, great weekend. That was the first long ride for Casper since I had the right should replacement surgery in Nov 2009. No problems with the shoulder what so ever.

Hey 4 of this years charity events down and one (the BAD Ride) more to go before we get the 3 or 4 months off before the fall charity events start. I can tell you one thing for sure, we will not be doing 3 charity events and a MARC meeting on consecutive weekends again. Even if it means we have to drop one of the Charity events. It just got to involved for our MARC volunteers (God Bless everyone of them) to have a MARC goings on 4 weekends in a row. Bonnie and I were exhausted I can tell you that for sure.

However, the MARC meeting was at the end of that 4 weekend stint and it went off much better then many of us had imagined it could have. We had a good turn out of MARC members for our first MARC anniversary meeting at the HomeTown Buffet. Of course we got more food then we really needed, after all, it is a buffet & all you can eat for \$5.99, but it was all good. We had been worrying about

where to take the annual MARC anniversary pictures, but that worked out better then we had anticipated too. There is a very large parking at the rear of the building, a lot on the West side of the HomeTown Buffet that gets very little use. So we coned off an area that would have a nice background for the annual pictures and everything worked out very well. Thanks to all those that were able to make the MARC Anniversary meeting and could stay long enough to get the group pictures done. Thanks to John W5JFR & Charles KF6TXI for doing the job of getting those in attendance lined up and taking the pictures.

We want to also thank those companies and friends who support MARC and our charity activities through donations of equipment, repeater use, discounts, advertising in our MARC Newsletter and cash. Some of those companies would be Huntington Honda, Comet Antenna Company, JBJ Cycles, HRO, the ALERT/BARN Repeater Group, Montana Promotional Designs, LLC and many others. Be sure to support those companies that support MARC and our charity events.

As has been the case, at least before and after all of the charity events, we have been having good turnouts at the unofficial MARC meetings at Huntington Honda on Saturday mornings. That free coffee and donuts draws a crowd. Thank you Roger Smith, owner of Huntington Honda.

I am still going to rehab 7 months after the right shoulder replacement surgery. I could probably go without it by now, but it is still improving by the week. "IF" I do go on my normal summer riding season, I know it will be fine after the more then 1500 miles we did over Memorial Day Weekend. I am already getting plans together and doctor appointments made for the start in the process to do the left shoulder replacement. After finding out how good the right shoulder feels after the replacement, I now am convinced to get the left shoulder done. We'll see if I can stand the pain in that left should through the summer.

The "BAD" Ride charity event is coming up on Sunday June 13th. Although it is called the "BAD" Ride, it is actually a really "GOOD" ride. It is the Bikers Against Diabetes ride and will probably involve about 5000 mostly Harley riders. Like I said in a paragraph before, it is the final charity event before we take a summer break. This is the one charity event that is "UNLIKE" any of the other charity event MARC volunteers are involved in. This is not a BICYCLE RIDE, it is a MOTORCYCLE RIDE, and our volunteers go out to the different Harley dealerships as far as 150 miles away and escort them back to the Oak Canyon Park next to Lake Irvine in Orange Co. CA. It is really something to see and there are so very many vendors too. The food has always been very good that we get as volunteers and no one bothers us as Honda riders because they acknowledge the fact we are there to support them. It is a fun day and our duties are over early in the afternoon. Sometimes as early as 1 or 2pm. If you are not already signed up, please call Billy N6EDY or Charles KF6TXI or Bonnie our MARC secretary and she will help you get placed to help. We need all the motorcycle ham radio equipped motorcycles we can get.

I go in tomorrow, Thursday June 3rd to get a report on a full physical and complete blood work up to see if I am fit for a summer of riding. You can never be to careful at age 78 or any other age for that matter. It's been at least 9 or 10 months since I had that done and I am anxious to see what, if anything I should worry about, health wise that is. You all have a wonderful summer of safe 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 180K

A quick Memorial holiday weekend trip –

My wife, Vickie, and I had tentatively planned to join Ray, Charles, Billy and Connie on the Blazing Saddles, SCMA event over the Memorial Day weekend. However, due to a number of reasons, we decided not to make that trip. And after reading some of Ray's reports, we're glad we didn't go. It sounded like a good trip, but too many miles in a day, particularly for Vickie who has some rib and back problems. Also – the hours were a little early for us and the temps were definitely on the cool side (if 34 degrees can be considered only "cool"....:-)) I'm glad the group enjoyed themselves, but then, so did we on another trip.

Since we'd both planned to take Friday off to start the Blazing Saddles run, we decided to use that to start our own trip. We left Friday morning around 9:30 (a very "reasonable" starting time....:-) and headed up the coast through Malibu, Oxnard and Santa Barbara up to the Solvang area (a "Danish" tourist town) where we had lunch. Following that we continued north through the Santa Barbara County wine country and stopped at several wine tasting locations. (Vickie "tasted" – I "sipped".....:-)) This was where we discovered the first of 3 "gems" on this trip.

We've been wine tasting through this area before, but ran across one label we had not seen before – Tres Hermanas (3 sisters.) We almost didn't stop (there weren't even any cars in the parking lot) but decided to give them a try. We ended up trying several wines that were really good – and joined their wine club. (Which, incidentally, entitles us to some free return trips....:-))

From there we continued on to Vandenberg AFB where (Col.) Vickie had made reservations. By the time we got up there it was cool (like 50 degrees "cool") and very windy. We must have hit some 30-40 mph crosswinds along the way. After, hitting the dining hall on base for Mongolian BBQ, we relaxed in our room for the evening.

The next day we continued a little north and picked up State Route 58 that crosses from US 101 just north of San Luis Obispo, east to almost I-5 in the Central Valley. We'd never been on this route before and this was gem #2. It starts out with a bunch of twisties and then into the rolling hills of central California, with more twisties along the way. A very nice, very lightly traveled road to begin with. However, some of the spring wild flowers were still in bloom so we saw some beautiful hillsides as we crossed over this route.

Hitting the east side of this area we picked up State route 33 and headed south and got gas in a little oil town called Taft. My neighbor had kidded me ahead of time about going through this town. It's right on the way to nowhere. So, there's not much reason to go there unless you're working the oil fields in the area. For us it was just a fuel stop (bike and bodies.) However, we found gem #3 there – a great little hole-in-the-wall Mexican restaurant with authentic Mexican food. One of the best lunches we've had in a long time (and "bottled" Coke....:-)

From there we headed down 33 through some more great motorcycle roads into Ojai and then on down to Pacific Coast Highway (via Mulholland and the Rock Store) and on to Malibu where we stopped for dinner in our favorite little Italian restaurant on the east end of Malibu.

Overall a great little trip – about 320 miles total over two days with no extremes in temperatures and plenty of good food (and some good wine....:-) Also – since we started on Friday and got home by Saturday evening, we missed virtually all crowded roads. No small feat in Southern California on Memorial weekend.

If anyone's up for a good one or two day run on these roads –this is an excellent route to try.

'73's,
John, N6JCB Westchester, CA

"MARC" 18TH ANNIVERSARY SPECIAL DRAWING::

Set of tires mounted and balanced donated by Huntington Honda won by Andy W6AJB # 954302

Pair of Angel's tickets donated by NCG (Comet) won by Harold KI6TYH # 953890

\$25 gift certificate from JBJ Cycles won by Connie KF6YOM # 954187

DONATED BY "MARC"

Kenwood D710 A Radio won by Alvin KD6UZM # 954335

Portable Tire Inflator won by Mike N6QZT # 953826

7 PC Metric Flathead tools won by Teri KF6HJT # 953981

7 PC Standard Flathead tools won by Connie KF6YOM # 954232

Predator II Lite won by Connie KF6YOM # 954261

DONATED BY OTHERS:

Donated by Ray & Bonnie

Mag Mount won by John W5JFR # 953740

Chill mat for a laptop computer won by Alvin KD6UZM # 954334

\$50 gift certificate from Wheel Works won by Teri KF6HJT # 953966

\$20 gift certificate for Frys donated by Mike N6QZT won by Bill K6WBD # 954342

2 mtr 440 Comet Beam donated by De Witt KM6UK won by Alvin KD6UZM # 953780

What a great meeting with happy winners... No Ray didn't win anything:(

Summer Comes Poem

The Little darling Spring has run away
The sunshine grew too hot for her to stay
She kissed her sister, Summer, and she said
"When I am gone, you must be queen instead"
Now reigns the Lady Summer, round whose feet
A thousand fairies flock with blossoms sweet.

(Author unknown)

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## CONGRATULATIONS TO ALL GRADUATES::

You are completing a wonderful journey and  
I am proud of you and all that you have accomplished.  
Reach for the stars and you will find your dreams.

Author Unknown

## 2010 Bad Ride is almost here!

This is to expand on the article written in the May 2010 Newsletter to provide additional information. It is not too late to volunteer for the 2010 BAD (Bikers Against Diabetes) Ride. The BAD Ride is a great time with a picnic lunch, entertainment, music, motorcycles and a lot of fun. But you must contact Charles, Billy or Bonnie very soon. The BAD ride this year is June 13. Let us know we can find you a position.

At present registrations are more than twice what they were last year, which is really fantastic. There are 20 start "Official" sites and are listed below, as we know there may be riders that come in on their own or start at "Unofficial" start sites. For those that come in on their own we cannot control them and we will deal with them as needed.

The final briefing will be presented at the MARC Breakfast meeting on Saturday, June 12 at the Hometown Buffet. You will receive last minute instructions, signage, frequencies and necessary equipment for the following day's ride. If you CANNOT attend this meeting – make sure that you make arrangements with Bonnie to obtain what you will need for the ride.

In the May newsletter we published a "scenario" of MARC's responsibilities and individual job instructions. Please refer to that but I will present a very brief job description below. This is not all inclusive, only an overview.

- Use your best judgment; there are many things that cannot be included in this description. The overall intent is to make the event safe for everyone. If you have questions contact Net Control.
- **BAD Ride Staff:** Overall supervision of the MARC operation. Arrival time at park 0500.
- **Net Control Operator:** Maintain radio contact with MARC members and coordinate times of arrival with the Front and Back Gates and the incoming motorcycles to alleviate traffic congestion as much as possible. Arrival time at park 0600, net control operational NLT 0700.
- **Net Control Scribe:** Maintain a written record of radio communications. Arrival time at park 0700.
- **Front Gate:** Coordinate with Security to allow MARC members to park in the front parking lot and inform net control as groups arrive. Maintain a MARC presence and coordinate with personnel at the front gate area to control any issues that may arrive. Inform any automobiles that they are to park in the upper parking lot, but use your judgment; most likely Security will coordinate this issue. Arrival time at park 0600.
- **Rear Gate:** In the morning, before the BAD ride opens many vendors bring their wares in to the booths. Attempt to control automobile traffic at this time. For any questions contact Security (if present) or Net Control. Once the motorcycles arrive do not allow automobiles to enter, direct them to the upper parking lot. There is a model airplane flying field that automobiles may be going to, this is not a problem and allow them to pass. Arrival time at park 0600.
- **Escort:** This is for the motorcycle operators; you will ride with the group from the various start sites. Coordinate with the Road Captain to bring the ride in as a group. If there is no Road Captain or someone in charge

of the ride you may be asked to lead the ride. Use your discretion if you are comfortable doing this job. But your responsibilities are communication, coordination and providing information to the person who is in charge. Some of the start sites have paid escort riders to bring in the group, provide information to whoever is in charge to bring the group in and decrease any delay at the park. Inform Net Control when you leave the start site, how many riders you have and what your estimated time of arrival is. The BAD ride "officially" starts at 1000 at the park. Many of the start sites plan their arrival for 1000. This causes an enormous traffic jam at the park if everyone arrives at the same time. Coordinate with Net Control to plan an arrival time when the traffic is less. This may require you to communicate with the Road Captain to delay or possibly advance the arrival time. You may be the only person representing MARC at the start site and will operate independently. If you have questions or problems contact Net Control. **Arrival time at the start site 0730.**

**Assignments:** This has been sent in emails. Assignment sheets will be at the MARC Meeting as well.

- John Beckwith, N6JCB, (Vicki), Bartel's Harley Davidson
- Jim Keene, WA0FMB, Bartel's Harley Davidson
- Bob Hinshaw, WD6L, Biggs Harley Davidson
- Fara Beizai, KF6ZQO, California Harley Davison
- John Edwards, KC6ZOZ, Corona Harley Davidson
- Jim Evans, KC6RCR, El Cajon Harley Davidson
- Jeff Gallagher, KB6SUP, (Julie), Harley Davidson of Anaheim – Fullerton
- Mark Kanzler, KE6ZRP, Harley Davidson of Glendale
- Ray Davis, KD6FHN, Harley Davidson of Westminster
- Peter Fleming, N6LMO (Cathy), Los Angeles Harley Davidson
- Dennis Ingersoll, KF5FFJ, (Boris), Orange County Harley Davidson
- John Reynolds, W5JFR, Palm Springs Harley Davidson
- Bill Douglas, K6WBD, Pomona Harley Davidson
- Andy Bocker, W6AJB, Quaid Temecula Harley Davidson
- Billy Sims, Simi Valley Harley Davidson
- Jim Banks, KD6REA, Sweetwater Harley Davidson
- Bill Rose, KA6HMS, Back Gate
- Joseph Yribe, KE6UPB, Back Gate
- Mel Johnson, KF6MPB, Front Gate
- Mike Naron, N6QZT, Front Gate
- Jeff Turles, KE6BNS, Front Gate
- Harold Hilbert, KI6TYH, Gate relief
- Bonnie Davis, KD6OFQ, Net Control
- Mijo Reynolds, KF6BEB, Net Control
- Chuck Welman, KG6NJP, Net Control
- Liz Wilson, Net Control Scribe
- Billy Hall, (Audrey) BAD Ride Staff
- Charles Robles, BAD Ride Staff
- Kevin Wilson, KI6SUJ, Available for assignment
- Harry Gerst, KF6ZQM, Available for assignment

**Charles KF6TXI, Billy N6EDY, BAD Ride Coordinators**  
**Bill K6WBD, Mike N6QZT, John N6JCB Area Coordinators**





# **The 26<sup>th</sup> Anniversary Houston-Austin MS150 Another Huge Success Saturday Cancelled, Sunday Better Than Ever.**

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

**Greetings MARCies World Wide,**

The 26<sup>th</sup> Anniversary Houston-Austin MS150 was held April 17-18 and it was quite a weekend. Although we still had area of rain, the weather cooperated with much better than last year when one day was cancelled due to severe weather and flooding. As a matter of fact, one day of all three Texas MS150s in 2009 was cancelled due to weather and flooding. Our 12,000 bicycle riders that were out on the course once again are expected to raise over \$17,000,000 to fight MS and help those suffering from the disease.

The planning leading up to the event was similar to previous years. There were a total of 96 Motorcycle Marshals signed up a month prior to the ride. I try to cap it at 90 but being the softie that I am, I had allowed the number to grow a little over the cap. This year had an unusually high number of cancellations from the motorcycle ranks due to illness and family emergencies. Final count on game day was 80 motorcycle volunteers, 65 of them ham radio operators.

There are three starts in the Houston area for this MS150. The primary start is always at Tully Stadium in West Houston. That location was unavailable due to significant road construction around the stadium. The Steering Committee put together an alternate start location plan that seemed to go very smoothly using some blocked roads, hotel and corporate parking lots. This is yet another testament to what this volunteer group accomplishes every year. The other two starts at Rhodes Stadium in Katy and Waller High School Stadium in Waller went well also.

There were some patches of rain throughout both days however none cause any significant problems to the event. A slight tail wind helped the riders on Saturday but the wind swung around to the west by Sunday but was not strong so it didn't cause too much of a problem.

Communications this year in my opinion was much better than previous years. The Communications Committee change some ways they operate which really helped. The nets were set up differently and seemed to be run very well. There were a couple of repeaters went down over the route but using back up repeaters seemed to fill the gaps. For this MS150 the entire event is run from the Command Post set up at the MS Society Office in south Houston near the Astrodome. All repeaters were linked via the internet back to the Command Post so the same group of controllers were answering all radio calls. That seemed to help eliminate the disconnects we've had in previous years when command was directed from more than one location. In the Command Post there are situation displays and the APRS maps all projected onto the walls. For a bunch of "Amateurs" it is pretty impressive.

The overnight in La Grange, TX was fun with bands and various social activities. Most corporate bicycle teams have their company's BBQ cook off team at the overnight cooking up victuals for the riders.

Sunday's start went well with riders going on two different routes that join prior to lunch. From the lunch stop in Bastrop to the finish line at the Texas State Capitol is a single route. The turtle crossed the finish line about 5:00pm. The line following the turtle consisted of about 50 motorcycles, 40 SAG vans, ten supply box trucks, a dozen medical vehicles and several law enforcement vehicles. It is very emotional to participate in the "Conga Line" following the final rider across the finish line on Sunday afternoon.

with the Capitol building in the background.

This year was a safe ride with only an occasional broken bone and other ambulance transport. There were no helicopter transports required. I think that is excellent considering we essentially move a city of 16,000 people from Houston to Austin in two days. Another testament to the planning and preparation that goes into this ride as well as the increase emphases in pre-ride safety training for the bicyclists that is now mandatory.

Sunday night about 40 Motorcycle Marshals stayed in the Austin Downtown Sheraton hotel. We took over the lobby bar with our annual "Motorcycle Marshal Official Recap Meeting." It was a great time. Then we met Monday morning for breakfast and then twenty of us rode together on a scenic ride as we made our way at a leisurely pace toward Houston.

In 2009 I along with various MS150 Motorcycle Marshals participated in 19 charity bicycle rides, one MS Walk and I conducted three ham cram study classes. It is looking as if 2010 will be just as busy.

There are still a couple of slots open for the 2011 MS150 Houston to Austin ride if any MARC members are interested in participating.

**Have a great summer!**

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

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**From your Orange County MS150 Coordinator**

This will be the 28<sup>th</sup> anniversary of the MS Bay to Bay bike tour. The MS is planning to make this event even bigger and better than last year. With plans to have almost 2700 riders and probable 1000 volunteers it is truly amazing the amount of planning that it takes to put an event of this on.

Here's a little information last years ride along with some goals for this years ride for the MS office.

#### **2009 Ride Recap**

Russell reported that the '09 Ride was a success, netting 2.3 million and an increase from the '08 net. Last year, there were 2,570 registrations with a 53% retention rate which demonstrates the quality of the event. 84% of riders are part of a team. Team captains are important. Returning riders raise twice as much as first-time riders. Top fundraisers accounted for \$800,000 generated by 234 riders. The 2010 focus is on returning team members, teams, top fundraisers and increasing the pledge average.

#### **2010 Bike Ride Goals**

Janssen reported on the goals for the 2010 Ride and objectives that came from the Strategic Plan. Highlights include:

- Increase revenues to 2.3 million.
- Increase ridership by 5% which equates to 2,700 riders.
- Grow the Organizing Committee, and add a new Grass Roots Subcommittee.
- Grow returning rider retention rate from 50% to 65%.
- Create new ideas to motivate teams. The average team member raised \$900. Riders not on a team raised \$600.
- Expand relationships with bike shops and the cycling industry.
- Enhance social media to communicate, promote and fundraise.
- Overall, to make sure the event is solid, well organized, and financially successful.

There were about 28 people in attendance at the May 19<sup>th</sup> committee meeting. The committee is made up on a lot of sub-committees. Each sub-committee gave a report as to the item they are working on and what has been happened since the last meeting.

It looks like the need list is slowly getting worked out. I think that Saturdays lunch stop is going to get moved back the San Onofre power plant this year. They appear to be done with using parking lot as the staging area for a new reactor that was be installed at the San Onofre power plant. We will have to see if we can get moved back as that was a great location.

Again the Orange County Chapter of the Multiple Sclerosis Society now has a Web Page. Check it out!  
**"<http://www.nmssoc.org/>"** They have ON LINE bike tour registration again this year!

**John KC6ZOZ  
And Andy W6AJB**

## NEWS FROM THE TUNDRA

May 2nd I decided to head for Ely, MN. Kind of cold yet but then this IS Minnesota. The electric vest sure felt good. Rode north along I-35 then north on hwy 33 and 53. To the west the clouds hung low.. Dark or heavy with moisture. Winds seemed to be coming from the south east, Good quiet ride but the unknown of what kind of weather for the rest of the day was a concern. Virginia, Mn.. and the iron range then hwy 169 and north to Ely. Arrived at one of the stoplights at 9am. No, you kidding? I didn't stop for food or museums or purchases. Ely is known for canoeing or the Boundary Waters area is on its doorstep. Bicycles and outfitters.

Took MN Hwy 1 east for the big Lake... Superior.. 60 miles of twisted road. Double yellow line.. I had one car that pulled over to let me pass. Waved and kept honing in on the curves... "what if I slide off this pavement?" I mutter within the confines of my helmet... "No Cell phone coverage up here." Well I have ridden this part of the state and never needed coverage before!

11 years ago I rode west on this road. Past a vintage Rambler with older people within.. big steering wheel and the driver's hands at the 10 and 2 o'clock positions... past them twice... Must have been a straight gravel road somewhere in that area! Felt like the twilight zone.. keep passing the same car.. got to smile, eh? Dark blue Lake with the sun dancing on the waves met my eyes, descending toward the shore. State park for Split Rock Light House has also a rest area.

"Beautiful Day, right?" The ranger greeted me.

"Yep, little cold but sure is pretty!"

Walked back to the bike and watched... father and son playing catch nodded to the dad and he waved in return. Hwy 61 south to Two Harbors then down to Knife River and the Smoke House.. I can never remember the store's name... eh?

Karen's birthday is May 3rd.. she had said, "I would rather have smoked Salmon then chocolate!" White and King Salmon in newspaper to keep it cool is packed away... South to Duluth. This time of year its road construction.. so I tried different routes around the port city. Wasted time i guess. Interstate 35 will be one lane all summer. The road has seen lots of trucks and the weather isn't too kind for it either.

Headed west on Hwy 2, knowing again that I was heading more west but it was leaning right or north. The cloud deck now was over head. Grey mass of clouds and the winds fighting with the wind screen. 300 miles from home and... "don't think about it!"

Hwy 200... Always wanted to know why the number and well its 200 miles from Grand Forks, ND to this hwy... Headed west into the scrubs and birch trees. Low lands meant swamps and tall grasses. South on hwy 6 to Crosby and west again thru Brainerd. Pillager I take County 1. Another fine road with smooth tarmac.. well it used to be! Follows along the west side of Camp Ripley. Army base in the middle of the woods.

Lake Alexandria and the cabins and lake homes... 5mph signs with kid shadow implanted on the sign... watched for kids.. although the winds and 50 degrees meant no kids...

South side of the lake I see a family walking down the middle of the road, slow down.. kids are waving, adults are smiling and the dogs barking. I hugged the double line and waved back, motoring by.

Movement along the shoulder.. woman jogger so again I hugged the double line and she waved in appreciation. Kind of a

warmth in my soul by doing a kind deed.

Arrived at my sister's, the house looked dark. Few cars around... walked up to the door and yep the dogs are barking. Full size Poodles looking at me thru the back door. One is white and named Einstein.. black one is Lila.

"Hi Tim, how was your trip?" Keith asks... "How about a Mocha?" "Yep I need something hot!"

Had supper with Becky, Keith and Matthew. The general discussions of family plus the added feature of Matt and graduation from high school.

"Well I better head home before it gets too dark!" I said... "Thanks for the boots!"

"Your welcome." Keith nodded

Randall has a Red Wing Shoe store. They also purchase shoes that have some blemish and sell them cheap. Carhart's... 35 bucks rather than 145 bucks is a good deal.

Left around 630pm arrived at home by 830pm.. good day... 662 miles. Lots of scenery and got that present for Karen... She brightened when I got into the kitchen.. I put the newspaper packages on the table... "What did you buy?" she smiles... as I told her... "OH Good!"

Later this month I had a call from Tom.. he is the fellow that was buying the Green K bike...

"Tim?" Tom is hesitant.. "I am sorry buddy, I can't buy the K bike!"

"OH?" I reply

"Too many other things are taking my time..." Tom's voice is sad.

"No big deal, Tom." I said... "I will come up and get the title then..."

So the green 85 K bike sits in the garage.. got to find time to work on it and I dunno.. keep it? trade it for a ham radio?

73!

timothy lindstrom, ab0ts

Columbia Heights, MN

1995 K 1100RS 69,300 miles

1985 K 100RT 72,300 miles

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Dayton Hamvention™2010 is in the history books, and a whirlwind of ham radio gluttony it was!

Estimated attendance was around 20,000, and the weather fluctuated between cold and rainy to hot and sticky, but nothing seemed to affect the exuberance of the many attendees all looking for bargains or the latest in new equipment.

Icom showed their new IC-9100, pictures of which you can find online. Since the unit is not approved by the FCC yet there is no pricing or date of availability. The IC-9100 will offer 100 watts on HF, 6, and 2 meters, and 75 watts on 70 cm, and an optional UX-9100 band unit will add 10 watts of 1.2GHz to the unit. With dual display and optional 1" IF roofing filters, the unit is packed with features and D-Star compatible with an optional board.

Kenwood showed what they hope to be the latest and greatest in DSP HF + 6M radios with their new TS-590S. Similar in size and appearance to the TS-570S, the TS-590S will incorporate more features and the latest in DSP and receiver technology into a box they hope to have available in late Fall or early Winter. Talk at the show was something in the range of \$1400-\$1600, and there are some pictures online for viewing.

Kenwood also introduced their latest handheld, the TH-D72, to replace their discontinued TH-D7A, with built-in 1200/9600bd TNC and GPS. It offers APRS/Echolink support, has 1000



memories with Alpha tags, and a mini-USB connector. Delivery date and price unknown at this time, but pictures are available online.

**Heil Sound** introduced the latest in their Proset line, the Proset Elite-6, with the new HC-6 full range dynamic broadcast element. Also available with their high performance electret condenser element for Icom radios, the new Proset Elite will become the ultimate boomset for broadcasters, podcasters, and ham radio operators. The newly designed HC-6 element is designed for full range commercial broadcasts or can be adjust for bright, articulate audio for ham radio's noisier on air environment. We should be seeing these about the time you're reading this, selling for \$199.95 plus the appropriate cable to interface to your radio. **The ARRL Expo**, which encompasses almost half of one of the smaller arenas at Dayton and includes all aspects of the League's many activities and programs, was beautifully showcased and drew in many new and old, experienced and inexperienced alike. Their Contest University starts Dayton off the day before the show officially opens, and if gaining experience in contesting knowledge is on your bucket list, this is a grand opportunity to learn from the experts.

**Vendors at Dayton** run the gamut from Amateur Radio Astronomers, AMSAT, TAPR, D-Star (with many activities this year), all the major radio manufacturers, many of the folks you see in those smaller ads in the magazines, and many first timers getting their feet wet in the amateur radio marketplace (solar panels were more prevalent this year). Time and space do not permit everything to be listed, but there is definitely something for everyone at Dayton.

**Hopefully**, getting to a Dayton Hamvention™ (always around mid-May) will be on your to-do list someday. Bring comfortable walking shoes and plenty of money for the huge flea market, and perhaps an empty suitcase for all the goodies you can't live without. It's great to see friends from the local area wave from across the counter as they travel by or stop to buy at the HRO booth in the main Hara Arena, so maybe I'll see you there next year!

**Undoubtedly** the June newsletters will be chock-full of Field Day articles, so in closing, just a reminder that the sooner you take your inventories of antennas, supports, radios, coax and all the other miscellaneous Field Day necessities, the better the chances of stock being available at the store if you need it. We always try to have plenty of wire, coax, connectors, antennas, tuners and a variety of other items in the store for the last-minute Field Day rush, but we'd hate to disappoint...take stock now!

**Kind 73 de**

**Janet Margelli, KL7MF    Manager**  
**Ham Radio Outlet        933 N. Euclid St.**  
**Anaheim, CA 92801    (714)533-7373) (800)854-6046**

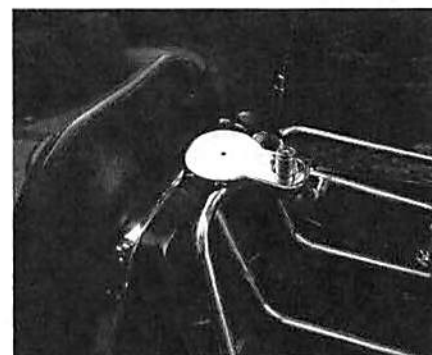
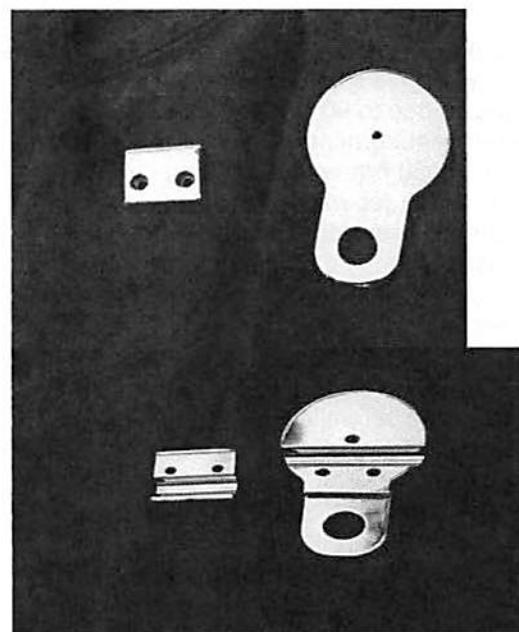
### **A Variation on the MARC Luggage Rack Antenna Mount**

By Jerry Irwin, WAØGLD, MARC-Texas Division

As **Garmin GPS** automobile/motorcycle use units have evolved they seem to have bred out the NMEA input/output that is required for APRS. A lot of MARC members have moved to GPS engines to provide the required GPS data for their APRS radios. One of the more popular seems to be the Garmin GPS-18. There are various mounting solutions for the GPS-18 on a motorcycle. My GL-1500 has the tubular luggage rack mounted on top the trunk lid and I have MARC mounts in the forward and

aft center of the rack, one for the voice dual band and the other for the APRS radio. To me the space between the forward mounted antenna and the rear seat back rest was an ideal spot to place the GPS-18 hockey puck.

**One** of the BP MS150 Steering Committee Members owns a machine shop which supplies primarily oil field companies. He is also heavily involved with many other charity bicycle rides just like I am. At one of the rides I asked him about machining an "improved" mount that would add a disk to the forward portion of a MARC antenna mount for the GPS-18 to rest on. He took dimensions and a couple months later gave me a call. He had done an excellent job creating a new mount that hold both radio and GPS antennas. Here are a couple of pictures.



## A Weekend Of Service Norm N9ZKS

I have been participating in a great service opportunity for the last five years. It is the Houston to Austin Texas BP MS150 held every April to raise money to fund the eradication of Multiple Sclerosis. It is the largest fund raiser in the US for MS. This year they have \$12,600,000 already and are hoping for \$18,000,000 for a grand total. They limit the participants to 13,000 bicycles for safety and Jerry, WA0GLD has organized a group of better than a 100 motorcycle owners that vie for the privilege to support the bicyclists as communicators, medical support and mobile mechanical support. I say "vie" because Jerry opens the list for volunteers for the next year's crew on Tuesday after the ride and as I write this there are 77 riders signed up for next year. We limit the number of motorcycles on the course to 90 to avoid excessive traffic on the road. Current requirements to join the team include having a ham license and having a dual band radio for communication. The ride depends on the ham clubs and repeaters of the area to provide communications for the entire support organization. There is an operation net, medical net, emergency net held on multiple frequencies each day and a scooter net held on a simplex frequency. When I was single, I rode down the first time taking a long route allowing me to ride a "Saddle Sore 1000" and a "Bun Burner 1500" which are 1000 miles in 24 hours and 1500 miles in 36 hours motorcycle rides. I also would plan routes down and back through the Ozark Mountains for the great riding and scenery. I'm thinking of returning to those routes next year with my wife.

The ride itself is hard to imagine. Even with almost 100 miles for the day's ride 13,000 bicyclists mean that one cannot find a section of road where there are not almost a solid string of riders in sight. There are movies on YouTube if you would like to see what I mean. Just Google "BP MS100". You can see that the use of motorcycles for support is necessary as the presence of that many cars or vans on the road would severely threaten the safety of the riders. This is especially true when you consider that the riders needing support are usually the riders with less fitness and experience. Sunday this year, I noted that before I got to the first rest area at the 10 mile point, there were riders at the 50 mile point.

The event is a spectacle with people setting up entertainment along the route such as a bag piper, fiddlers, and disk jockeys. Victims of the disease place themselves along the route to cheer on the riders working for a cure for the disease. Teams place signs along the route to motivate particular riders as well as the team as a whole. At the end of the day we see people walking up the hills trying so hard to finish under their own power.

We, the motorcycle Marshalls, have three major duties. First, we provide communication of any even information regarding conditions, accidents or hazards along the route. All communications are linked by radio or IRLP to the MS150 headquarters in Houston. A number of the vehicles are APRS (A system by which our position by GPS is sent via radio) equipped so that the HQ can see immediately where we are.

Second, we carry basic first aid supplies to offer to a victim

of an accident although we are not providing first aid unless we are certified EMT's etc. There are also a good number of EMT's riding the route on bicycles who provide medical support until rescue personnel arrive.

Third, we provide mechanical support for the bicycle riders along the road. This is hopefully the primary duty we perform the whole day. We carry spare tubes, tools and pumps so as to be able to fix minor problems on the bicycles of the participants. It is amazing how happy a rider is when you ride up with a floor pump with gage as he starts to change his third of so flat for the day. It makes one want to see a return of "tire savers" which were popular in the 70's to "wipe" bits of glass, thorns or other puncture inducing material of the surface of the tire before they worked their way into the tube.

The final duty, and the one most of us enjoy the most, is to accompany the last rider across the finish line at Austin. Most of the crowd which cheered the early finishers is gone and the workers have started tearing down the finish area. We and the SAG Vans, and Ambulances follow the "Turtle" across the finish lines with horns, sirens and flashing lights to back up the PA announcer cheering the rider for his hard work riding the better than 150 miles during the two days.

With that another MS150 is completed and we head our separate ways. This year it was a very successful MS 150 in that we had no serious injuries requiring life flights. We lucked out in that the rain missed the riders for the most part with only a few sprinkles during the ride. I even received an email of thanks from a gentleman from Wales who flatted as he rode across the START line and again a few miles down the road. I had given him my information since my son-in-law is Welch and he knew the area. His Australian friend also lost his seat bag with credit cards and license that first 20 miles. He did receive them back a couple of days latter. Thanks to some honest Texans! I'm planning to be back next year although it would be a lot better if we found the cure and could dispense with all the rides we support that are looking for the cure for diseases.

NORM N9ZKS <n9zks@verizon.net>  
ILLINOIS

Did You Know:::

The average American eats about 5 1/2 gallons of ice cream per year.....

F.A.T.H.E.R.S.

"F" althful.  
"A" lways there.  
"T" rustworthy.  
"H" onoring.  
"E" ver-loving.  
"R" ighteous.  
"S" upportive.

Author Unknown

~~~~~

The whole inspiration of our life as a nation flows out from the waving folds of this banner. ~Author Unknown



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

NET DRAWING:

Draw for 4/14 on 4/28 was #20 KC6ZOZ John winner (PD)
Draw for 4/21 on 4/28 was #2 John W5JFR winner (PD)
Draw for 4/28 on 5/5 was # 14 Charles KF6TXI winner
Draw for 5/5 on 5/12 was Harold KI6TYH winner
Draw for 5/12 on 5/19 was # 14 Brian KG6JOA winner
Draw for 5/19 on 5/26 was # 3 Andy W6AJB winner
Draw for 5/26 on 6/1 was #12 KG6NJP winner
Visitors: KF6ERB Anthony, JJM Jay
EB: Charles KF6TXI, Billy N6EDY, John KC6ZOZ, Pat KI6ETG,
Andy W6AJB, Mike KH6RD, Mijo KF6BEB, Gayle KF6JJT(AZ)
Echolink:
Lewis K7LVO (OR), N7WNO Michael(Victorville, CA)
Norm N9ZKS (IL),

50/50:

Mother was good to 3 young men John KC6ZOZ, Scott KI6IXQ &
John W5JFR by giving them each \$40

\$25 gift certificate donated by Huntington Honda won by
donated by NCG(Comet) won by Alvin KD6UZM

Items donated by "MARC"

Damaged screw remover won by Alvin KD6UZM
MR 7 Hands Precision tool won by Mark KE6ZRP
Home Plague & dish towels won by Teri KF6HJT
Furry Friends & jigsaw puzzle won by Alvin KD6UZM
Mother's picture frame won by Bonnie KD6OFQ
Solar Rock spotlight won by John W5JFR
Multipurpose paper won by Dennis KF5FFJ

A big "THANK YOU" to each who donated items:
Harold Hilbert, John & Mijo Reynolds, John & Teri Edwards,
Billy Hall, Clint Dague & Ray & Bonnie Davis

Gray ticket distributor - John W5JFR
Gray ticket winner- Lile Nightingale KI6WHJ
How many gray tickets drawn- 1

Ticket Drawer- Mijo
Ticket disectors- Alvin KD6UZM & Gracie Hudgens

SECRETARY/Treasurer/NewsLetter Editor/Info Bureau:

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

Cell # 949-300-4441

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

NEW MEMBERS:

Please welcome:

Kile KI6WHJ & Chris KI6WHI Nightingale of Moreno Valley,
CA

MEETING:

The meeting was heavily concentrated on the Bad Ride, the
Anniversary special drawing and picture taking which went off real
well and we were out of the room by 9:30AM
One Visitor from Parump, NV Pat O'Brien KF7CER with ShEron
KC6ZSJ & Tom K2QGT-Total of 42 people....

Rosie, waitress at Home Town Buffet keeps the tables
cleaned. Thank you Rosie...

NEWSLETTER:

Now please reread your May newsletter on the Bad Ride as it
contains lots of information for the newbies yes the oldies too(:))s
Yes we need all the motors we can get and then some...
Thanks to all who contributed for the June/July Newsletter.

SUNSHINE CORNER:::

Continuous love and prayers for Bob N6HOJ is maintaining,
Mike N6QZT, looking good, Brian KG6JOA, Mark KE6ZRP
seem to be recovery nicely, Marvin K5MLP (AK) recovering
from back surgery.. Mike KH7RD recovering from back
surgery-man you men and your back surgeries- sure have been
having a run on them.. & Kevin KI6SUJ in his up coming
surgery

Thinking with love for Mike KE6KEQ & Ellen KE6KWS in
the loss of Mike's sister in NY, Connie KD6USE & Alvin
KD6UZM in the loss of Connie's mother.

Anyone else out there who I have not mentioned Please know
we love and pray for each of you...as we do care... Life is not an
easy task when it comes to sickness and losing someone.
Love and Prayers to All who are ill, had surgery, lost a loved
one, we "MARC" are here for you day and night...as we care.

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

COORDINATING AN EVENT:::

If you are a coordinator for an event your responsibilities are::
Attend meetings for the event(doesn't have to be every one of
them) just to keep in touch as to what is going on and any changes
to routes etc..
Write an article for the newsletter before, during and after the
wrap-up meeting with the statistics, such as total riders, amount
raised, any changes to be made for the next year to improve any
problem areas.. You do not have to have an article the months the
event is at rest waiting for next year.

Bonnie KD6OFQ

"MARC" NEWSLETTER DEADLINE:
(SUBJECT TO CHANGE)

JUN	2	FOR JUNE/JULY
AUG	4	FOR AUGUST
SEPT	1	FOR SEPTEMBER
SEPT	29	FOR OCTOBER
NOV	3	FOR NOVEMBER
DEC	1	FOR DECEMBER
DEC	29	FOR JANUARY 2011

OUR FLAG

The stripes on the American flag stand for the 13
original colonies.

The stars on the American flag represent the number of
states in the Union

**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
John Beckwith N6JCB
Bonnie Davis KD6OFQ

San Diego Tour de Cure Coordinator:
George Stover WM6L

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: Harold Hilbert KI6TYH
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
kc6zsh@yahoo.com

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..

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: 1997 CAMARO Z

30th Anniversary \$7,500 68,300 miles
5.7 Liter SFI V8 Engine Automatic Trans.
Z28 Preferred Equipment Removable Roof Panels "T-Top"
Remote CD Changer w/12 Disc Magazine
Electronically Tuned AM/FM Stereo Radio
Cassette Player Dolby Noise Reduction
16" Chrome Aluminum Wheels Performance Axle
Six-way Driver Power Seat
Dark Grey Cloth Seats w/ 30th Anniversary Logo
Original Owner with complete maintenance history

Burt N6USO <n6usoburt@verizon.net>

For Sale

USED KENWOOD TH-D7A/G 2m/440mHz Handheld
Radio (APRS etc.) with the following accessories
(used unless stated otherwise);
One (1) each Kenwood PG-4W Programming Cable
and CD software
Two (1) each Kenwood PB-38 6V 650 mAH
Standard Battery (NiCad)
One (1) each Commercial PB-39.9.6v 1450 mAH Hi-
power Battery (NMHI)
Two (2) each Kenwood PB-39 9.6V 600 mAH Hi-
Power Battery (NiCad)
One (1) each Kenwood BT-11 AA Battery Case
One (1) each AC Commercial Rapid Drop-In Charger
(New)
One (1) IBM PC or compatible PC to TH-D7A 72"
data cable with molded right-angle 3/32" stereo
plug and DE-9F connector (by KG6NJP)

CONTACT: TOM GUTHRIE K2QGT
montanapd@yahoo.com"

Used-bike buying checklist

How do you make sure you don't overlook something when you're checking out a used bike? Print this checklist and take it with you.

Do your research

Before you put any motorcycle through its paces, read magazine articles, website reviews and visit online enthusiast discussion forums to glean information about that model's idiosyncrasies. For example, a BMW boxer drains the lifters when it's shut off, so it may make quite a racket when it starts up. If you didn't know that beforehand, you could walk away from a perfectly fine motorcycle.

Match the VINs

The VIN on the frame should match the VIN on the engine, and both should match the VIN on the title. If there's a discrepancy, there should be a very good reason. If not, walk away.

Check the VIN

Call it into your insurance company for a real rate quote. Call it into the manufacturer for any recall info. And, if possible, call it into state authorities, to see if it has been reported stolen.

Check the maintenance records

Sure, these can be fudged, but when you buy a used motorcycle, you have to accept that you must rely on some level of trust. If these don't exist, ask for a verbal account of maintenance history.

Examine tire wear

Look for cupping and make sure there's at least 1/16 of an inch of tread. Check the tire pressure while you're down there. Improperly inflated tires may hint at lazy maintenance habits elsewhere.

Test for excessive bearing play

Ask the seller to put the bike up on the centerstand. Gently tug on the fork tubes front to back, feeling for play in the steering head. Also feel for movement in the front and rear wheels and side-to-side action in the swingarm. Basically, any play is bad and a safety hazard.

Check the steering head lock

Does it work? Use the key and find out for yourself, but just as important, look for any signs of damage or excessive wear. Has it been replaced or repaired? If so, the bike may have been stolen at one time.

Examine the air filter

It should be clean and properly installed. Consider a zero-tolerance policy. Dirt in the engine is a very bad thing. Also, is the airbox intact? Extra holes (punchouts) could be fine (as long as they are outside the filter), but ask the seller why they were performed.

Check all fluid levels

Discolored brake fluid, low coolant levels and dirty (or gray) oil are all bad signs. Don't forget that some bikes have separate crankcase and transmission oil—and two dipsticks.

Perform a visual once-over

Look for any obvious mechanical issues—loose or missing fasteners, fluid leaks, pitting in fork tubes, rust in the fuel tank, cable continuity, chain play, sprocket condition, cracked wiring insulation, etc.

Perform another visual once-over

This time, focus on cosmetics with an eye toward identifying crash signs. Look for inconsistencies in paint shade or texture. Cracks in plastic or fiberglass may be invisible from the outside but obvious from the inside. Use a flashlight and check all the cracks and

crevices. Examine footpegs and sidecases for scrapes. Do the control levers appear extra shiny? Ask why and when they were replaced.

Operate all controls

Test the brakes, operate the clutch and take note of sufficient play, shift gears, flip the turn signals, beep the horn, etc. If a test ride is not allowed, then put the bike on the center stand and do a "dry run."

Start it

If the seller isn't hip to a test ride, don't get too discouraged. Many motorcycles have gone out for test rides and have not come back. But, by all means, start the bike. Put at least four of your senses to work: listen for odd noises, look for smoke, smell for burnt oil or coolant, feel for heavy vibrations. Throttle response should be crisp off idle and significantly more smoke should not accompany more throttle.

Get out the toolbox

At the least, check air pressures (tires, and forks and shocks, if applicable). If you're so equipped and mechanically able, test the resistance of the electrics with a multimeter, brake disc thickness with a micrometer, and cylinder compression with a compression tester.

Are extras included?

Extras you want can make the deal sweeter. If the bike has aftermarket parts you don't want, see if the owner will take them off and lower the price. Ask for any stock equipment that was replaced with aftermarket parts. And don't forget the tool kit.

"Is this the bike I want?"

Often, what looks great in photographs and sounds great in website reviews, falls flat in person. Even if the bike itself is sound, if the model didn't stand up to its lofty rep, go back to the drawing board. This is your last chance.

Negotiate

Don't just meet the asking price without trying to get a better deal. Every item you found wrong is a negotiating point. You may get nowhere, but you might save a few hundred bucks, too. And never forget the power of these seven words: "Is that the best you can do?"

This used-bike buying checklist is courtesy of the American Motorcyclist Association. The AMA is a nationwide organization with more than 280,000 members. The AMA is all about rights, riding, racing.

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....

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

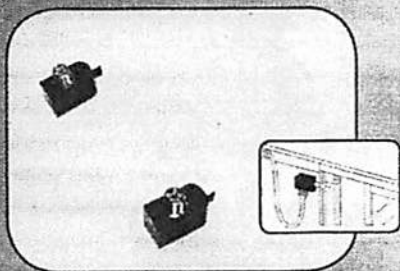
72" data cable with a molded right-angle 3/32" stereo plug on one end and a Garmin "eTrex-style" flat connector on the other end. Connects a Garmin GPS with the "eTrex-type" connector to a TH-D7A, M-D700A or TM-D710A. This cable does not provide power to the GPS...!

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**

Life is a **JOURNEY**
Enjoy the ride!



**NEW! COMET CTC-50M
Window Gap Adapter!**

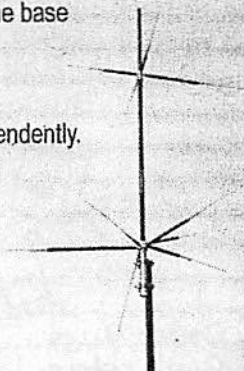
Max Power: HF 100W PEP
VHF: 60W FM
UHF: 40W FM
900MHz - 1.3GHz: 10W
VSWR: <500MHz 1.3:1
 >500MHz 1.5:1
Impedance: 50Ohm
Length: 15'75"
Conn: 24k Gold Plated SO-239s

**MALDOL HVU-8
Ultra-Compact 8 Band Antenna!**

Unique ground radial system rotates 180 degrees around the base if building side mounting is required.

Max Power: HF 200W SSB/100W FM
6M - 70cm: 150W FM
TX: 80/40/20/15/10/6/2M/70cm
Impedance: 50 Ohm
Length: 8'6" approx
Weight: 5lbs 7oz
Conn: SO-239
Max Wind Speed: 92MPH

Each band tunes independently.
Approx 2:1 band-width:
80M 22kHz
40M 52kHz
20M 52kHz
15M 134kHz
10M 260kHz



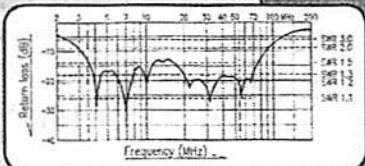
**COMET CHA-250B
Broadband HF Vertical!**

3.5 - 57MHz with SWR of 1.6:1 or less!

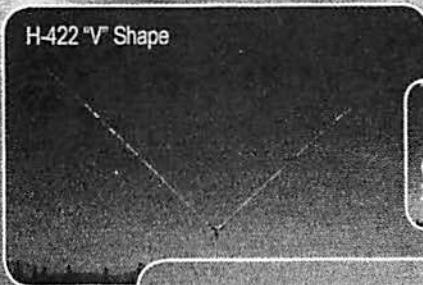
- NO ANTENNA TUNER NEEDED
- NO RADIALS
- NO TRAPS
- NO COILS

If you suffer in an antenna restricted area, must manage with space restrictions or you simply want to operate incognito you will be forced to make significant antenna compromises. The CHA-250B makes the most of the situation, making operating HF easy!!

Max Power: 250W SSB/125W FM
TX: 3.5- 57MHz
RX: 2.0- 90MHz
Impedance: 50Ohm
Length: 23'5"
Weight: 7lbs 1 oz
Conn: SO-239
Max Wind Speed: 67MPH



H-422 "V" Shape



H-422 Horizontal



**NEW! COMET H-422
40/20/15/10M compact,
broadband, rotatable dipole!**

Assemble in either a "V" or horizontal ("H") configuration.
CBL-2500 2.5kW balun and heavy duty hardware included.

Max Power: 1000W SSB / 500W FM
SWR: Less than 1.5:1 at center frequency
Rotation Radius: "V" 12' 6" "H" 17' 5"
Length: "V" 24' 5" "H" 33' 10"
Weight: 11 lbs 14 ozs
Wind load: 3.01 sq feet
Max Wind Speed: 67 MPH

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and **Maldol**

For a complete catalog, call or visit your local dealer.

Or contact NCG Company. 15036 Sierra Bonita Lane, Chino, CA 91710
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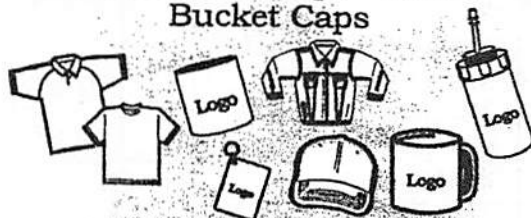
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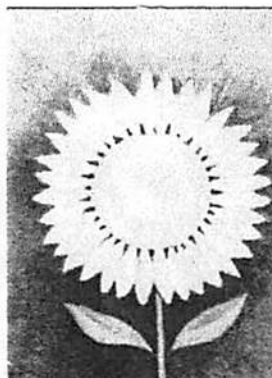
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Half page	\$80
Full pages 8 1/2 X 11)	\$175

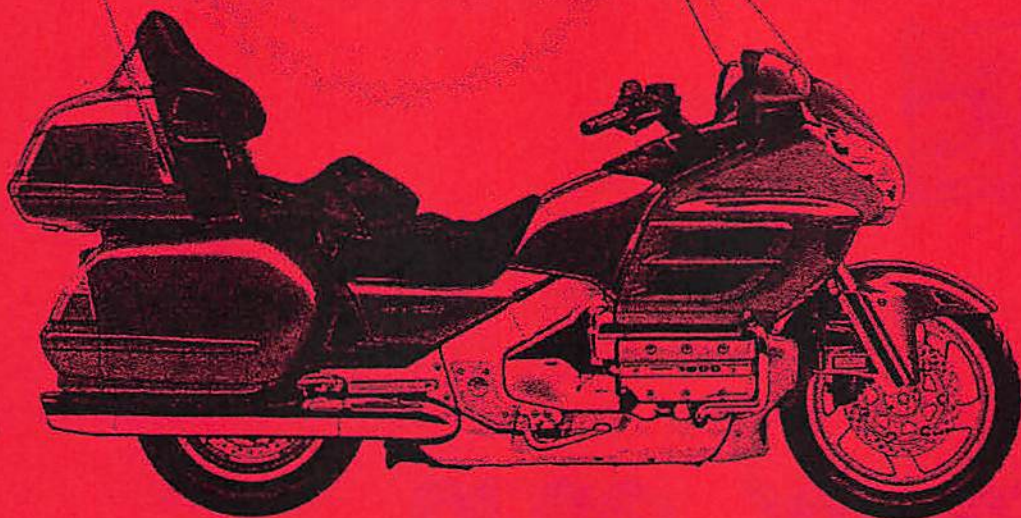
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14- FLAG DAY
20- "HAPPY FATHER'S DAY"
21- FIRST DAY OF SUMMER
21- 16TH ANNUAL RIDE TO WORK DAY
- July 4- HAPPY FOURTH OF JULY(OBSERVED ON JULY 5TH)
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SPECIAL INFO:.....

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

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

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

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

"MARC" LIST: marc@nxport.com

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

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

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

Burt Brink's repeater systems: www.N6USO.com



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JUNE/JULY 2010

NEXT MEETING: NOTICE:....

JUNE 13TH, 2010 7:30 AM AT HOMETOWN BUFFET
1008 E. SEVENTEENTH ST, SANTA ANA, CA
BETWEEN THE I-5 & 55 FREEWAYS.