



motorcycle no less. This was a first for me. As we crossed over the bridge we ended up in a cool, drizzly cloud bank, almost foggy. I turned the GPS tracking back on as we were again on the planned route and it guided the group right to the Motel 6 in San Rafael. Our group of four was there, safe and sound, ready to check in and relax before dinner. As we had arrived before normal check-in time the clerk had to move things around to get us into rooms. Ray checked in first. His room wasn't ready, so, not knowing that I was next in line, the clerk gave him my room. (No problem as I was going to share the room with Ray and give Bill and Lewis my room for the two nights.) OK, that meant that now Bill's room wasn't ready. As Lewis wasn't there yet, we made do with the room that was ready and waited for Lewis to arrive from Medford. As Michael had room reservations at the nearby Coast Guard station, he departed to secure his quarters for the duration of our stay.

**Dinner time.** Lewis had arrived and settled into the room that he was sharing with Bill. We all headed south, walking down the street toward a fast food place that we spotted as we exited the freeway earlier. Someone noticed a small Mexican restaurant on a side street and a few minutes and a few steps later it was suggested that they might have a Margarita or two. I said I would buy if any one else wanted one. So it was back to the Mexican food and a Margarita to wash it down. Both were quite tasty. After dinner it was back to the Motel 6 for the evening. As we arrived, Michael Iban, our contact for the Marin Cyclists ride showed up on his BMW. It seems most of the people in the North Bay area ride Beemers. He stayed for a while getting acquainted and briefing us on the next day's activities. Michael departed and, as it would be an early morning again for all, we retired for the evening.

Before dawn the next morning, Michael Iban was back at the Motel 6 to escort our group to the start/finish at Vallecito Elementary School. It was a wild back street, main street, parking lot, freeway ride for the three of us following Michael and his BMW across town to the school. Net control had quite an elaborate set-up in a gymnasium with several antennas outside on vehicles and military surplus towers. Cables were everywhere to connect radios and computers. As I said, quite a set up for net control. Just as we arrived at the school Michael, N7WNO, pulled up and we all signed in as "Volunteers". We were given our T-shirts and choice of assignments for the day. The SAG coordinator supplied everyone with extra tubes and a tire or two to take with us on our rounds. I chose the 100K ride, loaded supplies into "Sissie," and we were off. Oh yes, I had forgotten my cell phone at the motel so I made a quick detour back there to pick it up. As I was returning to the start/finish, there was a complaint on the repeater that someone was beaconing (APRS) on the frequency. I wonder who that could be? Bill came on up on the air and said that it was W5JFR. Sorry, the computer program I use turns on the beacon and I had neglected to turn it off after I loaded the new repeater frequencies and codes for Marin

County. The beacon was turned off and all was well.

We all departed the start point on our selected rides (thanks to Bill for creating GPS routes for most of the routes that we were to work) I had not completed my first mile before I stopped to aid two young men from Australia. Flat tire. I gave them a tube and the use of my big tire pump. I stayed in the same location for at least 45 minutes passing out tubes and letting people use my pump to fix flats. Seems that would be the story of my day. Flats!!! It was not the last time I would see these two young men. Either one or the other would need a tube and my pump again. Just after my third encounter with the Aussies, I found Ray and two bicyclists on the side of the road, a lady and young man. She had a broken chain. They had used Ray's chain breaker to remove the broken link but had replaced it with a link too narrow for the chain in use. I stopped and helped remove the narrow link and I replaced it with another (the proper size) that Ray had in his kit of spares. Soon they were both on the road again. Ray and I continued on our ride.

The ride was very well organized and supported at the rest stops with bicycle repair stations. My halfway point was a rest stop at McNear Park, Petaluma. There I gave out my last tire and tube to a lady that Ray had assisted earlier. She had another flat due to a bad tire. While speaking to Ray, taking a break assisting other bicyclists, Anna MacKinnon, showed up on her Beemer looking like she was ready for the Paris-Dakar ride. She had been sent from net control to catch up with Ray and me with extra tubes and tires. It was good to see Anna with the extras that we both needed. By the end of the day I was again low on tubes and tires. Thanks to the SAG group at the finish, I was given a supply of tubes to bring home for our next event.

The ride from Petaluma back to the finish was not quite as busy as the trip out. I did encounter several more riders who needed assistance and assistance was rendered. One stop was in front of the Rouge & Noir cheese factory. I will not to say that Mijo, KF6BEB, likes French style cheese but a visit to the sales counter/tasting room was a must. I purchased some special cheeses to bring home and was again on the road looking for riders who needed help. It was on my return trip that I spotted Ray and Michael stopped at the gate to Skywalker Ranch. Yes that Skywalker, on Lucas Valley road. They were taking a break and watching the bicyclists pass looking for anyone who might need help.

Back at the finish there was a large selection of food for lunch, BBQ chicken, pasta, ribs, salads, sodas, and even ice cream if desired. I was not feeling 100% after two long days on the road so, I had a small lunch (late) and went back to the net control area where I met Ray. A light rain had started and the daylight was failing so we decided to skip dinner, offered by the ride coordinator, and headed back to the motel. Ray and I went back to the Mexican restaurant for a light dinner and retired early as he wanted to leave well before sun-up Sunday to head for home.

Sunday morning, early, Ray was up just after 4AM, dressed and soon on the road home, not encumbered by slower riders (we shall say at RDS). He was headed for the I-5 and a quick shot south, back to Irvine. Shortly thereafter, I heard Bill stirring outside loading his cycle for his trip back to Covina. He too had to make it quick as he was due to fly out of LAX later in the day headed for Norfolk, VA. for a work assignment. It was about six AM when I departed San Rafael. Lewis was still asleep as he had a shorter ride than the three of us to get home. For me it was back over the Golden Gate Bridge retracing Friday's route to return to Rialto. For the first two and a half hours it tried to rain and was cool. The drizzle and cool air made for "COLD" motorcycling. In fact it was near Ventura where I turned away from the coast that it finally warmed over 65 degrees. It was over 100 when I finally returned to Rialto. We had all prepared for summer riding and took cool vests and other items to keep the heat away though none was needed. Thanks to Bonnie, KD6OFQ, who lent me her cool vest. With just over an hour in the warmer temps on the way home, it was not needed.

Later in the day, after speaking with Ray on Skype and e-mails from Bill, Michael, and Lewis, it was good to know that everyone made it home safe and MARC had again come through when needed. I received an E-mail from the Marin Cyclists Committee Chair thanking all of our MARC members for their help supporting the "Marin 100", as the event was called. He said that they were all overwhelmed by the job that MARC had done assisting with their ride. He also said that they had received many compliments from bicyclists who had been assisted or encouraged by the motorcyclists (MARC) who were there to help with the event.

Thank you to our MARC team that met in San Rafael and to the members of the Bay Area MARC and their motorcycling friends for inviting us up/down to help with this event. I enjoyed the adventure and would like to see others join in next time when help is needed. After 1,150 miles and 26.9 gallons of gas--- a wonderful weekend with friends, working to admirably complete the MARC mission.

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

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**"MARC" CALENDAR 2012:**  
Sept 8<sup>th</sup> Breakfast meeting  
Sept 29th Surf to Summit TDC  
Oct 13<sup>th</sup> Breakfast meeting  
Oct 20/21 MS 150 BAY TO BAY  
Nov 3/4 LAS VEGAS MS  
Nov 10<sup>th</sup> Breakfast meeting  
Dec 8<sup>th</sup> Christmas Party

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**"MARC" NEWSLETTER DEADLINE:**  
**(SUBJECT TO CHANGE)**

OCT 2nd FOR OCTOBER  
OCT 30th FOR NOVEMBER  
NOV 27<sup>th</sup> FOR DECEMBER

**OC SURF-2-SUMMIT TOUR de CURE SEPT 29, 2012**  
**GOAL: 50,000 RIDERS: 250 TEAMS:**  
**Achieved: 36,000 Riders: 204 Teams: 28**

Well, it's the end of August, where has this year gone? The upcoming MARC meeting will be our last before the Surf 2 Summit, American Diabetes, Orange County ride.

Here's what has happened since my report at the August meeting. The start site will be at, 28291 Alicia Pkwy, Laguna Niguel, CA., this is the LDS Stake Center (Check it out on Google Earth).

The 50 mile route has been reversed for the safety of the riders, this way there are less left hand turns on high trafficked roads. The 20 and 10 mile routes should stay the same. The 25 mile mountain course should be a lot of fun as well, I'm hoping to talk Charles TXI, into patrolling this route on his Goldwing. What do you say Charles?

OK, getting back to being serious, the first start time should still be at approximately 7AM. Lastly, we're going to need motors, sag's, net control operators and radio operators at the top and bottom of the mountain bike course.

That's all I have, I'm sure Ms. Davis will have some good info as well.

Looking forward to seeing everyone at the September meeting and at the Surf to Summit on September 29th.  
**Ride safe,**

#### Route info:

**50 Miler: check in @ 6AM Start @ 7 AM (Blue)**

**20 miler: check in @ 7 AM Start @ 8:30 AM (Red)**

**6 miler check in @ 7:30 Am Start @ 10 AM ( family ride)  
nothing to do with us (Green)**

**Mountain rte: check in @ 6:30 AM (10-22 miles) 8 AM 5  
Milers)**

**Mtn Rte start 7:30AM (10-22 miles) 9:30 AM 5 milers**

**All riders have to be in by 1PM**

**Road/Mountain combo is 20 miles road & 10 miles**

**Mountain**

We need two members for the off road section- one at each end of that route. Also I have only 7 motors- So far 2 sags hopefully I get 2 more.... need bicycle mobiles

The off road rte is accessible for vehicles...

Just remember we will come thru smelling like a rose regardless - most committee members are not knowledgeable on all aspects of the Tour but we are coming along and will prevail...

**Mike N6QZT <mnaron51@gmail.com> Bonnie KD6OFQ**

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**MS 150 October 20th & 21st, 2012**

**GOALS: \$1,900,000 RIDERS: 2200 TEAMS:  
Achieved: 426,115.56 Riders: Teams: 150**

**1. 10% behind last year for fund raising**

**2. 150 teams signed up (down from last year)**

**3. There will be bicycle mechanics at every Rest Stop.  
Day 1 the 100 & 150 Start at**

**Irvine Transportation Center, 15215 Barranca,  
Irvine 92618**

**Stop over at the Sheraton Hotel as last year...**

**Day 2 Leave Sheraton Hotel for Mission Bay.  
The 15 & 30 milers are start & finish around  
Mission Bay**

**Mark it on your Calendar and join us for a fun event.**

**Andy W6AJB <anders.bocker@gmail.com>**

**John KC6ZOZ (in the background)**

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**Santa Barbara Tour de Cure Nov 17, 2012**

**GOALS: 150,000 RIDERS: TEAMS:  
Achieved: 10,705.00 Riders: Teams: 11**

Mark, KE6ZRP, John N6JCB & myself are getting all the info on this tour so if anyone wants to do this ride - we will have it ready for you. Mark is going to take a trip up to meet Linda and check it all out, repeaters etc. There is a gentleman who has a repeater we can use. He already told Linda we could use it + per the repeater book there are two open repeaters also Linda (ADA) is getting me the motel info due they have to have it for the cyclists too.

Motel Info suggested by Linda <Yacht Harbor inn Bed & Breakfast is about \$119. If anyone calls, tell the owner Linda Rosso sent them - she knows we are trying to get reasonable accommodations for our volunteers. Also she offered to put up a couple or so at her house... Anything else is a lot higher...

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**San Diego Tour de Cure April 20, 2013**

**Goal: 600,000 Riders: Teams  
Achieved: \$1723 Riders: 65 Teams: 15**

**Our Tour Committee Kickoff will be held on Saturday September 8<sup>th</sup> from 9:00 am -11:00 am at Amylin Pharmaceuticals, 9360 Towne Centre Drive, San Diego CA 92121.**

We are happy to give you the 2013 Tour de Cure Stats after only 13 days!

\$1723 raised! 15 Teams registered!

65 Riders registered!

Last year 35 weeks out the numbers were:

\$40 raised 0 Teams registered

3 Riders registered

Let's keep the wave of momentum going! We are going to have a fantastic 2013 Tour de Cure!

**Jim KD6REA <james.banks@verizon.net>**

**Bonnie KD6OFQ <bonidavis@juno.com>**

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**Ship to Shore Tour de Cure April 28, 2013**

**GOAL: \$1,00,000 RIDERS: 3000 TEAMS:200  
Achieved: \$110.00 Riders: 8 Teams: 6**

**The meetings are alternating at the ADA office@  
Wilshire Blvd, LA & Waddell & Reed Torrance**

**Mark KE6ZRP ke6zrp\_mark@yahoo.com**

**John N6JCB jbeckwith@lmu.edu**

**Bonnie KD6OFQ**

## FROM THE CHAIRMAN'S DESK



I will once again try to keep the paragraphs in chronological order, but we do not promise anything.

I have been talking to John W5JFR about switching our MARC Wednesday night 7:30pm nets over to the BARN Santiago 447.540 ham radio repeater system from where we now do the net on the ALERT 446.900 Santiago Repeater because of the low output power on the Santiago ALERT Repeat. We did some tests on the ALERT repeater and compared it with the BARN repeater and there was no comparison. Where there were no signals from the ALERT Repeater we were getting 7 to 9 bars on the receiving meter on the radios. So don't be surprised that we make the change in the near future. We already have permission from the BARN System Administrator to make the change when we want to. There is another net on the BARN Santiago repeater on Wednesday nights at 6:30pm, but it is over before John starts the MARC Net.

On Friday Aug. 3rd four MARC members, John W5JFR, Bill K6WBD, Michael N7WNO and myself left our houses at about 4am to meet up in Encino CA to head up to San Rafael CA (just North of the Golden Gate Bridge) to volunteer for the Marin Century charity event on Saturday Aug. 4th. Once we got to the motel in San Rafael we were met by another MARC member, Lewis K7LVO. We all walked a couple of blocks to dinner together at a Mexican restaurant, which was very good. Saturday morning we were back up at 4:30am to get to the start of the Marin Century charity event by 5am. That is when the 200 milers were going to be starting. None of us volunteered to work on the 200 miler because some of them weren't expected to be back until 10:30pm that night. To long for me to work and ride that slow all day. We worked the 100 miler and most of those riders were back to the start / finish line by 5pm. John was busy all morning helping with flat tires and I had one flat tire to help with right away and then 2 bicycle riders broke chains. Luckily I had a bicycle chain breaker with me and bicycle chain master links, so that was very lucky for those riders. Then Sunday morning to come home, no one wanted to hit the road home early and put the hammer down all morning so I came home alone. I left San Rafael at 4:45am and arrived home at 10:55am, 365 miles with one potty stop and one stop for gas. Since I didn't have the 7 gallon auxiliary fuel tank on the seat Casper didn't have enough gas to make it all the way home without the one gas stop. All in all it was a fun ride and fun working with the bicyclists, other volunteers and the motorcycle ride going up to San Rafael and then home.

On Tuesday Aug 7th Casper gets a new set of tires in preparation for this years SCMA 3 Flags Classic.

On Saturday Aug. 11th we had our MARC meeting and had a reasonably good turn out for that. Good to see some of the members we hadn't heard from or seen in a while. We of course didn't have a July meeting so we had a lot of stories to catch up on and charity event business to conduct. There were sign up sheets for at least 2 charity events that are coming up this Sept and Oct. Feel free to contact Bonnie or one of the coordinators if you wish to sign up for one of the events and was not at the Aug. meeting. The meetings are held at the HomeTown Buffet at 1008 E. 17th Street, Santa Ana, CA 92701. Now that HomeTown Buffet is a good place to meet as they have that large room in the back just for meetings, but it is not a good place to eat if you are on a diet. But I do get to pig out once a month t

that way. :-) Bonnie is to busy doing MARC secretary work to keep an eye on me.

On Friday Aug. 17th Casper got a new set of lower cowling LED driving lights from the Electrical Connection in Knoxville TN and installed by JBJ Cycles <<http://www.jbjcycles.com/>> in Santa Ana CA. These new LED's are so bright that you can hardly see the head lights when standing about 100 feet from Casper in the dark and the head light bulbs have just been replaced too. These LED's from the Electrical Connection <<http://www.electricalconnection.com/>> are without a doubt the brightest LED's on the market for the 1800cc Honda Gold Wings right now. I wanted these new LED's on Casper in time for this years Southern CA. M/c Assoc. 3 Flags Classic <<http://www.3flagsclassic.org/>> over Labor Day weekend.

Today Aug. 20th I also order an electronic deer whistle from <<http://www.xp3hornet.com/>>. I am doing all of this because of all the fires in the areas that the 3 Flags Classic route is taking us this year between El Paso TX and Nelson BC Canada. The route takes us through NM, CO, WY, MT, ID and UT into southern BC where a lot of the fires in the NW are burning. I read in the paper that the deer and elk are coming out of the forests because of the fires in those areas and the accidents with vehicles have increased 5 fold and the deaths have doubled that of normal. So anything we can do to help us get through those areas safely are well worth the money. The one thing John KC6ZOZ (my 3 Flags riding partner the past 8 years) and I have agreed on for this year is that we are no longer going to start every days ride before, say 5:30am or just about when the sun comes up just because of all the accidents with deer and elks. As, I am sure everyone knows, dawn and dusk are the most dangerous times to be on those back roads.

August 22, 2011 was the date that we (Casper & I) went back to Mitchell, SD for my Mitchell High Schools 60th graduation (yes I did graduate :-)) anniversary party & get together. Boy, how fast does a year go by.

On Wednesday Aug 29th John KC6ZOZ and I will be leaving Orange County CA at about 2 am for the 800 mile trip to El Paso TX. Leaving at 2am to try and beat some of the heat going through Phoenix and Tucson AZ. Hopefully we will get through there by 9 or 10am. We are both carrying 16.8 (John) and Casper 18.8 gallons of gas so we can run about 550 to 600 miles before we will need gas again.

At 3am on Friday August 31st the SCMA 3 Flags Classic will be turned loose from the Super 8 Airport Hotel in El Paso TX. From there it will be a mad scramble to get to the next (#2) check point in Buena Vista CO (619 miles) by 12 noon. From there we continue up highway 24 to 82 and up to Glenwood Springs CO. It is about 1900 miles up all back roads to Nelson, BC. Canada and we hope to be in there sometime Sunday afternoon. You can track us on the SPOT GPS at

<<http://share.findmespot.com/shared/faces/viewspots.jsp?gId=0Bb1JYC3FPXJAUc0f5qtoAUlxSV43Whha>>. We should be back into Orange County CA by Sept. 5th or 6th. We have been known to come straight home from the 3 Flags Classic finish (over 1600 miles) in under 24 hours, but I promised Bonnie we wouldn't do that this year. I will try to send out email reports IF I get the time and am not too tired. I will have my laptop with me.

**Saturday Sept 8th is the Sept MARC meeting. Hope to see a very good turn out for this meeting because it is the last chance to get signed up and to get instructions for the Surf To Summit American Diabetes Assoc. charity event which is to be held on Saturday Sept 29th. We have some new MARC members that will be at this meeting, so let's turnout to give them a nice welcome.**

**Saturday Sept 29th is the ADA's Surf To Summit charity event. This is a new event for the ADA and then of course it will be a new event for our MARC members. Sometime in Sept we (Bonnie & I) will have to drive down to where the start of the Surf To Summit is to be to see where we are going to set up our MARC Net Control and where we can park all of our motorcycles. Time is flying by, lots of work to do for this event.**

**Monday & Tuesday Oct. 1st & 2nd, Ray is once again going to the Front Sight (this time) 2 Day Defensive Handgun training course. Last April 6 of us did take the 4 Day Defensive Handgun Course. It was so interesting and fun that I decided to go back in Oct to take the shorter 2 day course, just for the training & fun of it.**

**Saturday & Sunday Oct. 20th & 21st is the 2 day Multiple Sclerosis Society Bay To Bay charity event. This year it is starting at the Irvine Transportation Center (about 2 miles from our house) and again finishing at Mission Bay in San Diego. It will again overnight Saturday night in Carlsbad CA. Please keep these dates on your calendars and help us volunteer for these events if you possibly can.**

**Last but not least, Friday Oct 26th is MARC member Pat and Andy's wedding aboard the Cruise ship in the Los Angles Harbor. That will be pretty wild I am sure. We (Bonnie and I) are not able to take the wedding cruise to Ensenada MX with the other MARC members that are going to make the weekend trip. It will be fun.**

**Our unofficial MARC meetings at Huntington Honda on Saturdays and after that at Woody's Diner are always fun and a good way to get the latest stories and jokes, plus the food is very good too.**

**As always please try to support those companies who have supported our efforts on the many charity events and give those wonderful door prizes and Super Raffle prizes for our MARC Anniversary parties and the MARC Christmas parties. Also please also support those individuals and companies that advertise in our MARC newsletters.**

**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)**

**<<http://www.marc-hq.org/>>**

**Casper now with 204K**

**"<http://share.findmespot.com/shared/faces/viewspots.jsp?glId=0Bb1JYC3FPXJAUc0f5qtoAUlxSV43Whha>"**

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## **MINNESOTA RIDING**

**Life in the life of Tim is getting interesting. Decided it was time to resign from the maintenance job that I had for over 21 years. Seemed the pastoral Staff wanted me to do more and well not get paid more. The Church has transitioned from a congregation led church to a pastoral led.. So in disagreement I left, knowing that the GOD that keeps me safe on those long road trips will certainly keep me or find**

**me that position for another decade.**

**Anyway decided to ride out to Beach, ND to see a friend that also was let go in a Food Ministry. He is now working in the oil fields on the pumps at the different oil rigs. Works 12 hours per day. Decided to do a Ray Davis trip.. You know the type.. Get up early and ride the first 300 miles before breakfast. Beach is the last town or the first town in North Dakota when your heading East on I-94. From my alley its only 570 miles. So with excitement of a lad inside some 58 year old body... I awoke at 130am on Sunday the 12th of August. Karen stirred while I moved around in the bedroom. Gave her the kiss and smiled... she groaned .. you know**

**Hit the garage door button and the dark bike against the lighter shades of the night seemed ready. I had been adding air to the rear tire every 2 days... "Hmmm wonder if it dropped overnight." Pulled the tire guage out of my Stich arm pocket. "Yep!" Yanked the bike up on the center stand and spun the rear tire.. tiny shiny round thing which I pulled out of the face of the tire. Small tac... Moistened the tiny hole... bubbles coming out at 1 per second... "OK... where is the tire plugs?" Pulled the beaded seat cover off.. opened the back storage area.. Tried plugging the tire.. "Nope..." Looked around and spotted the other rear tire from the older K bike...**

**"OK lets see what happens with this rear wheel." Looked down at the clock.. Spent an hour trying and finally replaced the rear rim with the older snow flake with a Radial tire.. North to 694 and opened the throttle... Engine is willing although the Radial on the Rear and a Bias on the front gave me lessons on how to ride.. Worked better at speeds over 80.**

**Due to working on the rear tire.. meant I was getting tired... pulled into a boat landing area and layed down on some curb for a few minutes... then back heading west and waiting for the Sun to catch up to me! From the cold or high dew points to the heat of the day in North Dakota. Stopped for breakfast in Bismark, ND..."Did you get wet?" A young lady asked as she walked by the beemer. "Well there was some sprinkling but not that bad." I replied. "Some of the small towns north" she sweeped her arm west "had over an inch yesterday!"**

**"Yah we need the moisture!" I said.. "NO big deal to me if its raining when I am riding."**

**"Where you going?" She asked.. "Beach." "You looking for work?"**

**"Well not really just checking it out though!" I replied.**

**"Long days." She chuckled.. "Have a good trip!" "Thanks, you too!" I replied.**

**Seemed like it should have been later.. looked at the clock.. 10am. Some fellow came by and looked at the black bmw.. "How do you like these machines?" Gave him the 100,000 miles within 5 years. speech... later when walking to the restroom at Mc D's, over heard him telling his friend the same... and watching the other guy shake his head. First impressions!**

**Arrived in Beach around noon or 9 hours after leaving home. I know, Ray Davis rides circles around Timmy's bike... sigh.. Walked into the back of this house.. "HELLO?" Tom is a big man.. and with him comes the bear hug.. "Hungry?" "We can eat out on the porch and watch the cars go by!" Haven't seen Tom since April.. He moved out to Beach and lived with a family until this rental house had been ready. Kept talking to him over the cell phone, but this was much better. "Dude.. there is nothing open downtown Beach..." declares Tom.. "and look at all the cars coming thru here!" We laughed and**





## LOVIN' TO RIDE

As many of you know I love to ride but I also am a gadget nut. When I'm riding I'm also sometimes doing one or two other things that I enjoy, volunteering and Amateur Radio. Because of this I am a member of the Motorcycle Amateur Radio Club (M.A.R.C.). This group combines the two hobbies and also is very dedicated to providing communication needs for American Diabetes Association Tour de Cure. A huge fund-raiser of which bicycle ride/races in the local area. Although not a Tour De Cure Event, a large bike group in Marin County had riders that had attended these local rides and brought back an idea to try using the motorcycle mounted hams to help in their event. They contacted a local M.A.R.C. member and he fell short of the required number of motorcycles to meet their needs. Eventually he asked if any of us So Cal members would be up to helping, myself included.

On Thursday, Aug 2<sup>nd</sup> after completing a day's work I left from work with bike and trailer and headed for Camarillo. Here I got a hotel and a few hours sleep before awaiting the other members on the on-ramp of the 101. Morning traffic was headed into L.A. and a 5:30 meeting time got us ahead of weekend traffic by 7:00 am we had stopped for a quick breakfast at McD's in Santa Barbara. We then took a new road for me, SR 154, this road cuts 12 miles from the traditional Rt 101 route. It is a 2 lane blacktop with many curves, beautiful scenery, deer, Lake Cachuma, 1 stop sign and 1 stop light. Try it, you're bound to like it.

Shortly after Los Olivos, we rejoined the 101 and stayed in the seats until lunch in Soledad. Somehow I ended up leading the group over to the 280 and through a city I hardly know until we crossed the famous Golden Gate. Somehow the sun stayed out long enough to enjoy the crossing but the winds were very gusty on the north end. We pulled into San Rafael where the others spent the night. I proceeded 7 miles up to Novato to my room, after which I dropped the trailer and went for a scenic ride. After all 480 miles is a short day for me. Lol. I managed to add East Brother Lighthouse to my collection along with China Camp State Park.

The next morning I awoke at 4:30 got breakfast and headed for the formation point for the bike ride. This was a truly gorgeous route through farm country less than 30 miles from downtown San Francisco. We rode down a winding road with more 20 mph corners and Muir Woods like redwood groves, past the Lucas Skywalker Ranch and up to the edge of Petaluma, then down another route and back to San Rafael, the ride I made was 60 kilometers, but at a leisurely rate for most of the ride.

At one point alone the route I was the first vehicle on scene at a terrible bike wreck, the patient's friends had stabilized her neck and were trying to summons medical help.

The location was remote enough I had to ride about a mile up the canyon to get in contact with race control, they called 911 and sent fire and medical help, I turned around and waited with the patient and family at the crash site. The Patient was then transported to a local hospital, while I kept the lady's husband company while he awaited a support vehicle to take himself and their bikes to the hospital. In all a rewarding and wonderful day with the exception of the accident. This turned out to be the only major crash of the event and our group has been invited back next year.

Sunday Morning I got up at 4:30 again and headed south. I stopped for a total of 12 minutes over the entire 480 miles and arrived home at 11:26. The trip down the 580, 5, 58, and 395 was hot and not to scenic but overall I had a great ride all 1180 miles of it. If your interested in helping with these great volunteer events they always need assistance, just ask me how you can help.

Of Course, Ray left at the same time and got home 15 minutes ahead of me.

Mike R. N7WNO Victorville, CA

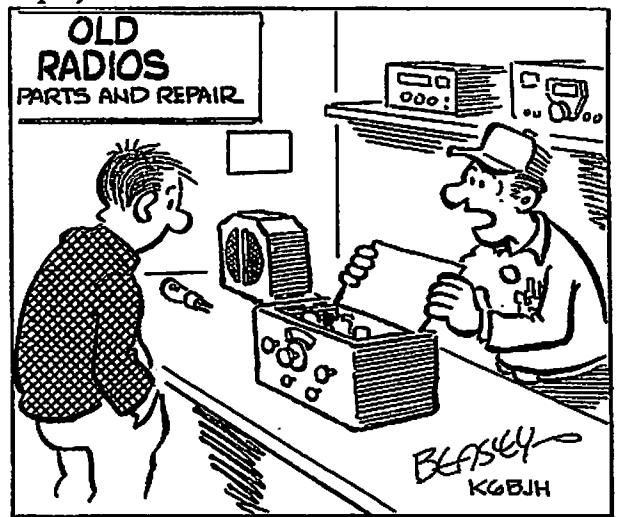
Riding Thru

Under the wheels, Under my feet,  
Pass mile upon mile of old fields of wheat.

And out of the corner, No the tip of my eye,  
There are fields of green just passing right by.

No matter how much I have in the bank  
Or how much I owe on this bike I now thank

The mercy of nature for the fields I see  
And the fertile land in the heart of me.  
(Amanda Mapel)



NO, I DON'T HAVE A PILOT LIGHT REPLACEMENT.  
THIS ONE IS SO OLD IT'LL TAKE A NEW  
WICK AND A PINT OF KEROSENE!

**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** Andy Bocker W6AJB  
(In the background) John Edwards KC6ZQZ

**TOUR DE OC For Abused Children Coordinator:**

**Love Ride Coordinators:** Scott Farthing K6IXQ  
Bill Douglas K6WBD  
John Reynolds WSJFR  
Mark Kanzler KE6ZRP

**Surf to Summit Tour de Cure:** Mike Naron N6QZT  
Bonnie Davis KD6OFQ

**Ship to Shore Tour de Cure Coordinators:**  
Mark Kanzler KE6ZRP  
John Beckwith N6JCB  
Bonnie Davis KD6OFQ

**San Diego Tour de Cure Coordinator:**  
Jim Banks KD6REA  
Bonnie Davis KD6OFQ

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

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

**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  
montanapd31@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..

**"MARC" ADVERTISING YEARLY FEES:**

<b>Business card size:</b>	<b>\$15</b>
<b>Quarter page</b>	<b>\$40</b>
<b>Half page</b>	<b>\$80</b>
<b>Full Page (8 1/2 x 11)</b>	<b>\$175</b>
<b>Advertising for our "MARC" members is free.....</b>	

**Sweet September Showers**

Sweet September showers,  
Not quite winter yet,  
Not quite Autumn either,  
But Summer has definitely left.

The air contains such a chill,  
Makes you shiver inside,  
Yet sweet September showers,  
Still in summer reside.

The night air is so frosty,  
That you can see your breath.  
The winds are fierce and blustery,  
Don't stay out, 'You'll catch your death.'

Sweet September Showers,  
Dulling the sky each day,  
Delicately petalled flowers,  
Fade and die away.

**(C) Victoria Elizabeth Hughes**

**SEPTEMBER IS**

**EMERGENCY PREPAREDNESS MONTH**  
and the Red Cross wants all to take in some tips for after an earthquake, flooding and a hurricane, we still stand strong, but we can never let our guard down. Here are five things to know from the Red Cross about this month:

**1. Three Principles:** The three principles of being "Red Cross Ready" are: **Get a kit, Make a plan, Be informed.** People should build an emergency preparedness kit, make a plan as to what your family will do in an emergency, and be informed about what resources are available in your community and what types of disasters could occur there.

\*\*\*A note from myself(Bonnie) who has worked with Red Cross and one thing I did notice was victims of the disaster fail to register with Red Cross with their family info and relatives of victims fail to make sure their relatives have contact info...plus let family know if you are ok and where you are...

## 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](mailto: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...!

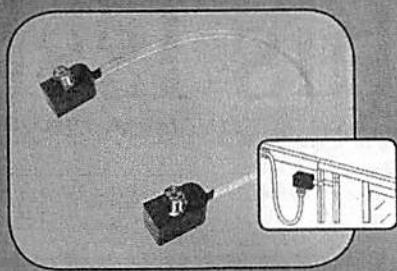
Price: \$24.00 Kit: \$14.00 Special lengths up to 72" – no extra charge

---

**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](mailto: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:

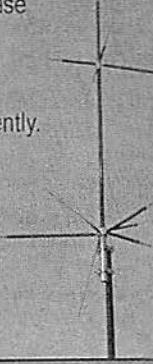
80M 22kHz

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

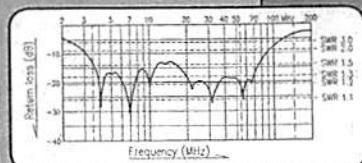
Impedance: 50Ohm

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**

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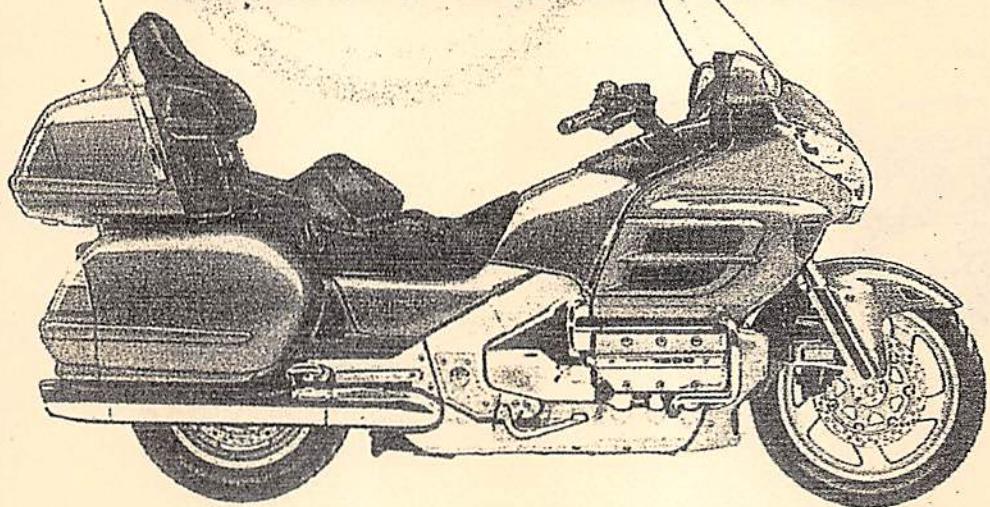
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## **"MARC" YOUR CALENDARS FOR THE COMING EVENTS+ !!!!**

SEPT      BACK TO SCHOOL (WATCH OUT FOR THE KIDDIES)  
3- HAVE A SAFE & HAPPY LABOR DAY  
5,12,19,26- "MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9(SUBJECT TO CHANGE)  
8- "MARC" BREAKFAST MEETING HOMETOWN BUFFET(DOOR @7am SERVE @ 7:30am)  
9- GRANDPARENT'S DAY  
11- PATRIOT DAY  
22- FIRST DAY OF AUTUMN  
29- SURF 2 SUMMIT TOUR DE CURE

OCT      3,10,17,24,31- "MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9(SUBJECT TO CHANGE)  
8- COLUMBUS DAY  
13- "MARC" BREAKFAST MEETING HOMETOWN BUFFET (DOOR OPENS @ 7am & SERVE @ 7:30am)  
20,21- MULTIPLE SCLEROSIS 150  
31- HAPPY HALLOWEEN

NOV      4- DAYLIGHT SAVINGS TIME ENDS  
6- DON'T FORGET TO VOTE(OUR LIVES DEPENDS ON IT)  
7,14,21,28- "MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9(SUBJECT TO CHANGE)  
10- "MARC" BREAKFAST MEETING HOMETOWN BUFFET (DOOR OPENS @7am SERVE@ 7:30AM)  
11-VETERAN'S DAY  
22- THANKSGIVING DAY( ENJOY YOUR LOVED ONES, FAMILY & FRIENDS)  
NOVEMBER IS AMERICAN DIABETES AWARENESS MONTH.....

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

"MARC" LIST: [marc@nxport.com](mailto:marc@nxport.com)

"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.com>

BURT BRINK'S REPEATER SYSTEM: [www.n6uso.com](http://www.n6uso.com)

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

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

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



3 LINDBERG  
IRVINE, CA 92620-3367

# SEPTEMBER 2012

NEXT MEETING:

SEPTEMBER 8, 2012 AT HOMETOWN BUFFET  
1008 E. SEVENTEENTH ST, SANTA ANA, CA 92701  
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