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MARC LIST:

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DE WITT MORGAN

KM6UK

MISSION STATEMENT:

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

MAY 2013**From The President's Desk**

Hello all. I shall start with a reminder. The May 11th MARC meeting is our Anniversary meeting. Please wear your MARC gear so we look sharp in the pictures. We will have some special gifts in the raffle to celebrate. Bring a few extra \$\$. I also encourage everyone to bring something for the 50-50 table. Please make it a gift that you would like to have. You might win it back!

Our April Tour de Cure events went off without any serious incidents. For those who haven't heard, I did have a minor tip over on my Goldwing. While working the Tour de Cure San Diego on Saturday 20 April, I was on a rural road, very narrow and very crooked, north of Escondido, CA. I had just found and redirected a bicyclist that was off route. While searching for a safe place to make a u-turn, going very slow, a small pickup passed me on the left side. In doing so, I was clipped and when I tried to recover, lost my balance and tipped over on the left side. I tweaked my left wrist and took a small scrape to the right knee. Damage to the Wing was minimal. The lens for the left mirror was broken, I lost the left speaker grill cover, and bent the left highway peg. A very nice young man and his girlfriend were seconds behind the pickup (which did not stop) stopped and helped me upright the grounded cycle. After checking for any serious injuries, I checked the Wing and decided it was safe to ride so I cranked it up and proceeded to finish the event. The motorcycle has been repaired and the wounds are healing. I am thankful it was not more serious and all I can say is to be very careful and be aware of your situation at all times.

I would like to thank Jim, KD6REA, for his work on the San Diego tour and Mark, KE6ZRP, for his work on the Ship 2 Shore tour. The Ship 2 Shore Support plan was very good and helpful. The route marking by Mark and the ADA was much better than the previous event in San Diego. I like the arrows on the roadway better than signs that can be obscured by parked cars or moved by pranksters. I cannot fault Jim as he stepped in late and did an outstanding job. The CARES radio group that provided SAG help for the Ship 2 Shore was outstanding. There is no way that I can adequately express my appreciation for our MARC motors, Net Control operators who manned the control center near the Queen Mary, and SAG personnel. I don't think they could have been any busier for the first hour or two of the event. I did not hear a quiet moment on either frequency. Radio calls were coming in fast and all were handled professionally. Thank you everyone.

As I said last month I have been busy with my garden again this year. I have planted various vegetables and replanted some. Between birds and rabbits, many of the young plants have been snipped off at the ground. I have caught and relocated two rabbits with my live animal trap. Then there was the California pocket gopher family in the back yard. So far I have trapped two adults and two juveniles. They can make a mess of a garden or lawn in a hurry.

At the VA hospital they have treated my ears, an infection in one and a fungal growth in the other. I have been tested in the sound proof booth and they said hearing aids will be fitted next month. I hope they will help with the sounds that I cannot hear. Otherwise I guess my

health is good. Mijo is still taking the treatments for her RA and Glaucoma, probably from now on for both. Neither can be cured, just treated and the progression slowed.

It has been a year since we were blessed with our only grandchild. We entertain her or she entertains us two or three days a week. Watching a child grow is different when you are in your mid to late sixties than it was when you were twenty five or thirty. At least we get to spoil her then send her home to mom and dad.

Summer and travel season is coming. If you take a special spring or summer trip please take notes and perhaps a snapshot or two. Your MARC family would love to ride along and enjoy reading about where you have been and what you saw that was special. I know we all enjoy reading Minnesota Riding by Tim, AB0TS. So please join in and share yours.

John F. Reynolds, W5JFR
President MARC
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NEWSLETTER DEADLINE:
(SUBJECT TO CHANGE)

APR	30 TH	FOR MAY
MAY	28 TH	FOR JUNE/JULY
JUL	30 TH	FOR AUGUST
SEPT	3 RD	FOR SEPTEMBER
OCT	1 ST	FOR OCTOBER
OCT	28 TH	FOR NOVEMBER
DEC	3 RD	FOR DECEMBER

Flowers always make people better, happier and more helpful; they are sunshine, food and medicine for the soul.

(Luther Burbank)

FROM THE CHAIRMAN'S DESK

April was a crazy, very busy month for our MARC member volunteers.



Saturday April 13th, was our MARC meeting at the HomeTown Buffet where we had an all you could eat breakfast for \$8 and the turn out for the meeting was attended by about 30 MARC members. We love these MARC meetings because there is so much joking and kibitzing going on. Feel sorry for our MARC President who runs our meetings because he has to control the meeting, handle most of the reports and deal with all the jokers. Good job John W5JFR.

Friday April 19th & Saturday April 20th. Got home late Thursday night from Front Sight, unloaded the van from that excursion. Early Friday morning started reloading the van with about 500 Lbs. of ham radio gear, towers, canopy, tables, chairs, ham radios & etc for the Net control set up for the San Diego Tour de Cure, for the American Diabetes Assoc. About 2pm left for San Diego going to the Del Mar Heights High School to start setting up things for the early Saturday morning start of the SD Tour de Cure. Stayed at the Marriott Hotel in North San Diego about a mile or so from the high school. Up at 5am and back over to the school to finish setting up the rest of MARC Net Control before the first bicycle riders were to start the 100 mile ride at 6:30am. There were also other riders for the 15, 30 & 50 mile courses. All riders were told at the start that they had to be back to the start by 5pm or be picked up by a SAG (transport vehicle) and brought into the start/finish, or they were told they would be on their own if they chose to stay out. Turned out some wanted to stay out, so we stayed until after 5pm, but then loaded the van back up with all the equipment and left for home. Very, very long day. I was not feeling up to it and did not take Casper (2004 Honda Gold Wing) down to SD to monitor the courses for this event. First time that I can remember not riding a ham radio equipped motorcycle for a charity event since we started MARC in 1992.

Unfortunately one of our MARC motorcyclists (John W5JFR) got nicked by a pickup truck who didn't stop and he went down on his left side. Did some damage to the right side of the motorcycle, sprained his wrist and scraped up one knee. After some people on the road behind him helped him pick up the yellow 1800cc Gold Wing (about 1000Lbs) he continued on his assigned route to patrol the route again. Good man, that John.

Sunday April 28th. Up at 4am to get ready for the Long Beach Ship To Shore charity event again for the American Diabetes Assoc. The van had again been reloaded with all necessary equipment on Saturday afternoon. That poor van takes a beating. We, Bonnie and I got to the area of the Queen Mary where the start of the event is about 5:15am. There already were MARC members waiting for us to help reset up all the equipment again. This time Bonnie drove the van and I did ride Casper on one of the routes. Talk about a smooth operating bicycle charity event. This event went almost perfect with out any major injuries with bicyclists going down or any mishaps with one of our MARC motorcycles. Communications with the ham radios was real good almost all day except where the bicyclists and MARC motorcycles had to go around the North side of Palos Verdes where there is no ham radio repeater coverage. It makes us so very proud to belong to an organization like MARC that does so much fund raising for so many Nationally recognized charity organizations. We MARC members consider ourselves all family in the most sincere meaning possible. God Bless these volunteers for their dedication.

And I almost forgot. This is the only time a year the bicycles are allowed to ride across the Vincent Thomas Bridge that spans the Long Beach and Los Angeles Harbors. It is a really tall bridge and the view is breath taking.

Saturday May 11th is the 21st anniversary of the first MARC meeting. We have a couple of ham radios that will be in the Super Raffle drawings. Also there are other great door prizes to be drawn for. Look for Bonnie's article to find out what all will be drawn for. As always the MARC meeting will be held at the HomeTown Buffet at 1008 E. 17th Street, Santa Ana, CA 92701. We're hoping to see a large turn out for this anniversary meeting as it is the one time a year when pictures are taken of all attending MARC members for our archives.

Sunday May 12th, don't forget MOTHER'S DAY

Ray personal News.

April 14/15/16/17th myself, Charles KF6TXI, Jim KD6REA & Pat attended the Front Sight 4 Defensive Handgun Course again. For the first 3 days at Front Sight (about 20 miles SW of Pahrump NV.) the weather was really miserable. It was 43 to 47 degrees when we left the Saddle West Casino Hotel in Pahrump for Front Sight and the winds were blowing 40 to 50 miles an hour all day. The highest the temperatures we got the first 3 days was about 50 degrees. Then finally on the last day, Thursday the wind quit and the temperatures came up to about 60/65 degrees. My hands and face were so wind burnt it took about 2 weeks for them to look normal again. We froze our behinds off for 3 days. On Thursday April 17th (the last day) we finished with the test shooting drills about 5pm and loaded the van and headed right for home in Irvine. Never stopped to eat or for any other reason. Got home about 9pm and unloaded all that stuff we had to take with us, took a shower and was in bed before 11pm. The next day, Friday we had to get back up early and get ready for the San Diego Tour de Cure. See Saturday April 20th report above.

As of today, April 30th, 2013, I have now ridden the Trek 24 speed bicycle 1075 miles since Oct. 2012. I missed a week of riding when we went to Front Sight for the 4 Day Defensive Handgun Course.

Wednesday May 1st is Bonnie and I's 24th wedding anniversary. We got married on May Basket Day so I could remember our wedding date. No kidding.

Sunday May 12th, Mothers Day.

Saturday May 18th, 2013, Ray turns 81 years young.

Memorial Day Week end, May 25/26/27 is the Southern CA. Motorcycle Assoc. Blazing Saddles Ride. I haven't made hotel reservations yet but plan on doing the ride with Charles KF6TXI and Melonie.

Please be sure to support our MARC newsletter advertisers and those that so generously donate Super Raffle and door prizes for our MARC meetings.

God Bless everyone and stay safe out there.
Ray Davis KD6FHN <raykd6fhn@earthlink.net>
MARC Chairman Of The Board
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MINNESOTA RIDING

Late Spring finally arrived for a brief weekend here in Minnesota. People have been waiting too long to be outside. Dry swamps and lowlands means fire warnings. April we have over 17 inches of snow! Duluth had over 50 inches! The drought that plagued Minnesota is just about over. Now the Flooding will start.

"Do I ride this morning or this afternoon?" I asked Karen. She was sweeping off the dirt and salt from the sidewalk. She looked up at me and smiled. " Why not this morning?" she kept sweeping.

Pulled the grimy BMW out of the garage and checked the tires for air. Usually 42 lbs in both tires is adequate. Karen now is sweeping around me as I check the tires and get the small air compressor with hose out.

"What is that hole in the fairing for?" She has stopped as I pulled my little flash light out and checked the oil glass.

" Oil inspection." I said. I waved to her and headed out the alley then north on Central or hwy 65. 66 degrees at the bank. Rode north to County 12 or 109th and headed east to Lexington then south to 35W. Bike's motor purred, Rode north to Forest Lake then east on hwy 8. Familiar roads and no green just yet. Matted down swamp grasses and still dark ice on the major lakes. Rode through Lindstrom, had thought of using one of the city signs as a back drop for Face Book profile picture. However too busy on this weekend to park the bike on the highway.

Rode down the hill watching the scenery around St. Croix River unfold. No tree buds out. Looking up the steep hills as this hwy 8 was cut through here a century ago. Debris from winter now in orange bags. People along the roads, giving back to the communities by adopting the mile or 2 and clearing the junk. One place there was a front skin for a bumper of a car along with plastic parts all piled high waiting for the trailer to show up.

East on hwy 8 into Wisconsin. White ice scapes on the lakes and people busy outside. Long over due yard work. At hwy 65.. not to be confused with the hwy 65 that is east of my home.. Hwy 65 in Wisconsin heads south from hwy 8. I flipped the turn signal and notice a Harley with couple on board. No helmets, waiting to turn left. Nodded in their direction and rode south on smooth tarmac.

Roller coaster hills had my stomach feeling queasy. I shook my head, "Here we go!" Hills are so steep and not much of a top to them. Saw this Harley coming with one rider. He kind of POPPED UP and down he came, I waved but figured his gut had him holding on to the miniature age hangers.

Steep right angle turn with the orange caution sign saying 10 MPH. I surveyed the curve for gravel and one farm car was turning in slow... Going for the mail box. Backed off the speed and followed through the turn. Rode along looking at fields of snow patches. Too wet for the farmers to be out there I thought. Rode and remembering other rides along this stretch. Finally slowed for Star Prairie deciding to head west instead of south to I-94.

Some of the lakes have speed limits of 35mph on the county roads around them. Yep people were out alright. Garage sales along Lake homes is where the good stuff is. Well I was told that by Keith, my brother in law. But this trip was only about riding.

Came to Wisconsin 35.. not to be confused with I-35... You know we think we are intelligent and can name or figure out great problems. But in the county where I live, which is Anoka... There is at least 15 lakes with the name of Mud...

This past week we were sitting at McDonald's and a lady came and asked us, "Where is Hwy 10 and 65 intersect?" So we told her that the OLD hwy 10 is now County road 10 and the new HWY 10 is

north of that. I think on the way out of the parking lot she was on her cell phone.

Anyway back to the Minny road trip. North on Wisconsin 35 to Osceola, then west across the St. Croix to MN 95 and south. The groups of Harley riders roared by, Stoic in their style. No waving at some grubby BMW. Oh well. Finally west on MN 97 for the freeway. Stopped for fuel and still had 8/10ths of a gallon left. Rolled out of the station figuring the bike is getting 41mpg. Summer is when these engines are more efficient. Winter I get 35mpg. Got home and parked the bike. Driveway and side walk swept clean.

"The mess in the upstairs of the garage wasn't as bad as it has been..." Karen eyes me, sipping her lemonade, " Actually it only needed to be cleaned up. I have a few boxes for you to go through. lots of wire from your antenna building!"

Hmmm.. maybe I was supposed to ride in the afternoon? Nope. Karen wanted to clean up and well there is usually more of My stuff in the garbage can after I have been out riding! sigh..

Purchase 20W50 and changed the winter grade oil then cleaned up the BMW using soap and water.

"Oh is this the yearly bike wash?" Karen comments.

"Yeah, thought I had better get it done today. I laughed.

Today I get to help Karen make a jello cake. Monday the 29th the Bible Study Fellowship is having a tail gate party in the parking lot. We have had a long winter. "I sure hope they have the parking lot cleared with the snowplow, Tim!" Doug questions. "And you are riding you BMW to the picnic?" Doug laughs. My leader had also commented.. "Well if the weather isn't cooperating we will be eating in the church."

"Now wait a minute!" I replied. The 15 other guys are looking at me expecting a joke or a bad pun. "We are studying about God and what he did with Jacob and Joseph in Genesis and you are NOT thinking that GOD will make it a nice day for a picnic?"

John motions, his arms waving and his head nodding, "Your right Tim, fellows we have to pray for good weather!"

"You're bringing the cake and your BMW, Tim?" John was making marks on this paper.

"Yeah the cake will start out as a cake but we don't know what it will be when he gets here!" The group of men roared and pointing and nodding at me.

"BMW is bringing me and the cake.. although it might be an upside down cake by the time I get here!" I admitted.. which brings more nods and discussions on or about me.

Bible Study Fellowship which I have been with now for 2 years is a great way to study. There is over 350 men who meet and after we sing a song and get announcements then we break into small groups of 15 men or less. If the leader isn't at the leader's meeting then we sometimes get to go to another leader and his group.

This past year we studied Genesis and our Leader John was out of town. So we got instructed to go to Len's group. 30 guys with Bibles open and our questions answered are waiting for the leader, Len.

"How was Isaac different than most men in Genesis?" Len asked and all these guys keep their heads down... not wanting to get called upon..

"Well if your Dad wrapped you up with duct tape and threw you on the fire you would be different!" I exclaimed

The men in my group had eyes dancing with laughter, smiles and chuckles and the group we had invaded looked at me and also some nodded and smiled.

Then my friend Steve looks at Len and waves to his group then points at me.. "Do you have anyone in your group that is like him?" And these guys all look at me.. I am smiling at Steve...

"Well we would like to TRADE HIM!"

The group of men roared with laughter, LEN now had a group of guys, more awake than before. We did get the lesson done.

The next weekend my Leader John called to find out how I was doing. He has that responsibility for all the 15 guys. And I told him the story and he cracked up laughing.. "We will NEVER trade you!" "Yah right... for a price!"

The next Monday night as we got together in our small group. I looked at Steve.. "You know that is the best compliment that i have ever gotten from a Bible Study!"

Steve nodded he hung his head, but the twinkle in his eyes and the shrug of his shoulders... priceless

Now GOD will keep the weather great for the next 2 days. But then there is cold snap arriving for First Thursday and Karen's birthday on May 3rd.

Yep still waiting for GOD to move on my employment. He owns not only the cattle on the hills, HE owns me. GOD will take care of me, How about you?

73

tim lindstrom,
1995 BMW K1100RS, 129,000 miles
columbia heights, MN

Riding "SAG" for the 2013 Tour de Cure in Long Beach By Brian DeSousa, KJ6VZV

Normally I have supported the charity rides as a bicycle mobile radio operator. But I had bowed out of the two April Tour de Cure rides – I was out of town during the San Diego ride, and I'd been off the bicycle for too long to effectively support the Long Beach ride. But late last week Bonnie said she was short a radio operator for one of the SAG wagons. At 3PM on the day before the ride, I finally found a babysitter and gave Bonnie the AOK that I would be able to help. I then went to Ham Radio Outlet and got a mag mount for my antenna, just in time for the event!

I was assigned to SAG 7, driven by Thomas and navigated by Bev. We were in the mothership, a van which holds 14 people and 21 bikes. With that kind of setup, clearly Thomas had done this before, later he mentioned he worked with other rides including Race Across America (RAAM). Since we had the carrying capacity, our first job was to pick up the riders who couldn't get across the Gerald Desmond and the Vincent Thomas bridges in time for them to be reopened to traffic.

We picked up a couple of riders by the Gerald Desmond, and then we headed over to the Vincent Thomas. A few of the riders were almost to the top of the bridge, so rather than SAG them across, we ran their bikes up to the top of the "hill" (the bridges are about a 4% grade) so that they could ride downhill the rest of the way.

Along the way, we picked up a rider who needed some medical assistance due to her diabetes. On our way to Rest Stop 1, we were flagged down to help another rider, but we had to let another SAG not too far behind us take care of that. Once we got to Rest Stop 1, the rider was able to get the medical assistance she needed.

We then returned to the start/finish, and while we were there, we enjoyed an early Wahoo's fish taco lunch before heading out on the road again.

With the bridge duties done and most of the other SAG vehicles already covering the 32 and 60 mile routes, our duties shifted to supporting the latter half of the 100 mile route. We were called to downtown Long Beach, where a few of the 100 mile riders couldn't find the continuation of their route and ended up heading on the 60

mile return to the Queen Mary. We discovered that the afternoon ocean breeze was swinging up a key route sign so that it was invisible to the riders. We fixed that sign, stuck a few more arrows on the road, and then went back to driving the 100 mile route.

On our way to Rest Stop 6, we saw a cyclist walking his bike. He didn't notice us, but we noticed he was one of our riders and so we stopped for him. Although he was in great shape, he was new to cycling and originally signed up for the 32 mile, but decided to do the 100 (!) after the miles on the shorter route flew by faster than he expected. He had borrowed a road bike with platform pedals, but he was making great time nevertheless. We helped him with his flat tire, for which he was grateful, and he was on his way.

We spent some time at Rest Stop 6 and Rest Stop 7 near the end of the course, as the remaining riders didn't need that much assistance. It was nice to be able to talk to some of the fundraisers and the volunteers. We even saw that guy (again) who we had helped out back before Rest Stop 6! Normally it's not best to sign up for the 32 mile and then switch to the 100 mile, but in this case I had a feeling that he was going to make it.

We finally packed it in around 5PM. A lot of work, but a lot of fun too, and for a great cause.

Motorcycle Only Checkpoint Bill To Be Dropped

The Motorcycle Riders Foundation (MRF) reports, Congressman Jim Sensenbrenner from Wisconsin, announced Monday, April 15th that he will file a bill to prohibit the federal funding of motorcycle only roadside checkpoints.

Sensenbrenner had this to say in a "Dear Colleague" that is circulating in the House of Representatives. *"In the 112th Congress, I introduced H.R. 904, a bill to prohibit the Department of Transportation (DOT) from providing funds to state and local authorities for the purpose of creating motorcycle only checkpoints. Section 1 of the Stop Motorcycle Checkpoint Funding Act contains the same language as H.R. 904. However, this bill also contains language to force the DOT to focus motorcycle safety efforts on crash prevention programs, not national helmet mandates."*

The bill will officially be introduced on May 6, 2013 and get its official bill number then. However, we must start the push now. It's important to contact your sitting member of the House of Representatives and ask them to be an original cosponsor of this important legislation. Ask them to contact Congressman James Sensenbrenner and lend their support. An "Original Cosponsor" is someone who supports the bill before it is made public and is a way to strongly support a new bill.

The more original cosponsors the better. You can contact the US Capitol Switchboard at (202) 224-3121 begin_of_the_skype_highlighting

Change Comes to Honda GPS

Much has been discussed the past several years about GPS units and, in particular, the Honda Goldwing GPS. In regard to how MARC utilizes GPS systems for route support on rides, most modern GPS units have fallen far short of usefulness. Modern GPS systems, such as the Nuvi and the ZUMO –which is made for motorcycles- have improved for normal uses such as routing and the ability to create personal “favorites”. Many include integrated traffic and weather as well as such useful conveniences as Garmin’s “Lane Assist” which guides the drive to the proper lane for transitions. The ability to download multiple routes and the standardized use of the GPX format for transferring and sharing information are great for the average driver/user who prefers form over function. The average user is destination oriented rather than trip oriented as MARC users are.

The issues are clear. The current variety of Garmin products have a sleek, touch-screen interface that present a variety of options for routes, destinations, distance vs. speed, etc., all of them geared toward getting a person from point A to B, usually in the most expedient fashion. Great for getting to the end of the trip, not so great if you want to take a circuitous route. To that end, Chuck, KG6NJP and I have undertaken the task of experimenting with the modern Garmin units to see if any of them could ever take the place of the inimitable 26XX series that many of our members still rely on. It has been troubling, to say the least.

Several years ago, I purchased a Garmin C130 to use as a general purpose GPS unit. The unit was wholly unsatisfactory for our use. The biggest problem was, of course, the lack of route support (although it would download and display the waypoints individually). Use of this unit on MARC events was trying as, one had to keep track of the waypoints manually against the written waypoint sheets. This unit did not stand up well to the rigors of life on a motorcycle and finally died a quiet death.

The second unit tried was a Nuvi 700 series. It was sleek and had the added advantage of a built-in MP3 player and FM transmitter, something you won’t find on current units. It could hold 10 routes and 500 waypoints which made the storage superior to many units. The information could be downloaded from the computer using virtually any program that would spit out GPX formatted files. And it worked.... sort of.

Using Mapsource as the basic program, the files sent over from Chuck were brought up in the program to check for accuracy and to insure they were formatted correctly. The routes and data points were then sent to the GPS where the GPS would import them using a series of menu selections. This is where the most serious problem came.

Once the route was imported, the GPS would automatically recalculate the route and kick out any waypoint it deemed unnecessary. Unfortunately, that was most of the waypoints. For example, on the recent ADA Ship to Shore event, Chuck’s file would show about 76 waypoints. In bringing the file into

the Nuvi, it would kick out everything it deemed unnecessary and leave a file with about 19 waypoints. Curiously, it always kept the Rest Stops as necessary waypoints. All too often, it would reroute the driver onto a freeway or other main street it deemed as fastest or shortest. Garmin does not allow the operator to turn off the initial recalculate function or to force it to leave as-is. That simple change would eliminate the problem. Fortunately, there was a workaround that allowed the unit to perform satisfactorily.

Even though the Nuvi wouldn’t keep the entire route, it did keep the waypoints as favorites. So, using the manual route building function of the unit, the individual waypoints were re-inserted into the original route and saved. Even though the unit would recalculate the route, it kept the hand-input waypoints and created a usable file. But, the method is time consuming, taking a half hour or more to complete. If multiple routes were required for flexibility, it would take all night to complete the task (I usually kept mine to the minimum route that I was assigned to).

Chuck had no better luck with the Nuvi 13XX series. While things looked promising, it still required additional work beyond transferring data files to the unit. The culprit appeared to be the recalculate function.

Enter the Goldwing GPS

For the 2006 models, Honda produced a Goldwing with a “Sat-Nav” or GPS included and built-in (Europe didn’t see it for another year). It was quickly discovered the GPS was manufactured by Garmin and their software (and product pricing) would drive the new system. It was just as apparent that the new unit was about as basic as one could get. In essence, this model was meant to take the driver from point A, where they better be located, to point B, where they wanted to go. And, while there may have been some routing and calculation options, it was quickly apparent the new unit would not satisfy MARC needs.

True to Honda’s methodology, the GPS remained relatively unchanged until 2012. In 2012 (there is some discussion that 2010 units had added features including easier upgrading of the firmware) Honda/Garmin gave the entire system a makeover. The unit now sported the same ability to create/load/store routes and “favorites” in memory. Additionally, they could be downloaded from the computer via SD card. The question was, would the unit handle downloaded waypoint and route files as is or, would it recalculate vis-à-vis the older units? I recently purchased a new 2012 Goldwing Level III with Sat-Nav. The first trial of the GPS was to download routes for a trip Julie, KC6ZDS, and I were planning to Northern California. I loaded two routes, one north and one south, for the trip. I am happy to say, the unit performed almost flawlessly. I say almost, because the booklet for the navigation unit leaves a lot to be desired in practicality and I had to learn a lot by doing. A big problem arose because I had one route for the trip up but wanted to stay overnight at Harris Ranch in Coalinga. The next day, I had some trouble getting the unit to pick up the route midway and it kept trying to send

me back to the route start in Tustin. I wound up having to manually eliminate the waypoints from Tustin to Harris Ranch before it would act properly. I later found out this was unnecessary. Other than this one flaw, the unit performed well and the speed of the unit matched the Honda as well with no lag time under normal circumstances *It works, Sort of...*

They say the proof is in the pudding and nothing could be more true than with a GPS and MARC demands. As it turned out, I had the opportunity to use the unit on a MARC event. And, it was not just any event. The ADA Ship to Shore, as Chuck will attest, is a challenge to define route-wise. The innate desire of the GPS wanting to recalculate the route to suit its own needs must be combated by clever programming of the waypoints. Even then the GPS, as we have seen, often wins.

Nonetheless, I loaded the route and data into the GPS system. It is quite easy as the GPS automatically detects new data files on the SD card and asks if you want to load them into memory. Once that was completed, the routes all showed on the menu list. Choosing a route brought it up and an initial calculation was performed. This is where it got a bit scary. I was a bit surprised to see the route loaded intact with all waypoints listed and utilized.

Riding the route, I found few problems. Most of them were due to my stopping or going slightly off course for coffee or gas. Remember how, on my trip, I had to eliminate starting waypoints to get the system to pick up the route midway? What I found was, had I gone to the next waypoint, the system would have understood I was on the route and stop prompting me to go to the beginning. That is what happened on the event ride. In fact, virtually every issue with the GPS, such as wanting to take shortcuts where routes cross each other, was eliminated by going to the next waypoint on the route. This, of course, does require some diligence on the operator's part and occasional reference to the printed route sheet.

In conclusion, Honda and Garmin have had a successful partnership for the past 8 years, since the introduction of the first built-in GPS appeared on a Goldwing. And, although improvement in the system has been a long time coming, it has finally arrived. The current GPS system, unchanged in the 2013 models, has become increasingly sophisticated to the point where - if you are like me and tired of having accessories cluttering your cockpit- it can readily handle the complex needs of our MARC members during events. All that is required is a bit of commonsense when it seems to go awry. If you needed another reason to buy a new Goldwing, this could be it.

-Jeff KB6SUP

This is something to ponder the next time you work an event or help at Net Control. If even for a few minutes, a disaster could hit at any time.

Radio Amateurs Provide Communication Support in

Boston Marathon Bombings -- UPDATED

TAGS: aid stations, amateur radio operators, amateur radio volunteers, American Red Cross, Boston marathon, Eastern Massachusetts ARES, finish line, ham operators, net control, red cross, Rob Macedo, runners, section emergency coordinator, State Police

04/16/2013

As has happened many times in years past, over 200 Amateur Radio operators participated in communications for the Boston Marathon on Monday, April 15, 2013. Unlike prior challenging situations such as very warm weather for the runners or other weather-related challenges, this year's marathon will be remembered for the bombings that took place at the finish line. Despite this heinous act, professional first responders, medical volunteers from the American Red Cross that staffed the route, and Amateur Radio operators performed magnificently in the face of adversity.

“Within minutes, cell phone systems became overloaded and making phone calls and text messages was difficult. Amateur Radio operators performed communication duties under duress and performed admirably. No Amateur Radio volunteers were injured on the course in this terrible act,” said Steve Schwarm, W3EVE, who is the Amateur Radio Course Communication Coordinator and associated with a consortium of clubs and groups known as Marathon Amateur Radio Communications (MARC).

“At the finish line net control, which was only 400 feet from the initial blast, we heard the explosion. I poked my head outside to confirm what I thought it was and saw the white smoke. We immediately knew what had happened and commenced a roll call of all ham operators and medical tents. State Police authorities initially ordered us to lock down and post a ham for security watch outside the net control trailer. Thankfully none of our people were hurt,” said Paul Topolski, W1SEX, Amateur Radio Finish Line Coordinator.

Following the explosion and roll call, Topolski stated that they began pulling together updates and sent the information via the Massachusetts Emergency Management Agency (MEMA) Web-EOC software tool and provided updates via Amateur Radio. Shortly after sending a few updates both Boston Police and Massachusetts State Police gave the order for the tent area to be evacuated. “In my mind, the course end of things is where a lot of work needed to happen as runners eventually needed to be stopped, congregated and transported to safety and staging areas,” Topolski said. “At the finish line, our job was to check on the safety of our people, provide those initial updates and evacuate per police instructions. Three of our Amateur Radio operators redeployed to the Boston Marathon Course Net Control Center.”

Across the course outside of the finish line after the bombings occurred, first aid stations were consolidated to larger first aid stations to pool runners for pickup and to keep runners warm

as there were enhanced tents along the route where runners could be kept warm and hydrated. At the Heartbreak Hill first aid station, amateur operators had a complete base station setup, including a computer, and were prepared to handle health and welfare traffic as required. Several shelters were set up along the route at churches and schools, and Amateur Radio operators from secured first aid stations went to those shelters, providing communications in those areas until runners were moved out of their locations.

"My role at the request of Steve, W3EVE, as event organizer before the race was to shadow the course medical tent coordinator for the Red Cross, Kandi Finch," said Rob Macedo, KD1CY, who is also the Eastern Massachusetts ARES Section Emergency Coordinator. "It was a challenging position but all organizers on both the Amateur Radio side and Red Cross side said things went well in coordinating during normal race conditions and particularly after the bombings."

At course net control, which was away from the bombings, ham operators controlled their nets calmly and professionally while also expressing an appropriate level of urgency. Over a dozen amateurs at the net control center pooled together to announce messages and keep status of changes along the course route as required.

Net Control Center Coordinator, Karen Brothers, K1KEB, kept in constant contact with MEMA, where Terry Stader, KA8SCP, was stationed. Stader became the MEMA 'Ops' point person at the State Emergency Operations Center as runners were transported from the shelters to other staging locations. From his location at the EOC, Stader was able to sort out the sheltering plan and reception centers for the runners, subsequent transport of runners from shelter locations and give out information on MBTA bus and train operations.

Jim Palmer, KB1KQW -- who served as a net control at the Net Control Center -- stated that nets were doubled up on operators, to allow one person to operate the radio while the other listened and logged priority calls and ambulance requests, creating a more efficient operation. "Several ambulance requests for dehydration and exhaustion were handled due to the runners needing to be stopped," Palmer said. The specific net that Palmer ran also provided a link between the marathon course and the American Red Cross in its Cambridge facility. Lou Harris, N1UEC; Frank O'Laughlin, WQ1O, and Dan Howard, K1DYO, staffed the Red Cross in Cambridge.

Many amateur operators who volunteered along the marathon route praised Net Control's support after the bombing. "Net Control did an awesome job," said course volunteer David Wihl, KB1VEG. "The workload was busiest after seven hours on the radio, and it didn't let up for another couple hours."

Several young radio amateurs from the Clay Center Amateur

Radio Club also supported Net Control Operations, both as direct net control operators and runners for the operation as they have done in the past. This provided a tremendous learning opportunity for these young operators, from both an Amateur Radio perspective and an overall learning perspective. "Despite the total lack of warning in this situation, amateurs followed a creed I've long since preached since the 9/11 terrorist attacks and the mutual aid response to those attacks: 'blessed are the flexible for they will not get bent out of shape,'" said Steve Schwarm, W3EVE. "Amateurs on the course did what they had to do to assure their own safety and runner safety working with the Red Cross medical people. They did an outstanding job and I was told so by Red Cross organizers as well."

From an ARES perspective, a heightened state of awareness on the Boston Marathon event is typical, but within 15 minutes of the bombings, Eastern Massachusetts ARES Assistant Section Emergency Coordinator, Carl Aveni, N1FY, issued an ARES Stand-By and requested that amateurs give availability for the next 24 hours. Within minutes, 20 amateurs offered their availability.

The ARES sub-regional command center at the Acushnet, Massachusetts EOC (under call sign WA1EMA) was utilized as a control point to obtain critical situational awareness of the rapidly changing situation, as well as to monitor resource nets per a report filed by Acushnet Emergency Management Communications Officer Ed Caron, KA1RSY; he also serves as the South Shore Massachusetts ARES District Emergency Coordinator. A total of five Amateur Radio operators were deployed to this facility. An ARES resource net was called on the 147.18 Bridgewater repeater with Byron Piette, K1YCQ, as net control with 11 stations checking into the net.

"In terms of having amateurs within ARES who cannot get directly involved in the marathon, we have a process where we have them monitor in case of a situation like what occurred on Monday. That process paid off and facilitated a rapid response to our request for possible additional support," said Carl Aveni, N1FY.



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

NET DRAWING WINNERS: NETS ON 447.540

Check in on the nets on Wednesday nights:

Since there was a low attendance we only drew one name for the net draw & the winner were #1 John W5JFR, #56 n/a, #64 Charles KF6TXI & #58 Bob N7ARB Winners receive \$5 of 50/50 tickets.

50/50:

April showers(:s bring May flowers and winners I should say the winner of both pots of \$40 each was Billy N6EDY

\$25 Gift certificate from Huntington Honda won by

Mike N6QZT

"MARC" door prize donations:

\$20 gift card won by John W5JFR

Packit for personal Kooler won by Kile AF6YK

Pocket Hose won by Billy N6EDY

Pistachios won by Chris AF6ZC (on gray ticket)

Dog Solar lite won by Pat KI6ETG

Computer paper won by John W5JFR

Jumbo trunk organizer won by Bob N7ARB

Booster cables won by Bob N6UK

Thank you to the following for your donations:

Billy Hall, John & Mijo Reynolds, Mike Naron, Chris & Kile Nightingale & Ray & Bonnie Davis

Gray ticket distributor: John WSJFR

Gray ticket winner: Chris AF6ZC

Thanks to Alvin & Chris AF6ZC for helping Mijo with the tickets...so much appreciated...

SECRETARY/Treasurer/NewsLetter Editor/Info:

Bonnie KD6OFO 949-551-1036 Fax 949-551-3042

Cell # 949-300-4441 <bonidavis@juno.com>

NEW MEMBERS: Please Welcome:

No New members for April....

MEETING:

Last minute details on the SDTDC & Ship to Shore events were the main topics.

NEWSLETTER:

Thanks to those who contributed to this May newsletter.... I know some of you soon will be rambling over the hills & dales and I sure would like an article on your trip....

SUNSHINE CORNER:::

Billy KF6WBV & Connie KF6YOM,--Billy and family are doing major updates on the house preparing for Connie as they are going to get her on May 20th.. Connie wants to come home to Utah- she is slow but steady, talking more still has the feeding tube but is able to consume some food

by mouth. She still has a long way to go but I(Bonnie) feel she will get better quicker once home. with family. As Billy has... Billy sounds great & happy.

We do love and care about each and every one of you & your family as you are all our family.....If I missed anyone so sorry. Lots of Love & Prayers to all.

A special "Thank You" for those who are taking the time for our Fallen Military, ushering them to their final destination of rest.

Love and Prayers to All who are ill , had surgery, lost a loved one, all the people who are out of work, homeless due circumstances beyond their control...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 in anyway we can.

Keep up the spirit... Love & Gratitude to all

**GOD BLESS AMERICA SUPPORT OUR TROOPS
IN GOD WE TRUST**

National Bicycle Ride to Work is May 13th thru 17th with the 17th as Ride to Work day.

Motorcycle Ride to Work is June 17th, 2013...

Special prizes for the 21st

"MARC" Anniversary:

If you are going to donate something for the Anniversary drawing those prizes have to be worth \$20.

We will have a regular door prize table also.. but for the Anniversary draw see below:

**Comet twin Cross SWR Power Meter from Comet
\$25 Gift certificate from JBJ**

From MARC:

Kenwood D710A

Battery Tender

Comet CA-2X4SRB Antenna

\$100 cash

From Members:

\$20 gift card from Chris & Kile Nightingale

For the ladies we will have a Bradford Exchange Butterfly wall bracket with 6 butterfly candle holders & candles called "Wings of Joy". Donated by Ray & Bonnie

"Be who you are and say what you think, because whose who mind don't matter and those who matter don't mind." (Dr. Seuss)

**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) Chris Owens KB6MYR
John Edwards KC6ZOZ

TOUR DE OC For Abused Children Coordinator:

Love Ride Coordinators: Scott Farthing K6IXQ
Bill Douglas K6WBD
John Reynolds W5JFR
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
Victorville Charles Robles KF6TXI
Pomona Mike Naron N6QZT
Los Angeles Bill Douglas K6WBD
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)
Paul Plasters K9PEP (IL/WI MARC Chapter)

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

"MARC" DUES:

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

For Sale::

1989 GL1500 Gold 70k miles. Great condition – hardly a scratch . Only owner and all receipts. Comp-u-Fire Alternator, Fork Brace, Yaesu Ham Radio (If Desired), Garmin 550, Hitch, "Back Off", extra running lights, Cee Bailey Windshield with NACA vent. 2nd Cee Bailey Windshield (NIB), Air Horns, Much More.
John jbeckwit@lmu.edu, (310) 641-5483, Los Angeles

MAY:

BICYCLE SAFETY MONTH
BIRTHSTONE: EMERALD
FLOWER: LILY OF THE VALLEY
COLOUR: WHITE
MEANING: COMPLETE LIFE, HUMILITY, RETURN OF HAPPINESS AND SWEETNESS..

MORE THAN A MOTHER

When God set the world in place,
when He hung the stars up in space,
when He made the land and the sea,
then He made you and me.

He sat back and saw all that was good,
He saw things to be as they should.
Just one more blessing He had in store;
He created a mother, but whatever for?

He knew a mother would have a special place to shine His reflection on her child's face.
A mother will walk the extra mile just to see her children smile.
She'll work her fingers to the bone to make a house into a home.

A mother is there to teach and guide,
a mother will stay right by your side.
She'll be there through your pain and strife,
she'll stay constant in your life.

A mother will lend a helping hand until you have strength to stand.
She'll pick you up when you are down,
when you need a friend she'll stick around.

A mother is one who listens well, will keep her word; will never tell.

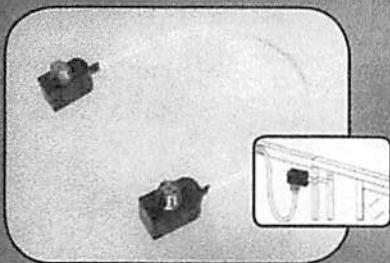
A mother never pokes or pries but stands quietly by your side, giving you the strength you need, encouraging you to succeed.

A mother is one who can be strong when you need someone to lean on.

You're more than a mother to me;
a reflection of Him in your face I see, a love that knows no boundaries.

I'm glad that you chose to be all this and more to me.
You share a love that knows no end, you're more than my mother, **YOU ARE MY FRIEND.** (Kari Keshmiry)

***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

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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:

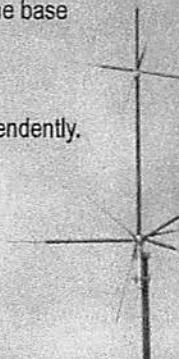
80M 22kHz

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

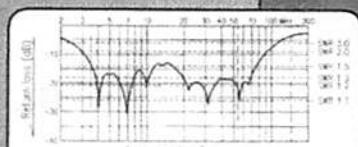
Impedance: 50Ohm

Length: 23'5"

Weight: 7lbs 1 oz

Conn: SO-239

Max Wind Speed: 67MPH



H-422 "V" Shape



H-422 Horizontal

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Assemble in either a "V" or horizontal ("H") configuration.
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Wind load: 3.01 sq feet

Max Wind Speed: 67 MPH

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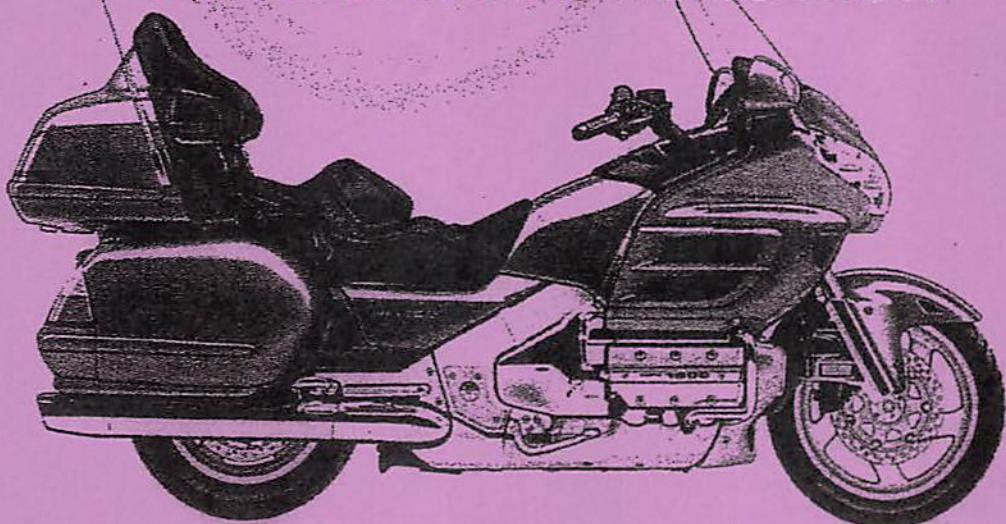
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MAY 1-MAY DAY
1, NATIONAL DAY OF PRAYER
2-NATIONAL DAY OF PRAYER
4,5-TOUR DE OC FOR ABUSED CHILDREN
11- "MARC" 21ST ANNIVERSARY MEETING
12- MOTHER'S DAY (MEMBER TO TREAT & SPEND THE DAY WITH YOUR MOTHER)
18-ARMED FORCES DAY
27-MEMORIAL DAY REMEMBERED
MAY IS NATIONAL BICYCLE & MOTORCYCLE MONTH
8- "MARC" BREAKFAST MEETING @HOMETOWN BUFFET DOOR OPENS @7AM SERVE @7:30AM
13-21ST MOTORCYCLE WEEK
16-FATHER'S DAY (MEMBER TO TREAT & SPEND THE DAY WITH YOUR FATHER)
17-MOTORCYCLE RIDE TO WORK DAY
21-FIRST DAY OF SUMMER

JUN 5,12,19,26- "MARC" NET ON THE BARN SYSTEM 447.540 PL 100(SUBJECT TO CHANGE)
8- "MARC" BREAKFAST MEETING @HOMETOWN BUFFET DOOR OPENS @7AM SERVE @7:30AM
13-21ST MOTORCYCLE WEEK
16-FATHER'S DAY (MEMBER TO TREAT & SPEND THE DAY WITH YOUR FATHER)
17-MOTORCYCLE RIDE TO WORK DAY
21-FIRST DAY OF SUMMER

JULY NO MEETING ENJOY YOUR TIME IN JULY WITH NO OBLIGATIONS TO MARC(:))ss
SPECIAL INFO: "MARC" HOME PAGE: <http://marc-hq.org>
"MARC" LIST: marc@nxport.com
"MARC" LOCAL SITE: <http://bs-marc.org>
"BA-MARC" REPEATER SYSTEM: www.n6us0.com
"BUTT BRINK'S REPEATER SYSTEM: www.eastcoastmarc.org
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May 2013

"MARC" 21ST ANNIVERSARY