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MJO REYNOLDS	KF6BEB
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CHARLES ROBLES	KF6TXI
RAY DAVIS	KD6FHN

**MARC LIST:**

LEWIS OSBORN	K7LVO
DE WITT MORGAN	KM6UK

**MISSION STATEMENT:**

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

August 2011

**FROM THE PRESIDENT'S DESK:**

I hope everyone is enjoying their summer break and all the summer miles. It has been a long time since we last met as our June meeting was a week early. Mijo and I will be pleased to see most of you at the August MARC meeting on 13 August at the Hometown Buffet. (I know that some cannot attend because of distance, vacations that are still in progress, and others have to work on Saturday morning; you all will be missed.) It seems that Bonnie and Ray will not be with us as Bonnie has a birthday party to attend in Ohio. Ray will be with her Happy Birthday Bonnie.

In my last newsletter, I made an announcement here in this newsletter that we, MARC, would not work the Tour de Palm Springs next year. We (the MARC Board) sent a letter to the Tour board in Palm Springs to notify them of our decision and gave reasons why. We have since received a letter from the Palm Spring Tour committee chair stating that she is new to the position and acknowledges our complaints and concedes that a MARC member should be on the committee and that our MARC logo will be on the brochure for the Tour and on the T-shirts with other sponsors. We will no longer be working as a sub unit under the Palm Springs Races radio club. Now our challenge will be to attend their meetings and to insure that we have an operational repeater to use for the event.

As for Mijo and I, our summer has been busy planning for our Son's wedding in August and another wedding a few weeks later in France, as our niece is also getting married. (We have been preparing the house for guests (the real cleaning is about to start.) Also both Mijo and I have been quite busy getting things in order to fly to

France for a few weeks, not something that is done overnight. We have also been occupied with Aden, our neighbors' 9 month old son. Mijo and I have taken care of him daily since he was three months old. He is now quite a handful but we will miss him. They will have a sitter coming to their house to take care of him starting the first of August. I have also been busy tending my garden. The weather was cool here this spring so most of my plants were late to sprout but we have had a good crop of green beans and peas so far. Salad cucumbers are ready to pick and I have started to pick some okra. My tomatoes should be at the point I can start to pick some of them in a week, just in time for our out of town visitors. Gardening is fun and the fresh veggies are so much better than any that can be bought in the store.

DeWitt, KM6UK, has arranged for us as MARC members to add attachments to the MARC reflector (e-mail). We do ask that you keep any attachments appropriate. As we say in the military, the quickest way to start a fight and make enemies is to talk (post) politics or religion. And, please remember that it is a family forum. No pornography or dirty jokes, will be tolerated. Thank you from your MARC Board.

Mijo and I have been watching the Tour de France. This year the tour will not go any where near her home in the north-east of France. The beautiful views of the French countryside are making her (and I) just a bit homesick. I keep telling her to hang in there, just a bit longer and we will be back in her homeland.

After the last two or three events we participated in working our support role, I noticed that we as MARC need to look at our riding apparel and the added equipment on our motors. We are there for the safety,

health, and morale of the participants; in saying this we should not lose sight of our own safety. It is only proper to wear long pants, closed shoes (I prefer boots, but that is your choice) and at least long sleeves to prevent sunburned arms. I would like to see everyone wearing gloves for hand protection but I am guilty of riding without them. Of course we ask that you wear a MARC reflective safety vest to identify each of us as a MARC member when working a charity event. We have never had any problem with anyone trying to intercept a bicyclist for nefarious purposes but these days you never know. Please think about your safety as well as that of the cyclists that we escort. **Thanks.**

Mijo and I hope that your summer miles are full of smiles. As for the two of us, it will be a fall ball. We will be away for a while to enjoy family and friends. Enjoy and we hope to be back with you soon.

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

**Events for 2011::**

Oct	22/23	MS 150, So. CA
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**Events for 2012 so far:**

Feb	11	TDPS-??
Apr	21	SDTour de Cure
Apr	29	Ship to Shore Tour

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

AUG	30 <sup>th</sup>	FOR SEPTEMBER
SEPT	28 <sup>th</sup>	FOR OCTOBER
NOV	2 <sup>nd</sup>	FOR NOVEMBER
NOV	30 <sup>th</sup>	FOR DECEMBER

"You can be young without money, but you can't be old without it."  
 (Elizabeth Taylor)

## RAY'S RAMBLINS



**June** gloom lasted much longer this year than is normal. Every year it is overcast here in the Orange County CA every morning from about the 1st of May until about the 15th of June, but this year it lasted a lot longer. Bummer. Since it has cleared up we have been having great weather with temps in the high 70's and low 80's. Yeh gotta love Southern CA. weather.

**OK**, so the days are getting shorter already and I still haven't done any long rides except the short one from Irvine to Overland Park KS where Casper (04 Pearl White GW) blew a seal in the final drive on Thursday June 9th. Now everyone knows what happened from then on until now, But a quick recap for those who didn't get the daily email updates. After we took Casper in to have the final drive replaced by the wonderful people at Bikes2Trikes Lee's Summit MO, they found the frame was broken clean through on the right side of Casper. One of the owners (Mark, God Bless him) at Bikes2Trikes found me a U-Haul truck and the next day I left for home back in Irvine. Thursday June 30th American Honda agreed to pay for the frame and the labor. We (Chuck KG6NJP) had to spend many days taking off all the electronic gear on Casper. Honda would not touch Casper until that was done. On Monday July 18th the frame came in. Casper had been trailered down to Huntington Honda a few days earlier. I got to Huntington Honda at 9am on the 19th and Casper was already up on the lift and being stripped down. By noon that day they had the engine out and were working on the removing the front end stuff. By closing time the old frame was gone and the new frame was on the floor next to the lift. It took 3 full days to make the complete change over. All of that stock Honda stuff comes off much faster than it goes on. They were finished by 7pm Friday night. Aaron the mechanic stayed late to get it finished. The following day we had a really big turn out of MARC members for the regular Saturday free coffee and donuts at Huntington Honda and to see Casper getting ready to come home. Casper now sits in the garage here at the house waiting for us to start the process of putting all of that electronic gear back on Casper. That may take a couple of weeks to complete. There are 4 big boxes full of wiring and electronic gear. We ain't looking forward to it. But we have to get it done before we head back to OH for Bonnie's 80th birthday party. No, we are not taking Casper, but we have to have it done in time for the SCMA 3 Flags Classic over Labor Day Weekend.

**In the mean time** a very, very good friend (like a son to Bonnie and I) gave us a Teal Green 1993 Honda Gold Wing with 136,000 miles on it. It was in poor condition with broken or missing plastic parts. We also got a matching Bushtec trailer with it. The trailer was in good shape so we paid \$400 for that. After working on it for 3 days and spending \$1350 at JBJ Cycles it was able to be ridden. Then I took it over to Huntington Honda and had it detailed out. It took 2 guys working 4 hours of hard work to make it look pretty again. It was amazing what they could do with that dirty motorcycle. We bought another front wheel for it and had it sent out to be powder coated to look like polished aluminum. I checked with Huntington Honda today (July 26th) and all of the rest of the body parts are in for it. I will take it in at 9am tomorrow Wednesday July 27th and have all of those broken parts replaced. So far it has cost us about \$2500 and we still have the parts to pay for tomorrow and the wheel when it is done and the CB when it comes back from Sierra Electronics. The 93 Gold Wing was anything but free, But I have been riding it while Casper has been down and have put about 400 miles on it and it is running top notch and looking much better now. It will look much,

much better when it is done at Huntington Honda tomorrow Chuck KG6NJP helped me put a Garmin 2650 GPS, a new Valentine One radar detector and a Kenwood TM-741 tri-band ham radio on this 93 GW.

The really disappointing thing about Casper's broken frame and working on the 93 GW, is that I missed another summer of riding. However I just "MAY" ride Casper back to OH in August if it is ready. Then ride it back to Mitchell SD for my 55th Mitchell High School reunion on the weekend of Sept 24th. Those 2 rides along with the approximately 5,000 mile 3 Flags Classic over Labor Day Weekend will still be quite a few miles. Won't know which GW to take until it is time to go and after they both have been ridden hard over a long distance as a test.

**One thing** for sure is that I really missed meeting up with our MARC members and our WOTI (Wings On The Internet) friends at this years Wing Ding in Knoxville TN.

**Please**, let's hear from our other MARC Chapters. It would be interesting to us to hear what they are doing and if they are volunteering for any charity events.

The MARC Board Members had decided that we would not be doing the Feb. 2012 Tour de Palm Springs charity event again after what took place with some of our MARC members there last year. But rather than the MARC Board deciding that for sure and flat telling the organizers of that event that we would not be participating next year, the MARC board decided to ask the MARC members present at the last MARC meeting if they still wanted to volunteer for that event. It turns out nearly all the MARC members at that meeting raised their hands in support of that event. So it was decided that the MARC Board would send a letter to the director of the Tour de Palm Springs event stating what problems we were having with some of the other groups who were under the impression that we were working for them and the problem we had with the free motel rooms and not getting our ham radio frequencies until the day of the event. We sent the letter out on Tuesday July 5th, they got it on Wednesday July 6th, answered it and sent their reply back to us that same day. We got their reply here at the MARC HQ on Thursday July 7th. Wow, how fast was that. They made it very, very clear that they would honor every single one of our requests and clear up any doubt what so ever amongst the other groups that we don't work for them or under them. So we **WILL** be volunteering for that event in Feb 2012.

The calendar for the dates for the 2012 year charity events is pretty much set already. We have let all of the National Charity Organizations know that we will no longer participate in their events if they are held on consecutive weekends. It is just to hard on our MARC volunteers and their families to be doing events on 2 or 3 weekends in a row.

**MARC YOUR Calendars, for the May 2012 20th MARC Anniversary Meeting on Saturday May 12th, 2012.**

**Please** support those companies that support our MARC organization with newsletter advertising and support our many charity events. Huntington Honda, JBJ Cycles, Comet Antennas and many more to numerous to mention here, just look through the newsletter for those kind people and the organizations that support our charitable efforts.

I have been getting so many requests for help with ham radio installations from both MARC members and non MARC members that some days it takes all day to get through them. I also have been making trips out to Comet to get antennas and anything else that is in the Comet Catalog <"<http://www.cometantenna.com/>">. So don't be bashful about asking questions about installations or about installing the ham radio mounting equipment we sell. My cell phone number is (949-300-9669) and feel free to call anytime, well not between 11pm to 6am Pacific Time. :-) Seriously though, it is so much faster and easier to help you with your questions while talking on the phone than it is to spend hours on the computer going back and forth with a half dozen emails or more. **Thank you very much.**

A little history, it was 10 years ago this month when Bonnie flew home from Overland Park KS and at the same time (6am) I left Overland Park on the 96 Gold Wing. 1687 miles later I got home in Irvine in 23 hours, 40 minutes. A week later I left for FL to help my daughter and son-in-law move into their new house. How time flies. It was the about the same time that I came back from NC and picked up the Kendon single rail trailer and went back to Palm City FL to pick up a like new off the show floor white 96 1500 GW SE for Mike N6QZT. Again, how time flies.

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

**Ray Davis KD6FHN <raykd6fhn@earthlink.net>**  
**MARC Chairman Of The Board**  
**Hm (949-551-1036) Cell (949-300-9669)**  
**"<http://share.findmespot.com/shared/faces/viewspots.jsp?gllid=0BblJYC3FPXJAUC0f5qtoAUIxSV43Whha>"**  
**<"<http://www.marc-hq.org/>">**  
**Casper now with 193K**  
**93 Teal GW 136,000 K**

#### **Mick's RV Trip**

Every few years I look forward to taking a family RV trip somewhere in the Rocky Mountains. This year we decided to go to Glenwood Springs, CO, then on to the Gunnison CO area and meet up with my cousin and his family for some ATV riding in the Gunnison/Taylor Valley area.

**This year presented a couple of ham radio related situations:**

1) While we were on the Glenwood Caverns tour, the guide told us we may run into a group of volunteers installing a communication system deep inside the miles of caves that were not available for the general public to explore. Sure enough, as we continued inside the caverns we saw a "caver" in full caving clothing and forehead flashlight crawling his way out of a crack in the ground. We said hello, and I asked what frequency they were using for the communication system. When he replied "the 75M band" I knew he was a ham and we exchanged call signs. I had to catch up with the tour so we said goodbye, but it was interesting to see ham radio in action.

2) My second ham radio related event was much more serious. We were ATV riding in Tin Cup, CO, year-round population is 4. Tin Cup is in the middle of Taylor Valley, an off-road mecca where you can ride motorcycles, quads etc. The area is absolutely beautiful

and we were having a wonderful time riding through many trails, across streams, grasslands and pine trees. Outside the little general store in Tin Cup a quad and rider named Bill pulled up and I noticed he had an HT with him, and a Comet M-24S dual-band mobile antenna on the back of the quad. I asked him if the antenna worked well, and he said it was great. He said the rubber duck had spotty range up in the mountains, but the Comet provided him with a great signal! I told him I was the Comet distributor and he told me there were about 25 hams in the area that checked in daily, mostly using Comet antennas. We chatted for a few minutes when suddenly another quad raced up to the store, the rider ripped off his helmet and asked if there was a phone he could use to call in an emergency. He had come across a husband and wife with two kids about 8 miles up the dirt road. The wife had hit a loose rock that changed her direction and sent her rolling down a rocky hill, about 40 feet! She could not move and suspected she had broken bones and possibly a broken back! Bill called for assistance on his HT and within minutes a rescue operation was in progress. A Mountain Rescue team was sent in from Gunnison (about 30 miles away) including a life-flight helicopter. I never heard the extent of her injuries or how the situation ended up, but I do know having a ham radio station in the area saved a lot of time in the rescue process...and a Comet antenna was instrumental in contacting emergency services!!

**So you never know how, when, or where ham radio will be needed. Keep your radio ready!**

**Mick Stwertnik/KB6JVT**  
**Comet Antenna**

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**Some interesting days in August:::**

**August 7 is National Family Day**  
**Second week of August is National Smile week**  
**August 16 is National Relaxation Day**  
**August 22 National Aviation Day**  
**August 30 is National Angel Day**

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**Sign-up sheets will be at the September & October meetings for the MS 150 Bay to Bay event:::**

**REMINDER:::::**

**When signing up for the events, we welcome all the signage we can get but if for some unforeseen reason you can not make the ride it is important you let us know due to the fact we worry about each and every one of you. If we don't hear from you then we wonder if you had a motorcycle problem or you are ill, just what happened.**  
**Please keep this in mind when you sign up for the charity events.**  
**Thanks so much.....**

**Per the Coordinators and the Board....**

~~~~~  
"Summer afternoon, summer afternoon; to me those have always been two most beautiful words in the English language." (Harry James)

"It amazes me that most people spend more time planning next summer's vacation than they do planning the rest of their lives."  
(Patricia Fripp)

"It's a sure sign of summer if the chair gets up when you do."  
(Walter Winchell)

## YOSIMTE

**Thursday** night, (July 7<sup>th</sup>) after work I got on Blue with trailer in tow and headed out the North Gate of Edwards AFB and rode to California City, after a quick stop at the big yellow arches for a burger, I headed down to Neutralia Road then north to Highway 14. The temp was down to about 85 and though a bit warm it was still awesome riding weather. Once out on Highway 14 traffic was light and the evening ride was very pleasant. This was Blue's first trailering of more than 10 miles around town for tests, she was performing with lots of spunk and I was constantly checking the mirror to see it if was still there.

**Merging** onto 395 with only a few cars in sight I sped along with ease and really relaxed. I had spent several hours mapping repeaters for the trip into the FT-8800 and some seems to work great but many didn't. I had gleaned the information from several web pages but obviously some weren't too accurate. I had picked out a campsite in Big Pines to spend the night so I cruised through to Lone Pine, stopped for gas then on to the campground. The Campground was a Inyokern County Park (Glacier View campground) nice, clean, level and even dry after the last few previous nights rain. But I wouldn't recommend it to tenters now that I stayed there. Its situated right next to I-395 and the truck noise was heavy on a Thursday night. By the time I got the tent up it was 11:00 pm, the temp was 75 so I inflated my air mattress and fell asleep.

**4:30 am** I woke and was on the road north by 4:50. I pulled into the 24 hr yellow arches and ordered breakfast. As soon as my money was handed over the power went down in Bishop and I ended up with something filling and wet but not what I ordered, lol.

**Cruising** north again I got just past the turn to Mammoth and started climbing as the sun was rising. As the rode leveled out I noticed my t-shirt was not doing me much good for warmth, I pulled over next to the Crowley Lake overlook and took time to put on the winter jacket and turn on my grip heaters. I then took a few pictures and hung the Nikon on my neck. Just out of Crowley I met up with champagne colored GL1500 and we rode along together from there to Lee Vining where I pulled in for gas. At \$4.99 a gallon I am glad I don't have to stop there often because I could pay off an extra tank in a hurry that way.

**For those** of you that have never been to the East Entrance to Yosemite its 11 miles from I-395, why those 11 miles got exempted from the park lands I won't ever figure out they are incredible and memorable. I arrived at the Park Entrance at 6:50am and the gate was unmanned. I believe I was more mesmerized by the east side of the park than the Main Yosemite Valley. It's incredible beyond belief and still in half its winter coat it was striking to see the green of its spring to the white of Snow and the grays of the rock surfaces. On every corner I expected to see cars backed up all the way to the valley floor but it never happened even in the main valley traffic was often not in view before 9 am. If you go to the park be there EARLY its so worth that effort.

I got off the bike in the Yosemite Village, had lunch, checked out one souvenir shop and started taking a few more pics as I departed. I picked up highway 41 and headed southwest. About 15 miles out on 41 I noticed branches moving right next to the road. Instantly the branches materialized into the rack of a nice buck in velvet. With 2 more hot on his tail, I braked hard on blue and was way to busy grabbing gravity to snap pics of the culprits. In the end I stopped mid belly inches from the magnificent animal. He put it in afterburner and he buddies followed suit. No time to be scared it was over in maybe 10 seconds. I have to thank dad teaching me to spot deer in the fields and woods back home, I saw and recognized the hazard with no time to spare but just enough time to execute!

**Thanks Dad!**

**They have** a gas station inside the gate on highway 41 so not knowing when I might NEED to gas up, so I topped off. Out the gate and boy it didn't take long for my PLANNED ride to fall apart. I had picked out a roadway that was approximately 40 miles long that went through the twisties all the to the entrance of Kings Canyon National Park. I had it figured at a 70-90 minute drive due to the extreme hairpins and fun stuff. Well after going 15 miles up the road I was stopped by construction crews that had the road closed. So I turned around and headed back down to 41 where I let the Garmin ZUMO GPS pick me an alternate route. It was every bit the twisties I wanted but it headed almost in the opposite direction.

Down Bass lake road on Rt 274 to a little town called Auberry. Where my next battle with the summer plague (road construction) sent me into Prather. By this point the temp was 97 and I was beginning to feel the effects of Dehydration so I pulled into a local burger joint and had a second lunch and 2 bottles of water as well as a large lemonade. According to Google Maps from Prather down 168 through hot desert converted to farmland. To highway 180 that was pretty much the same thing until about 5000' elevation. Then the temp dropped a tiny bit but trees and ledge surfaces shadowed some sections making the last 15 miles into the park more bearable.

### **Kings Canyon and the Sequoia National Park**

I was kind of surprised by the park entrance I expected to be shaded and beautiful. Unfortunately it was a parking lot that they have you loop through but only a few hundred feet away the awesomeness of the Sequoia's prevailed. I stopped first at the General Grant Grove. The General Grant Tree is the largest single trunked tree in the world. It's diameter is over 40' this collection of trees is incredible the only way to explain it is unbelievable. I forget which year but in the 1800's the Centennial Tree was sacrificed and a cross-section of this 24' tress was sent to the world fair. People thought it was a hoax. This tress was 16' smaller than General Grant, and they thought that was unbelievable. From there I made my way down to Kings Canyon the trails here go to interesting places like the ice caves and some more waterfalls but I knew my day was shortened so I simply toured and enjoyed the scenery.

**The next** Grove the General Sherman Grove is much larger than the Grant grove but none are as big as Grant. From here I went down a road so twisty they don't allow any vehicle over 22' long to go down it. Luckily my bike and trailer easily slip under that, or I thought it was luckily! 15 miles down this beautiful road they have undertaken a 5 mile rehab of the roadway, parked in traffic with temps in the 90's was not fun and creeping down the 5 miles without the benefit of the centrifical help of spinning wheels was rough, but after that 5 miles was 15 of newly re-tarred road with 2 inches of pea-gravel (AKA marbles) for those of you non-motorcyclist imagine skating on marbles for 15 miles. It's very scary. I fell back to the end of the traffic line and very gingerly took 75 minutes to go that 15 miles. I'm so grateful this one time that Maggie wasn't there to experience that. She would have really enjoyed the rest of the trip but that would have really upset her.

**Finally** I got out of the park and onto semi-normal backcountry blacktop. Onward to Kernville!!! Well once again the bane of summer the DOT had closed another of my planned trips. So out to Visalia and then parts south. Along about Tulare 14 hrs. starting at 4:30 am took its toll. So I did the Smart thing and pulled over and got a room for the night.

### **SATURDAY!!!**

I awoke at 5:03 and I felt pretty good, I looked at the clock and said, damn I bet I can make the CA1-V ride (that's the local chapter of the Gold Wing club in Victorville to you not in the know) I was 3.05 hours from the start and had 2.8 hours to get there. I emailed John the Pres! And said I am headed your way listen for me. And where does the actual ride start cause I won't be able to meet you there. Then I loaded and left no time to wait for a reply. Non-stop to Kramer Junction, the GPS said arrival time is 8:12 am, of course that's not counting traffic and I have to stop here and get gas...this is gonna be close. Lol **While** I'm gassing I called Mike (vice Pres!) and get the actual start and off I go. 39 miles to Lowes right by our house where they are forming up. I restrained a lot (read that as only sped a little 5-8 over) and yes Dad I did split lanes at the lights I know you hate that.) but at 8:10 I hear Mike talking on the CB and I tell him I'm 4 miles away. He held the group at Lowes for the 4 minutes I never put my feet down in the parking lot, pulled into the lot as they departed fell into line and off to the poker run. My new friends and I enjoy 6 hours of riding and camaraderie and in the end, I had a hell of a memorable weekend on Blue. She did 1100 miles with trailer in tow. Filled my memory and SD Card full of memories and got me through a great pre-ride for my 7000 mile trip next month. I'll have some pictures to share after I figure out how to limit it to 15 or 20 of the best on my Facebook page! Give me a day or two to get that done. And don't anyone tell Maggie most of those shots were taken at 30-50 MPH with the bike on cruise and my hand on the camera!

**Mike K7WNO**

**From the desk of Billy N6EDY:**

**The year is 1911 — One hundred years ago.  
What a difference a century makes! Here are some statistics for  
the Year 1911:**

The average life expectancy for men was 47 years.  
Fuel for this car was sold in drug stores only.  
Only 14 percent of the homes had a bathtub.  
Only 8 percent of the homes had a telephone.  
There were only 8,000 cars and only 144 miles of paved roads.  
The maximum speed limit in most cities was 10 mph.  
The tallest structure in the world was the Eiffel Tower !  
The average US wage in 1910 was 22 cents per hour.  
The average US worker made between \$200 and \$400 per year ..  
A competent accountant could expect to earn \$2000 per year,  
A dentist \$2,500 per year,  
A veterinarian between \$1,500 and \$4,000 per year,  
A mechanical engineer about \$5,000 per year.  
More than 95 percent of all births took place at home .  
Ninety percent of all Doctors had NO COLLEGE EDUCATION!  
Instead, they attended so-called medical schools, many of which were  
condemned in the press AND the government as "substandard."  
Sugar cost four cents a pound.  
Eggs were fourteen cents a dozen.  
Coffee was fifteen cents a pound.  
Most women only washed their hair once a month, and used Borax or  
egg yolks for shampoo.  
Canada passed a law that prohibited poor people from entering into  
their country for any reason.  
The Five leading causes of death were: 1. Pneumonia and influenza  
2. Tuberculosis  
3. Diarrhea  
4. Heart disease  
5. Stroke  
The American flag had 45 stars...  
The population of Las Vegas , Nevada , was only 30!!!  
Crossword puzzles, canned beer, and iced tea hadn't been invented  
yet. There was neither a Mother's Day nor a Father's Day. Two out of  
every 10 adults couldn't read or write and only 6 percent of all  
Americans had graduated from high school. Marijuana, heroin, and  
morphine were all available over the counter at the local corner  
drugstores. Back then pharmacists said, "Heroin clears the  
complexion, gives buoyancy to the mind, Regulates the stomach and  
bowels, and is, in fact, a perfect guardian of health!"  
( Shocking? )  
Eighteen percent of households had at least one full-time servant or  
domestic help ....  
There were about 230 reported murders in the ENTIRE U.S.A. !

**Billy N6EDY  
Board Member**

**Two Important things to think about:**

**We will need a coordinator for the Orange County Tour de  
Cure!! You don't have to make every meeting-not sure where  
they will be at this time..**

**Do we want to retain \$500 for top prize donated by "MARC"?  
Do we want to have it at the Citrus Cafe as we did last year?**

**From your Orange County MS150 Coordinators::**

As I write this article The MS 150 bay to bay tour is only  
a little more than two months away. I hope you plan on signing  
up and are ready to ride. We could use as many motors and Sag  
support people as possible, so if you're available get in touch with  
Bonnie, Andy or I and we'll get you signed you up.

At the last meeting on June 15 each of the Subcommittee Chairs  
gave a report on how things were going. A list of the bicycle shops in  
Orange and San Diego county was passed around for the committee  
members could sign up to check and sure that they have the signage  
for the MS ride displayed in their shops. I am still waiting for the  
route information but I think the routes are about the same as last  
year.

They are changing the Saturday 30 mile route to Sunday with a 15  
and 30 mile route. The 15 mile route will be almost totally on bike  
trails so we will not be able to easily support this route. (**This is  
where our bicycle mobiles will be needed**) The 30 mile route will  
go out and wrap into the regular Sunday route. So for us (MARC)  
we'll need more help on Sunday then in past years. Here the  
description from the MS. The 30-mile route begins and ends in  
Mission Bay right in the midst of all the activity on Sunday morning!  
The route takes you along Mission Bay and joins with the completion  
of the Day Two 100-/150-mile routes. The 15-mile route is a scenic,  
beginner route that separates riders from vehicular traffic as much as  
possible. This is a leisurely ride around the bay which also has you  
starting and completing your day at the Hospitality Point Finish Line.  
As with the longer rides, both one day routes are fully supported and  
complete with fully-stocked rest stops.

Registration for the 2011 MS 150 Bay-to-Bay Bike Tour has  
increased as rider capacity registration is up almost 10 percent from  
this time last year. There is great increase in teams up 15 from last  
year. The people at the MS office tell me that they are planning to  
have a lot of additional help on the course besides the plan to have a  
few more bicycle EMTs they are requiring Route Marshals from the  
registered ride.

I also think that the city of Laguna Beach is again going to close  
the street parking form the main beach area south to the top of the  
first hill and the road work is all done. This should make it a little  
safer through that area. The MS is again planning to keep the route  
through San Clemente, they will use the bike route through residential  
areas instead of using Coast Hwy. Bottom line is with all these rides  
we are trying to make this the safest ride possible.

This is an extremely exciting step in the Tour's history and in the  
larger mission to fight the devastating effects of multiple sclerosis.  
*This is a tremendous testament to the dedication and strength of our  
riders, Team Captains, sponsors, volunteers and supporters. Check  
out their web site*

**"[http://bikecas.nationalmssociety.org/site/PageServer?pagename=BIKE\\_CAS\\_homepage](http://bikecas.nationalmssociety.org/site/PageServer?pagename=BIKE_CAS_homepage)"**

I would like to thank everyone in advance for coming out to help with  
this very worthwhile event. The bike rides love having us there  
watching over them during this ride. And the Multiple Sclerosis  
Southern CA chapter cannot express enough how much they  
appreciate the MARC group being there to help.

**Coordinators: John KC6Z0Z**

**Andy W6AJB**

## FULL FILLING MY PLANNED TRIPS 6/23/11

**Karen** gave me the usual hug... our eyes met.. hers had those tears in them again... makes my heart ache. "I love you!" She says "You do?" I replying credulous. "Why?" I ask... and she says "I don't know!" We then laugh and hug one more time..

"I love you!" Karen again says to me. "What percentage?" I reply with a smile.. "OH right now maybe 40%..." "What?" I crack up laughing "Well if you love me 20% then maybe I can love you back 80%?"

**Yep** another trip that was planned months ago. Sometimes I wonder if the bike trips are of no value... well for Karen that is. Her Dad thinks I need the bike to handle life. However decided to head for the south east. And to do it Ray Davis style... well maybe not RD... with a tinge of TL. Even IF we plan our lives and Ray knows this with Casper.. and the trials that come. eh?

**God** is still running these lives that we Think we are running. Left Bert's home in Rowley, Iowa at 230am Wednesday.. only to find rain on 380, 20 miles north of Cedar Rapids. Helmet steamed up with condensation on the screen. Loped along behind a semi truck almost blind.. could see the fog line. Finally in Cedar Rapids I pulled off and cleaned my glasses, helmet screen.. and started again south.

**Rest area** just south of CR I pulled in and waited... 4am.. headed south.. even noticed the moon was out. Kept the bike at 70mph... the winds from the west gave me a boost in gas sipping. 47mpg.

**Sunshine** met me in Illinois.. Bright blue skies almost blinding! Due to the slow ride in and around Cedar Rapids made it my goal to get the average up to at least 50 miles per hour. 80 on the odo meant the bike was doing 70.. Yep went by one of those little trailers with the radar attached... well maybe it was aiming at the car behind me?

**Highway** destruction.. took I-80 east to I-74 finally the sun was out or the clouds brightened. Did see a few drops but the worst was over.. Decided to follow I-74 to I-75. Better to go thru one less big town that way.. Louisville is on I-64 and have done that way a few times. Stopped for breakfast and lunch at Shelbyville just east of Indianapolis.. talk about road destruction that town never stops! Been thru there for over 30 years and still the crews are out. South to Knoxville and yep the sun came out again.. But east of Knoxville on I-40 there had to have been 3 accidents. Flipped on the auxillary fan and my legs got real warm... Dicing with the big trucks and cars, watching the temp Gage. Finally pulled off the busy road and bought gas. Had these Free gift cards for BP. So with the traffic bad I parked the bike and called Home..

"Hello?" "HI Karen, how are you?" "Fine" she replied... I knew it was supper time as she was munching. " I forgot to leave all my keys and forgot my toothbrush!" I exclaimed "Well You didn't come back into the house to say good by!" Karen returns... "Then I was going to bring my gas nozzle thing as one never knows if the nozzles have the little rubber hose." "Well IF you had come back into the house we could have consulted you on these things!" Karen is now laughing... " Did you buy a toothbrush?" "Betty, (sister in law) gave me one.. she says she doesn't want it back either." I then laughed.

**I did** leave rather sudden on Tuesday. Planned to get out on the road by 10am to head down to Iowa for the evening. It's around 1200 miles from Minneapolis to Greenville. And besides I needed to bother the kids of the niece , Heather. Freeways are great for riding.. Still back roads is where the country living is. So its not too surprising that it took me 3 hours to do 100 miles. However the winds are OK.. its rain that is the trouble...just east of Knoxville, tn. Dark clouds and fog met my view. Thankfully the big trucks could or are banned from the left lane. Still I followed some of them due to the twisted road. South of Ashville I was having trouble with the shield. Could NOT get the condensation off the

back side of the screen. Had to keep it open... and paid the price of stinging eyes, mostly from the 16 hours of riding. Finally found a shoulder and stopped the bike then pulled the glasses off and cleaned them again.. my famous suit was wet in areas.. have to find the water proofing stuff If its going to rain next Monday.. 18 hours later the bike idles into Connie and Mike's driveway.. They are trying to talk to me.. "Wait a minute!" as I pulled the ear plugs... "Now I can hear you!"

**God IS SO GREAT!** If I hadn't done this trip in the rain... then how can I worship HIM more effective? Humbling to say the very least.

"We were praying for you, Tim!" Connie had relief in her eyes, happy to see this tired biker brother in law maybe. "And yes we are Happy your here!"

**Now if God nudges you to pray for someone.. do it!**

**Tim Lindstrom ABOTS**

**1995 bmw k1100rs**

**Greenville, SC for now... til Monday that is!**

~~~~~  
**CONTINUING PLANNED TRIP 7/1/11**

**Sun's haze** and clouds woke me from slumber. Brother in law had gone to work. "Chana is bringing the girls over and will be here around 10:30." I nodded. Headed down to the BMW and brought out the scooter helmet. The kids arrived. Hannah first. 11 years old and bright eyes.. anticipation of riding with uncle Tim, eh?

"Where to, Hannah?" I teased. "I dunno." Hannah shrugged. "How about Paris Mountain?" She nodded with delight.. groaned some when helping her with the helmet strap. sighed as her big sister Christie.. "Here let me do it!" Helped.

**See** the real reason for riding down is those roads. Twisted gems with no potholes or frost heaves. I was reminded of that again today when returning to work... "Are you going to ride that BMW again today?" Karen asked me this morning... "Of course!" I said matter of fact. Paris Mountain is 10 minutes from my sister-in-law's home! We rolled out of the driveway and throttled up the street. Tall trees with foliage finally opened to the major street. Quick snap of the head and we rolled to the first stop light... 2nd light and continued to the north entrance 6 miles away. Easy climbing due to debris.. trees had fallen from high winds and there was limbs of every size along the route. Some had just been cut to clear the road. Took a right up Tower Road and stopped the bike.. quiet met my ears.. "Ever been up here Hannah?" "NO!" she replied. "Good." i smiled. We could see the dotted cars or cages moving or see the heavy trees and fields cut out from them. Started the bike and idled down to the main road. Steep banked road had groove marks from bumpers and trailer hitches. Opted to go left and then turn around at some easier place. Took Hannah back home and we had lunch.

**Christi** is 13. Quiet calmness about her. She has her own Facebook account and had mentioned a few times on when I was coming. Decided to take her up Caesars Head. Round trip is 70 miles. These people do not know the wealth of having a twisted road! Well I suppose its my flat land, straight road mentality, eh? The major problem was Fog and clouds. We did scream up the switch backs but no scenery... unless one looks at white clouds as a thing of beauty.

**Friday Christi's** brother Josh put on the same helmet and hopped on the bike. We had planned on taking him to Cashiers, NC... But the family came late and lunch was over at 2..."YOU need to be back here by 530!" My niece or their Mom Chana was pointing at the watch..."Uncle Tim? Did you hear me?" Took hwy 178 north from hwy 11... what a twisted road! stopped in some small town and purchased Gatorade for Josh and myself. Dark woods met swooped and roller coaster hills. I have a beaded seat on the passenger section... Josh was squirming. "No problem!" I removed it and stored it in the saddle bag. He was more relaxed as we rolled back the way we came. Minor problem though when stopping at the red light he slid off the seat and into my back... I chuckled...

**Saturday...** my turn to splurge... Told the family that if they could make it that i would buy all the milkshakes at the Chic Filet where the oldest grand daughter works. I think it came to 32 bucks... "Uncle Tim your the bestest!" Jared smiled.. " Even though your jokes are the worstest."

**Sunday** I was handed over to Chana for Sunday dinner. Sister in law had some food thing at church. I did give one more ride to Courtney the oldest cousin. She has been on that bike many miles however with responsibilities and College in the fall.. well there is no time for a good run in the hills.

As we got done with lunch i asked Christi if she wanted another ride... Options was to go to the pool or... "I want a ride!" came the answer. Now where to take this young girl, eh? Back to Caesar's Head.. but this time the round trip doubled. Traffic of cages and bikes abounded. And the scenery was great! Almost feel that those trees look like greens that dot some plate at dinnertime. Took Christi back home.. well I thot I was... then this hand shoots our over my left shoulder.. "Turn in there!" She yells... "Wha ?" I slowed and did turn the bike around and back to a private pool... Familiar faces in the pool and most of them saying "Hi Uncle Tim" or "Did you bring your swimming suit?" Shook my head and sat at the table talking to the family that was out of the pool. Dark clouds came then rains... We huddled together eating pizza.. No lightning so the cousins played and actually felt warmer in the pool instead of out on the deck. I got up and started to walk out to the bike. "You Leaving Uncle Tim?" "Yep." "Hey everybody.. we need to HUG Uncle Tim... as we won't be seeing him for a long time!"

All those kids with laughter dancing in their eyes came to me and wanted a good hug... I did give it right back to them! a BEAR HUG... so tight that the boys were groaning..."Can you let go?" Ahh priceless wet but well worth the grief... Added the Stich and headed out of the park. Only to blast the horn for 1/4 mile.. sponse the cars around me were wonderin...

I had called Sam Binkley.. remember? He rode a Goldwing and lived in Oklahoma city. Well he now is in Alabama.. but is now moving to Juneau, Alaska... To be with his daughter and gran daughter and great gran daughter! Told him I would be there Monday afternoon.. "I need some help to remove the Force 12 beam..." "I will be there!" 230am.. eastern daylight time.. just like Ray Davis... to take on the project of running miles and well to do that the procedure is get up early.

Not wanting to face Atlanta Ga at rush hour I rolled out. Sleep is something to do later. 450 miles or 7 hours... I know its not RD miles... rolled into Sam's drive.. almost 10am. Hugged Sam and Marijo... and after lunch we or Sam started adding more ropes... and climbed up his tower.. Had a cross pipe at the top which he used to slide the big antenna down. My job was to feed out the rope and bring it down (antenna) slowly.. Marijo guided the monster antenna while Sam watched. Smiles broke finally as we all nodded. Rotor was down the mast lowered within the tower.

Tuesday it rained... 4.5 inches... Glad the tower work was done Monday. Wednesday i left with well wished memories of Sam and Marijo. pulling up stakes or hf antennas and going north. Headed home. No rain clouds.. bright blue skies and a southerly breeze to move this bike fuel sipping to the high 40's. Arrived home around 11pm. Karen was outside in the warmth of the day and heard the beemer... opened the garage door and welcomed me back home.

YEP... good to be back in Minnesota. Noticed the skies are red to the northeast instead of the east.. Alaska is still bright.. Me? still groggy! take care...

73

Tim Lindstrom, AB0TS  
columbia Heights, MN  
1995 K1100 RS... 99,750+... getting there.

## New motorcycle with new installations:

A couple of months ago I picked up a 2011 Harley Davidson Road King. Soon thereafter I joined this organization and asked for some input regarding radios for my new bike.

As I began to consider this project some of my initial considerations were;

**Which radio?**

**Bluetooth capable?** Surely in today's world there are Bluetooth capable ham radios.

**Weather resistance?** There is no fairing on a Road King. Whatever radio I use will be exposed to the weather.

**Which antenna to use?**

**Location of the main radio body?**

Initially, I considered installing it into one of the saddle bags. But, I was not enthused about drilling holes into a brand new saddle bag. For one thing, I have the leather covered saddle bags. A hole might expose the edge of the plastic bag and the leather veneer. Allowing, at some point, moisture to get between the plastic and leather, separating the leather from the plastic. I looked into buying a used bag. Saving the new bag that came with the bike for a time that I might sell the bike. But, then I thought how the stored bag would not be weathered like the one that remained on the bike. So, I would have to buy a used set of bags. And, I would have to store the new bags. And, I found, a set of used bags start around \$250.00 and go up from there depending on their condition. And, the saddle bag is where one keeps one's "stuff". I was not enthused about losing valuable storage space. And, though small, I was finding that the radio was not neatly fitting into a corner of the saddle bag.

Location of the antenna? I thought how I could build a mast for the antenna to get it up above the riders' heads. Using it as a flag pole now and then. But that seemed too involved. At least at this initial stage. Perhaps later. And, the bracket MARC sells seemed like a good way to attach the antenna. But it seemed too small for the 5' 2" tall antenna I was considering.

How to get the wires from the main radio to the handlebar area for the remote head, and to wherever the antenna ends up? I figured I would route the wires from wherever the radio main body was, to the handlebar location under the seat and gas tank somehow. But to the antenna at the rear of the bike? Under the fender? Then through the fender close to the antenna mount? The thought of drilling a hole in the fender was not something I felt comfortable with. Not only the hole itself and the resale issues, but to drill a hole and have to paint the circumference of the hole to keep it from rusting. Even if I used a rubber grommet I could have rust in the fender. And to paint it in a manner that would be of the same quality as the OEM paint job.... That is beyond my know how and abilities.

How to make the system easily removable in the event that I am on the road and want to take it into the hotel room with me? If I am to have the ability remove it then I have to address wires that will be hidden under the seat and gas tank. I decided to make splices in the wires as needed to be able to disconnect the various parts and take them with me without having to disassemble the entire motorcycle.

How to maintain the IP57 water and dust resistance feature of the radio with any adjustments I may make. Though I was not able to find IP57 rated 3.5mm stereo plugs for the EXT speakers and the LINE IN, I was able to find IP68 rated DIN connectors. I needed 7 pin DIN connectors to be able to splice the remote head cable. After searching online I came across a company that sells connectors of various water and dust resistance ratings.

Well, I decided on the Yaesu FTM-10R. For two main reasons. One being the bluetooth capabilities so I would not have to be wired to the radio. And the other being that they advertise the radio specifically designed for the use I was looking to use it for. There was an earlier model. But it has less power and was discontinued because of it. Yaesu claims that the FTM-10R remote head is water resistant to 3 meters for 30 minutes. That the radio itself is built to withstand the rigors of off road use in ATVs, 4X4s, and on motorcycles. And, on a Harley, it will have it's share of vibrations. :-)

Ray Davis was kind enough to give me some direction about

antennas. Though Casper had only recently broken and he was addressing the challenges associated with that, he took some time to guide me to antennas that he has found to be good for our use. He told me how Comet has designed a few of their antennas for use on motorcycles. The current Comet "Big Dog on the block" seems to be the CSB-790A. So I picked one up when I bought the radio.

Comet claims the CSB-790A to be the "NEWEST & BEST" high gain 2M/70cm dual band mobile antennas. It's specifications are;

**Gain & Wavelength:**

2M: 7/8 wave 5.1dBi

440MHz: 7.7dBi Three 5/8 waves in phase

VSWR: 1.5:1 or less

**Max Power:** 150W

**Length:** 62"

**Connector:** Gold-plated PL-259

Threaded collar fold-over hinge included. Which is a nice feature when putting the bike away in the garage.

**Location** for the radio main body came as a result of a comment from Craig Warnol KB5UEJ. Who, by the way, has a really sweet looking Fireman's edition of a Road King. He mentioned how he used a saddlebag guard bag for the location of his radio. I had recently picked up a pair from a Craigslist ad. They were like new. I decided to use one of them for the radio main body location.

I have really enjoyed meeting the challenges this project has provided. One of the challenges was to find a way to attach the antenna. I had not as yet, decided where I would place the radio main body. But I knew I would need an antenna bracket, and so I started here. I went with a similar unit to the one MARC sells. Except that I made my own. One of the features of my bracket is that it is made of 5/8" X 1 1/2" aluminum. I wanted it to be plenty strong to meet the demands that a 5' 2" tall antenna would require. I decided where I wanted the cutouts for the rack tubing to be and ran the aluminum across my table saw to give the drill bits a pilot to follow. Then, I clamped the top and bottom pieces together and started drilling holes for the book rack tubes. I used my drill press and started with a small drill bit and worked my way up to the 1/2" and 5/8" holes for the rack tube.

**Once fabricated** I started doing some homework about the thread size of a PL259 and a UG363 bulkhead that the PL259 would attach to. I eventually received an attachment of a drawing of a bulkhead. It showed a lot of detail. The outside dimension, the thread count per inch, and more. After some homework on the internet I came across McMaster's. They had a tap and a matching bit to do the job at a reasonable cost. So once the hole was drilled and taped I threaded a 2" bulkhead into the bracket with some Loctite. Making sure it was adjusted so the antenna base would provide some slight resistance against the bracket so it would be securely attached. I then installed the jam nuts that came with the bulkhead.

**Then I fabricated** a bracket to attach to the license plate mounting bracket. In it I drilled and taped a hole for another bulkhead. Then, again with Loctite and jam nuts, I fastened the bulkhead to this bracket. Eventually an antenna cable would run from the radio main body to this bulkhead and from the bulkhead to the antenna.

**By now** I had decided to keep the radio main body in the saddlebag guard bag. The radio has the remote head cable coming from one end and the power, antenna, EXT speaker, and LINE IN connections at the other end. I did not want the radio to lay on one of the wires. And, because of the size of the radio main body in relation to the saddlebag guard bag, wires were going to be at the bottom and the radio would be resting on it, or them. So I fabricated a board to attach the radio to. This board, made of 1/4" plywood and painted black, was made to fit the contours of the inside of the bag. By attaching the radio an inch or so from the bottom edge of the board the board would allow the wire, in this case the remote head cable, to be free from the constant pressure of the radio resting on it.

**Eventually** I began to think about how, and where, to locate the remote head at the handlebars. I did not want to attach a large black plastic bracket to the handlebars without consideration for the overall look of the bike. Harley Davidson goes to a lot of effort to make their bikes look like Harley Davidsons. I wanted to maintain the general theme

of the design. And, I also wanted the remote head centered in the windshield. Rather than being set off to the side. Maintaining an evenly distributed, balanced look. So, eventually, I ended up contacting some handlebar retailers in an attempt to purchase an "Ape Hanger" that had a sufficient length in a straight part of the bars for a 13 1/2" piece. I figured I would simply find a bar and cut out the section I needed. Then I learned that you should not cut a chromed pipe. Or, anything else for that matter. That by doing so the chrome will begin to peel. Eventually I ended up talking to Buddy at Paughco. A company in Nevada who manufactures motorcycle handlebars. I gave him the dimensions, he got it cut, chromed, and shipped it to me.

I purchased some handlebar clamps from Kuryakyn to attach the 13 1/2" chromed bar. I also went to the Home Depot, picked up some threaded rod and a chromed toilet supply line. This supply line would cover the threaded rod. I used zinc coated neoprene lock nuts as fasteners. Once assembled this set up gave me a nice place to attach the remote head and, perhaps eventually, an Ipod, and/or speakers, and/or GPS, and/or another piece of equipment.

**Once the parts were gathered** I removed the book rack, passenger back rest, seat, and gas tank. I found a wire conduit under the tank and used it for routing the wires to the handlebars.

So as not to get them confused, I painted the ends of one the stereo cables white with "White out" from my wife's desk.

I have attached some photos of the project.

I want to thank all who assisted me in this effort.

**Suppliers;**

**Ham Radio Outlet** "<http://www.hamradio.com/>" for the radio, antenna, and handlebar mount.

**Radio Shack** for the 3.5mm stereo cables.

Tap drawings "<http://www.rfindustries.com/>" and direction to **McMasters-Carr** for purchase.

**McMaster-Carr** "<http://www.mcmaster.com/>" for the tap and tap drill bit.

**Weipu Connector** "<http://www.weipuconnector.com/>" for the IP68 DIN 7 pin connectors.

**Kuryakyn** "<http://www.kuryakyn.com/>" for their handlebar brackets.

Product number is the 1420

**The Home Depot** for the chromed toilet supply line, lock nuts, and threaded rod.

**San Mateo Electronics** for the bulkheads.

**Handlebar pipe** "<http://www.paughco.com/>"

**Handlebar end caps** came from endofthelinecs off of eBay.

**Wishing you a great day,**

**Matthew Johnson KE6ZMY matt@amorepleasanthome.com**

**San Francisco, CA., peninsula**

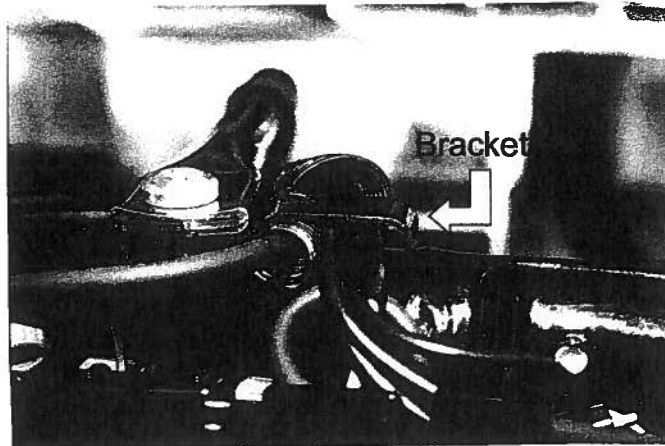
**2011 Harley Davidson Road King Classic**

**Yaesu FTM-10R**

**Comet CSB-790A**

Here is a neat little bracket I made to protect the wires from being crushed by the seat.

It rests on the frame at one end and under the saddlebag guard bolt at the other.



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

**NET DRAWING: And the winners were:  
5/18- #4 Mike N6QZT, 5/25- #25 Chuck KG6NJP,  
6/2- # 1 Ray KD6FHN**

**Echolink: Will be moving to MARK KE5ZRP's house until  
then it will be down...**

**Remember we will be drawing at the meeting for the net draws  
and will be winning \$8 for a free breakfast at the Hometown  
Buffet...**

~~~~~  
**50/50:  
Lucky winners of \$45 each were Joeseoph W6UPB & Mike  
N6QZT**

~~~~~  
**\$25 gift certificate donated by Huntington Honda won by  
Mike N6QZT**

**Horizontal vent mount donated by Comet won by  
Bonnie KD6OFQ**

~~~~~  
**Donations by MARC:**

Guard your ID stamp won by Joseph W6UPB  
Grill caddy won by Bill K6WBD  
BBQ Tool set won by Charles KF6TXI  
Kick stand pads won by Charles KF6TXI  
Food tents won by Teri KF6HJT  
Itty Bitty battery cable won by Jim KD6REA  
Huskey 45 pc stubby set won by Charles KF6TXI  
Butterfly Desk set won by Mike N6QZT  
Guard you ID won by John W5JFR  
Copy paper won by Mike N6QZT  
Flexible reach lighter won by Mark KE6ZRP

~~~~~  
**A big Thank You for those members donating to the cause:  
Marilynn(bon's sister), Melanie, John & Mijo Reynolds, Kevin  
Wilson, De Witt Morgan, Billy Hall & Ray & Bonnie Davis**

~~~~~  
**Gray ticket distributor-- John W5JFR  
Gray ticket winner - Mark KE6ZRP  
How many tickets drawn - 2**

~~~~~  
**Ticket drawer- Mijo  
Ticket dissectors- Not sure**

~~~~~  
**SECRETARY/Treasurer/NewsLetter Editor/Info:  
Bonnie KD6OFQ 949-551-1036 Fax 949-551-3042  
Cell # 949-300-4441  
<bonidavis@juno.com> <bonidavis@earthlink.net>**

~~~~~  
**NEW MEMBERS: Please Welcome:**

Matthew KE6ZMY & Debra W6QIE Johnson  
Belmont, CA  
Steven Hoskins KE4RZE Milford, VA  
Noel K5NES & Sherry Seeley Desha, AR

We are here for each of you -as we care..

**MEETING:**

**Discussion & preparation for the Bad Ride for  
the next day Sunday June 5, 2011**

**NEWSLETTER:**

Thank you to all for your articles for the August newsletter. Very  
much appreciated.. Some good reading..

**SUNSHINE CORNER:::**

We have several "MARC" members who need our love and  
prayers.....

Condolences for Burt N6USO & Geri KE6SUW & family in the  
loss of Burt's mother.

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, we "MARC" are here for you day and night...as we care.  
Also for all the people who are out of work, homeless due  
circumstances beyond their control...

~~~~~  
**Special 2011 prayers for our troops.**

**We honor our Military for putting their lives in danger so we  
may live. Their families need our support and love as well.  
They need our support in anyway we can help..  
Keep up the spirit... Love & Gratitude to all  
GOD BLESS AMERICA SUPPORT OUR TROOPS  
IN GOD WE TRUST**

~~~~~  
**Tour de Palm Springs Feb 11, 2012**

Monthly committee meetings begin in September thru  
February will be on the first Wednesday of the month at  
5:30pm

~~~~~  
**San Diego Tour de Cure April 21, 2012**

Possibly need a coordinator for this one...

~~~~~  
**Ship to Shore TDC 4/29/12**

They will be raising the minimum to \$175 advised by  
National. They are also introducing a reduced fund-raising  
level for children up to 16 yrs old \$25 -\$50  
hoping to encourage more families to ride. Seems other  
Tours have done so and the children raise considerably  
more.

~~~~~  
**Tour de Cure Orange County fall of 2012**

(We need a coordinator for this event)

We are currently coordinating the first official committee  
meeting which looks like it will be in Sept. We were trying  
to do one in August, however, vacations are getting in the  
way. Right now we are definitely leaning toward a fall 2012  
event. Hope this helps. Thanks so much for your support.  
Looking forward to working with you on Tour de Cure  
Orange County. (Allison Hickey)

~~~~~  
**Congratulations to John & Mijo as their son John & Brandi  
(bride to be) will be married Sunday August 7, 2011**

## 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))

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## **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**

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**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)**

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

**Public Relations:** Billy Hall N6EDY  
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**MS 150K Coordinators:** John Edwards KC6ZOZ  
Andy Bocker W6AJB

**TOUR DE OC For Abused Children Coordinator:**  
Scott Farthing K6IXQ

**Love Ride Coordinators:** Bill Douglas K6WBD  
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Mark Kanzler KE6ZRP

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

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**Victorville** Mike Naron N6QZT  
**Pomona** Bill Douglas K6WBD  
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**Tour de Palm Springs:** Harold Hilbert KI6TYH  
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**APRS Coordinator:** Chuck Welman KG6NJP  
Bill Douglas K6WBD  
Charles Robles KF6TXI

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

**EMBROIDERY:** ShEron Guthrie KC6ZSH  
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**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..

**Motorcycle Accident Cause Factors and Identification of Countermeasure Findings**

Throughout the accident and exposure data there are special observations which relate to accident and injury causation and characteristics of the motorcycle accidents studied. These findings are summarized as follows:

1. Approximately three-fourths of these motorcycle accidents involved collision with another vehicle, which was most often a passenger automobile.
2. Approximately one-fourth of these motorcycle accidents were single vehicle accidents involving the motorcycle colliding with the roadway or some fixed object in the environment.
3. Vehicle failure accounted for less than 3% of these motorcycle accidents, and most of those were single vehicle accidents where control was lost due to a puncture flat.
4. In single vehicle accidents, motorcycle rider error was present as the accident precipitating factor in about two-thirds of the cases, with the typical error being a slideout and fall due to overbraking or running wide on a curve due to excess speed or under-cornering.
5. Roadway defects (pavement ridges, potholes, etc.) were the accident cause in 2% of the accidents; animal involvement was 1% of the accidents.
6. In multiple vehicle accidents, the driver of the other vehicle violated the motorcycle right-of-way and caused the accident in two-thirds of those accidents.
7. The failure of motorists to detect and recognize motorcycles in traffic is the predominating cause of motorcycle accidents. The driver of the other vehicle involved in collision with the motorcycle did not see the motorcycle before the collision, or did not see the motorcycle until too late to avoid the collision.
8. Deliberate hostile action by a motorist against a motorcycle rider is a rare accident cause. The most frequent accident configuration is the motorcycle proceeding straight then the automobile makes a left turn in front of the oncoming motorcycle.
10. Intersections are the most likely place for the motorcycle accident, with the other vehicle violating the motorcycle right-of-way, and often violating traffic controls.
11. Weather is not a factor in 98% of motorcycle accidents.
12. Most motorcycle accidents involve a short trip associated with shopping, errands, friends, entertainment or recreation, and the accident is likely to happen in a very short time close to the trip origin.
13. The view of the motorcycle or the other vehicle involved in the accident is limited by glare or obstructed by other vehicles in almost half of the multiple vehicle accidents.
14. Conspicuity of the motorcycle is a critical factor in the multiple vehicle accidents, and accident involvement is significantly reduced by the use of motorcycle headlamps (on in daylight) and the wearing of high visibility yellow, orange or bright red jackets.
15. Fuel system leaks and spills were present in 62% of the motorcycle accidents in the post-crash phase. This represents an undue hazard for fire.
16. The median pre-crash speed was 29.8 mph, and the median crash speed was 21.5 mph, and the one-in-a-thousand crash speed is approximately 86 mph.
17. The typical motorcycle pre-crash lines-of-sight to the

traffic hazard portray no contribution of the limits of peripheral vision; more than three-fourths of all accident hazards are within 45deg of either side of straight ahead.

18. Conspicuity of the motorcycle is most critical for the frontal surfaces of the motorcycle and rider.

19. Vehicle defects related to accident causation are rare and likely to be due to deficient or defective maintenance.

20. Motorcycle riders between the ages of 16 and 24 are significantly overrepresented in accidents; motorcycle riders between the ages of 30 and 50 are significantly underrepresented. Although the majority of the accident-involved motorcycle riders are male (96%), the female motorcycle riders are significantly overrepresented in the accident data.

22. Craftsmen, laborers, and students comprise most of the accident-involved motorcycle riders. Professionals, sales workers, and craftsmen are underrepresented and laborers, students and unemployed are overrepresented in the accidents.

23. Motorcycle riders with previous recent traffic citations and accidents are overrepresented in the accident data.

24. The motorcycle riders involved in accidents are essentially without training; 92% were self-taught or learned from family or friends. Motorcycle rider training experience reduces accident involvement and is related to reduced injuries in the event of accidents.

25. More than half of the accident-involved motorcycle riders had less than 5 months experience on the accident motorcycle, although the total street riding experience was almost 3 years. Motorcycle riders with dirt bike experience are significantly underrepresented in the accident data.

26. Lack of attention to the driving task is a common factor for the motorcyclist in an accident.

27. Almost half of the fatal accidents show alcohol involvement.

28. Motorcycle riders in these accidents showed significant collision avoidance problems. Most riders would overbrake and skid the rear wheel, and underbrake the front wheel greatly reducing collision avoidance deceleration. The ability to countersteer and swerve was essentially absent.

29. The typical motorcycle accident allows the motorcyclist just less than 2 seconds to complete all collision avoidance action.

30. Passenger-carrying motorcycles are not overrepresented in the accident area.

31. The driver of the other vehicles involved in collision with the motorcycle are not distinguished from other accident populations except that the ages of 20 to 29, and beyond 65 are overrepresented. Also, these drivers are generally unfamiliar with motorcycles.

32. Large displacement motorcycles are underrepresented in accidents but they are associated with higher injury severity when involved in accidents.

33. Any effect of motorcycle color on accident involvement is not determinable from these data, but is expected to be insignificant because the frontal surfaces are most often presented to the other vehicle involved in the collision.

34. Motorcycles equipped with fairings and windshields are underrepresented in accidents, most likely because of the contribution to conspicuity and the association with more experienced and trained riders.

35. Motorcycle riders in these accidents were significantly without motorcycle license, without any license, or with license

revoked.

36. Motorcycle modifications such as those associated with the semi-chopper or cafe racer are definitely over represented in accidents.

37. The likelihood of injury is extremely high in these motorcycle accidents-98% of the multiple vehicle collisions and 96% of the single vehicle accidents resulted in some kind of injury to the motorcycle rider; 45% resulted in more than a minor injury.

38. Half of the injuries to the somatic regions were to the ankle-foot, lower leg, knee, and thigh-upper leg.

39. Crash bars are not an effective injury countermeasure; the reduction of injury to the ankle-foot is balanced by increase of injury to the thigh-upper leg, knee, and lower leg.

40. The use of heavy boots, jacket, gloves, etc., is effective in preventing or reducing abrasions and lacerations, which are frequent but rarely severe injuries.

41. Groin injuries were sustained by the motorcyclist in at least 13% of the accidents, which typified by multiple vehicle collision in frontal impact at higher than average speed.

42. Injury severity increases with speed, alcohol involvement and motorcycle size.

43. Seventy-three percent of the accident-involved motorcycle riders used no eye protection, and it is likely that the wind on the unprotected eyes contributed in impairment of vision which delayed hazard detection.

44. Approximately 50% of the motorcycle riders in traffic were using safety helmets but only 40% of the accident-involved motorcycle riders were wearing helmets at the time of the accident.

45. Voluntary safety helmet use by those accident-involved motorcycle riders was lowest for untrained, uneducated, young motorcycle riders on hot days and short trips.

46. The most deadly injuries to the accident victims were injuries to the chest and head.

47. The use of the safety helmet is the single critical factor in the prevention of reduction of head injury; the safety helmet which complies with FMVSS 218 is a significantly effective injury countermeasure.

48. Safety helmet use caused no attenuation of critical traffic sounds, no limitation of precrash visual field, and no fatigue or loss of attention; no element of accident causation was related to helmet use.

49. FMVSS 218 provides a high level of protection in traffic accidents, and needs modification only to increase coverage at the back of the head and demonstrate impact protection of the front of full facial coverage helmets, and insure all adult sizes for traffic use are covered by the standard.

50. Helmeted riders and passengers showed significantly lower head and neck injury for all types of injury, at all levels of injury severity.

51. The increased coverage of the full facial coverage helmet increases protection, and significantly reduces face injuries.

52. There is no liability for neck injury by wearing a safety helmet; helmeted riders had less neck injuries than unhelmeted riders. Only four minor injuries were attributable to helmet use, and in each case the helmet prevented possible critical or fatal head injury.

53. Sixty percent of the motorcyclists were not wearing safety helmets at the time of the accident. Of this group, 26% said they did not wear helmets because they were uncomfortable and inconvenient, and 53% simply had no expectation of accident involvement.

54. Valid motorcycle exposure data can be obtained only from collection at the traffic site. Motor vehicle or driver license data presents information which is completely unrelated to actual use.

55. Less than 10% of the motorcycle riders involved in these accidents had insurance of any kind to provide medical care or replace property.

["http://www.magpic.com/nycmoto"](http://www.magpic.com/nycmoto)  
[http://www.magpic.com/nycmoto"](http://www.magpic.com/nycmoto)

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## MINI COOPER SHOWN WITH CP-5M UNIVERSAL LIP MOUNT ON THE DOOR EDGE.

All the mounts attach to van doors, truck side doors, SUV doors, etc... and require no holes. Includes 16' 6" deluxe cable assy w/18" mini RG-1888A/U type coax for weather seal entry.

Choose a mount depending on the antenna size and vehicle mounting location space.



### For Small Antennas & Limited Space

MODEL / ANT CONN / COAX CONN

**Maldol EM-5M** SO-239 / PL-259

Footprint: 1.1"x .75"

Max Antenna: 40"

### For Medium Size Antennas

MODEL / ANT CONN / COAX CONN

**COMET CP-5M** SO-239 / PL-259

**COMET CP-5NMO** NMO / PL-259

Footprint: 3.4" x 1.25"

Max Antenna: 60"

### For Tall or Multi-band HF Antennas

MODEL / ANT CONN / COAX CONN

**COMET HD-5M** SO-239 / PL-259

**COMET HD-5 3/8-24** 3/8-24 / PL-259

Footprint: 3.75" x 1.1"

Max antenna: 80"

### COMET BNC-24 DUAL-BAND 2M/70CM HT ANTENNA RX range: 100-1200MHz

• Wavelength: 2M 1/4 wave • 440MHz 1/2 wave • Length: 17" • Conn: BNC Super flexible featherweight whip

### COMET SMA-24 DUAL-BAND 2M/70CM HT ANTENNA RX range: 100-1200MHz

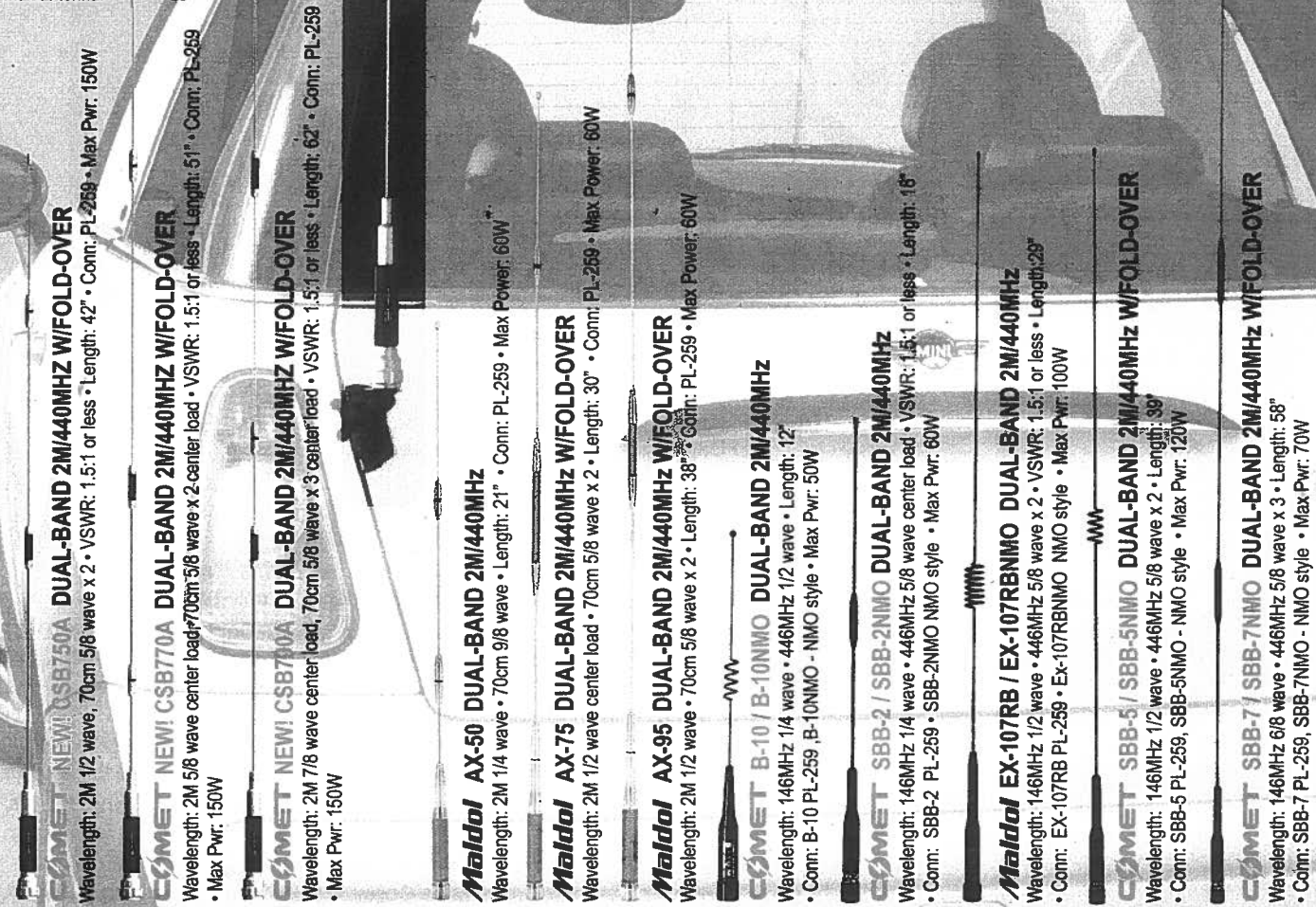
• Wavelength: 2M 1/4 wave • 440MHz 1/2 wave • Length: 17" • Conn: SMA Super flexible featherweight whip

### COMET SMA-503 DUAL-BAND 2M/70CM HT ANTENNA RX range: 100-1200MHz

• Length: 8.75" • Conn: SMA

### Maldol MH-209 (BNC Conn) MH-209SMA (SMA Conn) 2M/70CM DUAL-BAND HT ANTENNAS

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



**COMET NEW! CSB750A DUAL-BAND 2M/440MHZ W/FOLD-OVER**  
Wavelength: 2M 1/2 wave, 70cm 5/8 wave x 2 • VSWR: 1.5:1 or less • Length: 42" • Conn: PL-259 • Max Pwr: 150W

**COMET NEW! CSB770A DUAL-BAND 2M/440MHZ W/FOLD-OVER**  
Wavelength: 2M 5/8 wave center load, 70cm 5/8 wave x 2 center load • VSWR: 1.5:1 or less • Length: 51" • Conn: PL-259 • Max Pwr: 150W

**COMET NEW! CSB790A DUAL-BAND 2M/440MHZ W/FOLD-OVER**  
Wavelength: 2M 7/8 wave center load, 70cm 5/8 wave x 3 center load • VSWR: 1.5:1 or less • Length: 62" • Conn: PL-259 • Max Pwr: 150W

**Maldol AX-50 DUAL-BAND 2M/440MHZ**  
Wavelength: 2M 1/4 wave • 70cm 9/8 wave • Length: 21" • Conn: PL-259 • Max Power: 60W

**Maldol AX-75 DUAL-BAND 2M/440MHZ W/FOLD-OVER**  
Wavelength: 2M 1/2 wave center load • 70cm 5/8 wave x 2 • Length: 30" • Conn: PL-259 • Max Power: 60W

**Maldol AX-95 DUAL-BAND 2M/440MHZ W/FOLD-OVER**  
Wavelength: 2M 1/2 wave • 70cm 5/8 wave x 2 • Length: 38" • Conn: PL-259 • Max Power: 60W

**COMET B-10 / B-10NMO DUAL-BAND 2M/440MHZ**  
Wavelength: 146MHz 1/4 wave • 446MHz 1/2 wave • Length: 12" • Conn: B-10 PL-259, B-10NMO - NMO style • Max Pwr: 50W

**COMET SBB-2 / SBB-2NMO DUAL-BAND 2M/440MHZ**  
Wavelength: 146MHz 1/4 wave • 446MHz 5/8 wave center load • VSWR: 1.5:1 or less • Length: 18" • Conn: SBB-2 PL-259 • SBB-2NMO NMO style • Max Pwr: 60W

**Maldol EX-107RB / EX-107BNMO DUAL-BAND 2M/440MHZ**  
Wavelength: 146MHz 1/2 wave • 446MHz 5/8 wave x 2 • VSWR: 1.5:1 or less • Length: 25" • Conn: EX-107RB PL-259 • EX-107BNMO NMO style • Max Pwr: 100W

**COMET SBB-5 / SBB-5NMO DUAL-BAND 2M/440MHZ W/FOLD-OVER**  
Wavelength: 146MHz 1/2 wave • 446MHz 5/8 wave x 2 • Length: 38" • Conn: SBB-5 PL-259, SBB-5NMO - NMO style • Max Pwr: 120W

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

**COMET**  
and **Maldol Mobile**

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## SATURDAY GOLDWING TIRES SPECIAL

Tire Brand	Size	Retail	Everyday Price	Saturday Special
<p>FRONT REAR</p>	<b>Elite 3</b>	<b>GL1800</b>	\$139.99	\$129.99
	130/70-18	<del>\$218.99</del>		
	180/60-16	<del>\$295.99</del>	\$179.99	\$169.99
	<b>Elite 3</b>	<b>GL1500</b>	\$129.99	\$119.99
	130/70-18	<del>\$201.99</del>		
	160/80-16	<del>\$254.99</del>	\$169.99	\$149.99
	<b>G709-G704</b>	<b>GL1800</b>	\$129.99	\$119.99
	130/70-18	<del>\$219.99</del>		
	180/60-16	<del>\$285.99</del>	\$159.99	\$149.99
	<b>G701-G702</b>	<b>GL1500</b>	\$139.99	\$129.99
	130/70-18	<del>\$213.99</del>		
	160/80-16	<del>\$259.99</del>	\$169.99	\$159.99
	<b>ME880</b>	<b>GL1800</b>	\$139.99	\$119.99
	130/70-18	<del>\$194.95</del>		
	180/60-16	<del>\$256.95</del>	\$179.99	\$159.99
	<b>ME880</b>	<b>GL1500</b>	\$139.99	\$129.99
	130/70-18	<del>\$213.99</del>		
	160/80-16	<del>\$259.99</del>	\$169.99	\$159.99

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Labor Fee	=	\$75 Everyday
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While You Wait!!!  
Bring In Any Best Price Ad and  
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\*Prices Exclude \$1.75 Tire Tax (Per Tire), Tire Disposal Fee, Government Fee, Wheel Weights, Valve Stems, Inner Tubes or Rim Bands

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

**AUG 3,10,17,24,31- "MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9**  
**13- "MARC" BREAKFAST MEETING HOMETOWN BUFFET IN AT 7 AM(SET-UP) SERVE AT 7:30 AM**

**SEPT 5- LABOR DAY**  
**7,14,21,28- "MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9**  
**10- "MARC" BREAKFAST MEETING HOMETOWN BUFFET IN AT 7 AM(SET UP) SERVE AT 7:30 AM**  
**11- PATRIOT DAY & GRANDPARENTS DAY**  
**23- FIRST DAY OF FALL**

**OCT 5,12,19,26- "MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9**  
**8- "MARC" BREAKFAST MEETING HOMETOWN BUFFET IN AT 7 AM(SET UP) SERVE AT 7:30 AM**  
**10- COLUMBUS DAY OBSERVED**  
**16- NATIONAL BOSS' DAY**  
**22, 23- MS 150 EVENT**  
**31- HAPPY HALLOWEEN**

**SPECIAL INFO:::::::::: "MARC" LIST: [marc@nport.com](mailto:marc@nport.com)**

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

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

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

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

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

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

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

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



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

***AUGUST 2011***

**NEXT MEETING: NOTICE::::**

**AUGUST 13, 2011 7:30 am AT HOMETOWN BUFFET**

**1008 E. SEVENTEENTH ST, SANTA ANA, CA 92701**

**BETWEEN THE I-5 & 55 FREEWAYS**