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**MISSION STATEMENT:**

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

May 2011

PRESIDENT:

JOHN REYNOLDS	W5JFR
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SECRETARY/TREASURER/EDITOR:

BONNIE DAVIS	KD6OFQ
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50/50 & DOOR PRIZES:

MIJO REYNOLDS	KF6BEB
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MARC WEBMASTER:

CHARLES ROBLES	KF6TXI
RAY DAVIS	KD6FHN

MARC LIST:

LEWIS OSBORN	K7LVO
DE WITT MORGAN	KM6UK

FROM THE PRESIDENT'S DESK:

Welcome to May. I hope a very good Mother's Day was had by all. We had (or are planning) a day with our daughter, son-in-law, and family.

Now to bring you up to date on my ramblings for last month; our mother hummingbird and her two little ones have left the nest. I went out to take what was the last picture of the nestlings. When the camera clicked, it startled them and they both flew from the nest. The smaller of the two stayed close for a couple of days with the mother feeding it. Now they return to feed from one of the three small feeders that we have and sit on top of the bird cage that was their nest site. This has been a wonderful experience for Mijo and me.

Thanks for all the goodies that you donated for Willie Douglas and his fellow soldiers. With your help, we had five of the large mailing boxes from the post office full of treats for the troops. I haven't heard from Willie but perhaps Bill, K6WBD, has.

John, KC6ZOZ, will have the super raffle prize tickets on sale for this month's meeting, our MARC anniversary. We will have a \$500 grand prize, a set of tires, mounted and balanced from, Huntington Honda, a dual needle SWR and power meter from Comet and several other very nice consolation prizes. Come and join us for the festivities on Saturday, 14 May 2011. Be sure to wear your MARC finest, as I will bring my camera for photographs after the meeting.

The Ship to Shore Tour in Long Beach went as well as could be expected. We had a few problems such as the first rest stop was very late getting supplies of water and food, (I heard that the truck driver was turned back at the first of the two bridges that had been closed for the event and then got lost trying to find a detour.) Then, water was scarce at the other rest stops, probably because of the beautiful warm day that we had. There were a couple of minor incidents (a bee sting? and ????) but no medical transports that we heard

of. Oh yes, the SAG drivers were kept busy and there were several flat tires to be repaired, and at one time I thought my new tire pump was going to overheat from repeated use. ;-) Mijo and I thank all of our motorcycle mobile operators, every one who came out to work at net control and, of course, the SAG operators and navigators who donated so much time, energy, gas, and vehicles. A special thanks to Ray and Bonnie for all the net control equipment and to everyone who helped set up and take down our net control. It takes a team to make our events work and MARC has the best team that I know of.

Now to prepare for the Tour de Cure of San Diego, which will be finished by the time you read this and also to start getting our kit ready for the Bad Ride on Sunday 5 June 2011. Then it will be time for our summer break. Please remember that we will not have a scheduled meeting in July nor will there be a newsletter. Thanks.

Please join me for the MARC net on Wednesday evenings at 1930 Hrs. Pacific time. I will be on the Alert Santiago repeater, 446.900 – tone 110.9. You can also check in on Echo-link at the KE6ZRP-L link and if all else fails contact Ray, KD6FHN or me on Skype. An Echo-link or Skype contact after 1900 and before 2030 will count as a net check in for the next MARC meeting. Perhaps with the luck of the draw, you can convince MARC to pay for your breakfast. While on the subject of nets and repeaters I would like to thank the owners and users of the Alert and Barn radio systems for the use of their repeaters for our MARC nets and for all of our MARC events. Also, a thank you is in order for the members of the La Crescenta Radio Club for the use of the Mt. Thoms repeater during the Ship to Shore event. With the use of this repeater and the Alert Santiago Peak repeater we had better coverage on the Palos Verdes Peninsula than ever, Thank You!

I know that many of you will be taking trips this summer (barring the high price of gas) so please take pictures and make notes to share your adventures here in our newsletter.

It is fun to be part of the family and share your adventures.

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

Events for 2011 so far

May	7th	20th	San Diego TDC
June	5th		Bad Ride
Oct	22/23		MS 150, So. CA

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

MAY	4th	FOR MAY
MAY	25th	FOR JUNE/JULY
AUG	3rd	FOR AUGUST
AUG	30 th	FOR SEPTEMBER
SEPT	28th	FOR OCTOBER
NOV	2nd	FOR NOVEMBER
NOV	30 th	FOR DECEMBER

M - O - T - H - E - R May 8, 2011

**"M" is for the million things she gave me,
"O" means only that she's growing old,
"T" is for the tears she shed to save me,
"H" is for her heart of purest gold;
"E" is for her eyes, with love-light shining,
"R" means right, and right she'll always be,
Put them all together, they spell
"MOTHER,"**

A word that means the world to me.

Howard Johnson (c. 1915)

ARMED FORCES DAY MAY 21, 2011

Some are called Soldiers, some are called Marines, some are called Sailors, some are called Airman and some are called Coasties....they are our US ARMED FORCES

After all it IS the LAND of the FREE and the HOME of the BRAVE that our ARMED FORCES are making sacrifices for...it should be the one place on earth that our ARMED FORCES would rather BE!

**SHIP TO SHORE TOUR DE CURE
MAY 1, 2011**

A big **THANK YOU** to all the MARC members that helped out with this year's Tour de Cure Ship to Shore ride May 1. I will tell you that everyone did a great job. Net control did their typical **SPLENDID** job with the communications and handling traffic. It did seem that they had enough help, and really appreciated **Matt helping** out with the radio on MARC simplex. It also seems our choice of repeaters worked well, both the **ALERT/BARN repeater** and the **CVRC repeater**. Coverage was good. **Thanks to Ray and John Edwards** for doing much of the set up at Net Control. It really makes a big difference when things work so well. Now if we can just get a port-o-potty closer to us, that would be perfect! **Another big THANKS** goes out to Chuck and Bill, who worked hard on the route slips, and the GPS program. There were changes being made to the routes last minute, and they had to spend extra time to make sure we knew the routes and how to follow them. However, we did have a couple of members that decided that the day was so nice, that they took a little "sight seeing" tour in addition to working the event. But it was not long before they got back on course and finished up the day back at Net Control. **As for the motors**, what can be said about you guys that has not already been said many time before. **GREAT JOB**. period. You guys showed up ready, left at all the right times, and patrolled the routes perfectly. We have been blessed this year by having several new members to MARC, each of whom have jumped right in and said "where do you need me", and then have gone out and did a great job. Kudos to all! And to add extra excitement to the mix, this year we had 4 **SAG's** that were not **MARC** members that also required non **MARC** member hams join them so that we could have our great communications. Wow, new faces that also jumped right in there and did a great job. And the **SAG's** that have done this at all the events we do were awesome. Ready, friendly, and so helpful **Great job as well guys, and gals.**

So where does this take us now. After tonight's post event meeting we were told that there were 2035 riders, and that \$ 560.000 was raised. More money will come in, but it is their best yet. And as we sat at the meeting and each of the committee members got their chance to air out the positive and negative issues to work on next year, one of the first words out of each member was "**thanks to MARC and you motorcycle guys for doing such a great job**" "**You guys were Fantastic**" "**The SAG's were great**" Not just words, but big hugs to Bonnie, and hand shakes to me in thanks. Definitely heart felt.

Bonnie and I did speak of the areas that **REALLY** need to be addressed next year. 107LR, train tracks, Rest Stop issues, and supplies to name some, and others that were brought up by everyone. Solutions were not talked about tonight, but all of your comments were forwarded on to the committee chairman and will be looked at for next year.

Finally, I would like to say a personal "**thank you**" to everyone. This was my first time being so involved working with John Beckwith, and Bonnie Davis as coordinators. This was not an easy event to get right, new people, a 100 mile route, and many last minute changes. But that is part of the learning to make it better. Please do not hold it against me for the one very minor mistake that I **MIGHT** have made. (well, maybe more than one) I think we all had fun and that is a great place to build from.

Thank you all again,

**S2S TdC coordinator
Mark Kanzler KE6ZRP**

We want to thank each and everyone of you:

Motors: Mike N6QZT, Fara KF6ZQO, Bill KA6HMS, Joseph W6UPB, Andy W6AJB, Charles KF6TXI, John KC6ZOZ, Billy KF6WBV, Ray KD6FHN, John W5JFR, Chris KB6MYR, Bob N6UK, Mike K7WNO, Scott KI6WOD, Kevin KI6SUJ, Butch KD6VBO, Carey KE6JWE & bicycle mobile Derrick WA6PTN...

SAGS: Sag 1-Alvin KD6UZM & Glenn AB6PA, Sag 2- Scott K6IXQ, Sag 4 -Jim WA6FMP, Sag 5- Fred KI6RJN, Sag 6- Tom & his sweetie & Diana AI6DF, Sag 7- Jerry King & Lovell KI6VZS, Sag 8- Ron Sinson & Walter W6NYW
NET CONTROL: What can I say we had newbies who jumped in and did a super job- **Our scribes** - Vickie Beckwith, Melonie, & Matt KI6SXX **then radio operators-** Mijo KF6BEB & Liz KJ6JJD And then Chris who did a lot of background work in my place & was a messenger to the ADA. Helped out tremendously..

Last but not least our two route modifiers: Chuck KG6NJP & Bill K6WBD who make the routes better to comprehend. This takes time and hair pulling..

As Mark said, last night the kudos would not quit, One member Len wanted to thank Andy W6AJB for literally saving him from being hit by a vehicle. The MARC member who took the picture of the big hole where a lady dropped in with bicycle on top of her - they would like that picture and any others of interest that some of you may taken. I will get the info where you can send them. The gentleman who got us the tubes, gave me as hug that would not quit with tears in his eyes.

My thanks for Mark (did great) & John (for doing the Op Plan) Both did their job well...the date for next year is April 29th, 2012.

Mark KE6ZRP--John N6JCB-- Bonnie KD6OFQ

**Tour de Cure San Diego - 20th Anniversary
Saturday, May 7, 2011**

Okay MARC members this event will be over by the time you get this newsletter.

At this point they have 1138 riders expecting 1200 & raised \$378,651.

**Thank you all for your participating.
Bonnie KD6OFQ**

America America

**The land of the brave
I love you so dearly
But they treat you so bad
The politicians and business men
Treat you like mad**

**What we once loved is suddenly fading
Our dreams won't come true
Our lives broken for you**

**We need to preserve the great nation
And turn it from bad
For you are our hope
And everything for we stand**

by Gary Hess

**Every ending is part of a new drawing, a blank page just waiting for you to put your own special stamp to it!
(Joleen Timmins)**

RAY'S RAMBLINS



Well at least I am in a better newsletter article writing mood than I was last month. Last month I was still having trouble with the new to me rebuilt Dell Latitude D620 laptop. Oh yeh, and I am no longer angry because we started MARC way back when because we don't get to go anyplace anymore and I don't get to go riding anytime I have a mind too. Things are better this month. The computer is working somewhat better and I got to go riding Casper a couple of times. Yea.

Several of the reasons for feeling better too are that we now are having longer daylight, 13.36 hours, the rains are gone, the mornings temperatures are above 50 degrees and they have been getting up to over 80 by noon. It was 85 yesterday 5-3-11.

We have really been having fun with good turn outs for our unofficial Saturday morning get togethers at Huntington Honda and Woody's 50's Cafe. The pastries are the best and the coffee is good too, and all free. We have some really great/funny people in our group and they are always entertaining. Most of us are there between 9 & 9:30am and leave for Woody's between 10 and 10:30am. Woody's Cafe is just West of Beach on Warner in Huntington Beach, just in case you didn't know.

As I said last month, we did get a new order of 1/2 inch tubular rack antenna mounts in, but I forgot to include the information that these antenna brackets are not polished like the earlier ones. In order to keep the price affordable and Bonnie and I not have to put out so much out of pocket money we had to take them this way or they would have doubled in price to over \$50. The price is still \$25 each, but they are not as pretty as the older ones.

Also, we will soon be out of the 2 1/2 x 2 1/2 inch polished stainless steel plates. There are only a couple of sets of those left and I have stopped selling them to non MARC members. Some time ago we found some 2 inch polished stainless steel round washers with a 1/4 inch hole and we will try them to see if they are big enough to spread the load so we won't be cracking the trunk lids again. I may experiment with them on Casper and remove the 2 1/2 inch square plates and replace them with the 2 inch round washers to see if they do the job. Wow, the sacrifices we have to make for MARC, poor Casper gets the brunt of all of these tests for our members. But Casper loves the attention. :-)

Well we just finished the Ship to Shore Tour de Cure in Long Beach/San Pedro/Palos Verdes/Wilmington & Seal Beach charity event this past Sunday (5-1-11) and it was the largest it has been in the 3 years we have been volunteering to help with this event. It is only the 3rd year for this event and it is growing every year. It is the only day of the whole year the bicyclists are allowed over the Vincent Thomas Bridge in San Pedro. We had about 20 motorcycle mobile volunteers, at least 6 or more net control volunteers and a good number of SAG vehicles and radio ride along volunteers. For some reason we experienced many more bicycle flat tires than in years past, but thank goodness for the bicycle shop that sent 3 boxes of bicycle inner tubes to net control to pass out to the MARC motorcycle mobiles and the SAG vehicles. At one rest stop I spent well over an hour just helping fix 3 flats, and one of them was impossible to fix so he was SAG'ed to another rest stop with a bicycle mechanic was able to repair it.

This Saturday (5-7-11) we will be down in North San Diego

County for the San Diego Tour de Cure. So by the time you are reading this that charity event will be over with. They are expecting more bicycle riders than last year so that ride is also growing every year. **God Bless all of our MARC volunteers for there continued support of these very worthwhile charity events.**

On the personal side, I have been seeing a dermatologist about the sores on my ears and the top of my head. I have had the sores on the top of my head for at least 20 years. So they had to take 2 chunks out of my right ear to get rid of the cancer spots, one chunk out of my left ear, but all of the spots on top of my head are gone except one and I go to the doctor tomorrow morning to see what they are going to do about that one spot. The spots on top of the head were all taken care of with a special prescription shampoo and medication except for that one spot. Otherwise health is good and life is good. I will turn 79 on May 18th.

I plan on doing the Southern CA M/c Assoc. Blazing Saddles Ride over Memorial Day weekend with MARC members Billy KF6WBV & Connie KD6YOM, Charles KF6TXI & Melanie, John N6JCB & Vickie. Have reservations at the Days Inn North in Knoxville TN for Wing Ding July 5th thru the 9th. Their will be at least 2 other MARC members at Wing Ding. Their will be Billy KF6WBV who is planning on riding from Flagstaff AZ. to Wing Ding with me and we will meet up with Rob KH7MW at the Day's Inn North in Knoxville.

On August 14th I am planning on joining Bonnie and all of her family for her 80th birthday celebration on the family farm North of Ashland OH.

Then of course I will be doing the SCMA 3 Flags Classic Chula Vista CA. to Penticton BC Canada over Labor Day weekend. May even do the SCMA USA 4 Corners Ride for the 14th time. That is San Ysidro CA to Blaine WA, to Madawaska ME and finish in Key West FL. and home. The USA 4 Corners Ride is 10,500 miles home to home anyway you ride it For the summer riding I will probably put a Goodyear 195/55R/16 Run Flat car tire on the rear of Casper again. That way I don't have to stop all summer to have a new rear motorcycle tire installed. I once came home all the way from Flagstaff with no air in that Run Flat Tire. That Goodyear Run Flat tire is good for about 30,000 miles. Hope to see some of our MARC, WOTI, GWRRA & SCMA friends on some of these rides this summer. **Be safe out there.**

Please support those companies that donate the many large Super Raffle prizes for our MARC Anniversary Party (Saturday May 14th this year) and the MARC Christmas Party in December each year. Also please support those who pay to advertise in our monthly MARC Newsletters.

God Bless all of our MARC family, our own personal family members and friends, have a safe and happy 2011.

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?glld=0BbJYC3FPXJAUc0f5qtoAUlxSV43Whha>"

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

Casper now with 190K

BIKERS AGAINST DIABETES -- 2011 BAD RIDE

When is a BAD Ride -- Really GOOD ? When the BAD ride stands for "Bikers against Diabetes" - And is sponsored by the American Diabetes Association. It's coming the second Sunday of June - the 5th.

We will have the sign up sheet for the BAD ride at the May meetings in case you miss the April meeting.

In the event that you are planning on "working" the ride AND you WILL NOT be at these meetings - Please drop Bonnie an email so we can get an indication of how much support we will have for this operation.

We will need the following information: Name, call sign, phone number, e-mail address, whether you receive the MARC List, passenger info.

FOR CYCLE RIDERS -- do you have VHF, UHF, and do you have CB capability. Do you have APRS Capability.

We will need all the motorcycles we can get. We will need 5 to 6 handheld operators, and operators for the Net Control. We will also need operators who will monitor the ride from their home QTH's -- To act as relays - or to call 911 in the event any of the Start Point Rides have an emergency while en route. Please let me know if you know any CBers that you recommend as "Trail Sweeps" in the event that we do not have enough "MARCies" to do the job

We will have a MARC Breakfast meeting the day before the actual Ride -- to finalize instructions and hand out equipment. It appears that we will have about 18 to 20 Start Sites this year. This will really "tax" our capability -- So we will need all the motorcycle support that we can "conjure up".

This will be the 11th year that MARC has supported the BAD Ride. And, the 7th year to support it with our new APRS Route System. This ride tests our abilities and stretch our capabilities" more than any of our endeavors because our members are working such a diverse number of assignments which are spread out over a goodly portion of Southern California. And most of them will be operating on their own.

Each year the ride has been a huge success, and getting more popular. MARC can claim a good share of the credit for this because of the services we provide.

This ride will "draw" Motorcyclists from all over Southern California. Participants will be "Checking-in" at one of the 20 "Start Points" located throughout So California to register and turn in their money. They will then "convoy" to the Picnic in the Park.

Inasmuch as most of our MARC members are operating "on their own", scattered in widely separated areas, I am providing a "scenario" of what will (or should) be taking place -- So that everyone can see how they fit into the overall plan and to "see" what the other MARC members are doing. THIS is your instruction sheet -- for your own particular assignment. Please keep this copy from your newsletter.

If you are familiar with the program, you probably won't need to read this again.

But you might want to hang on to these instructions to see what everyone else is doing.

AN OVERVIEW OF MARC PARTICIPATION DURING THE 2011 BAD RIDE

We will discuss the Ride at the June 4th MARC Breakfast meeting. Necessary information, vests, and equipment will be distributed -- Ray will issue Radio Frequencies -- and Chuck will brief us on APRS. This is somewhat different from the other rides that we support because

we don't meet again as a group until after the rides come in from the outlying areas. Everyone will report to their assigned area - directly from their own homes - rather than meet together and receive their assignments.

We will attempt to assign you to a start location near your home, if possible. If you do have a specific preference -- Please let me know by Email ASAP, And we will attempt to honor your request. However, SOMEONE does have to go to the more distant places. If you are willing to take one of the "outlying places" -- Please let me know. That could help out in making the assignments. We do not yet have the Start Points for 2011

- But the previous Start Points have been in Ventura; Cathedral City; Fullerton; Harbor City; Pomona; Riverside; Montclair; Oceanside; Loma Linda; San Juan Capistrano; Marino Del Rey; San Juan Capistrano; Westminster; Laguna Niguel; Irvine; Van Nuys; South Gate; Long Beach; Temecula; and Los Angeles. Etc. They will probably be about the same. Remember - Email your first and second choices for Start Site assignments - and we will do our best to accommodate you. As per usual, it could be as late as Friday before we get all the positions "firmed up" - so please be patient.

This year will be the 7th year to use the APRS capability -- and we will try to assign APRS Bikes to the more distant locations. APRS Bikes will be used at the "lead" when possible.

MARC will dispatch two Motor Patrol Riders to each "Start" location -if we have enough. They should establish personal contact with the "Registration Official" at their assigned start site -- and -- the with the "Road Captain" for each location. The "target time" for arrival at your individual "start point" is to be "in-position" by at least 0830 hours. MARC Control will be "on the air" by at least 0700 hours for your "in-route" check-in, and to "monitor your ride" to your individual assignment. Please check in as soon as possible cause we need to know that you are "awake" - dressed and ACTUALLY "on your way".

Motor Patrol Riders will initially provide an administrative link between the start point Registration Personnel and the Park Headquarters. Later during the convoy, the Lead MARC Motor Patrol Rider should ride "side by side" with the "Ride Captain" at the head of the Convoy (within "SHOUTING" distance). You are to keep MARC Control advised of the number of bikers, their progress along their route, and the estimated time of arrival at Oak Park. The other MARC Motor Patrol (when available) will act as the "sweep" -- Keeping the "lead" advised of the condition of the convoy, and calling for assistance in case of accidents. Both motors will operate on the assigned 440 frequency for communications back to MARC Control. They should also select a 2 meter frequency (Something other than MARC Simplex) to use for their bike to bike communications. In the event of an accident or incident, get the info fast, pass it on, and return to your "sweep" position as fast as possible. The sweeps will have to use their own judgment concerning assistance for breakdowns, etc. Keep in mind that if you get tied up with non-emergency type situations -- You limit your capability to be "there" at the back of the pack performing your primary responsibilities toward the convoy. In the event that we do not have enough Ham radio equipped Motors to send to each location, we may have to utilize a CBER to act as the second motor, and serve as the "sweep". If you happen to be utilizing a "CB sweep", use your ingenuity, "guide" them along, and "make" it work. If you know a CBER that you would like to work with you - Let me know. We usually don't have enough Hams to fill all the slots.

Inasmuch as the Motor Patrol Riders will report directly to their assigned locations (rather than meeting at some central location) -- It will be necessary to issue you your "equipment" early -- like at the MARC Breakfast meeting the day before. If you are assigned to a start point -- **AND WILL NOT BE AT THE MARC MEETING on June 4th** please let Bonnie or me know so that we can make some other arrangement to get your vest and equipment (possibly your start point "partner" can pick it up for you).

In the past -- The position of "Ride Captain" has been pretty much a "symbolic or honorary" type of thing. Each year they keep promising me that they will be having a class for the Road Captains. That the Road Captains will have selected AND PRE-Road the route. Hopefully that will have taken place this year.... But if it doesn't -- YOU may discover that you know more about what is going on, and what should be done, than the ride captain. **PLAY THIS BY EAR**, use your "diplomacy", and "lead" them along to a successful conclusion. Bonnie says she will prepare a "sign" that says "Ride Captain" -- which you may use to "dress up" the leaders bike, and help establish a "rapport" between you. You should endeavor to establish a good relationship with the Ride Captain. Technically he is responsible for his convoy and MARC is there to assist him IF he knows what he's doing -- That is great. However, if it looks like he needs help, or needs suggestions -- then diplomatically assist him. If he looks to you to tell him what to do ... Play it by ear ... and make the best of the situation. You should discuss the route your going to take, and make it a safe trip. The ADA People have promised me that they will be paying more attention to the selection and training of the Ride Captains - But this is a yearly promise and hasn't happened yet.

If MARC Control asks you to delay your arrival time, or slow down, or go around a few blocks -- Pass this on to the Ride Captain, as suggestions from the Park, and tell him WHY. Let him know that this is an attempt to reduce the congestion at the Park in the event that too many units are arriving at the same time.

Individual locations will "convoy" to the "Oak Canyon Private Picnic Area" which is located next door to Irvine Lake In Orange County . These convoys should depart their areas to arrive at the Picnic area between 1030 to 12 AM. All participants should have arrived at the Park by "noonish." They will then be served a nice hot lunch, and entertained by a succession of Bands. Other entertainment will be a "Presentation" by the Motorcycle Drill Team, Bike Show, Games, Demonstrations, Vender Booths, "Eye Candy", etc etc.

Now that sounds easy enough -- All it requires is 2 Motorcycle / Mobile communication units for each of the Start Points -- However, that means that up to 20-40 of our MARC members are out there on the road -- Just on the convoy assignments. Consequently, since we can't possibly provide that many -- We will have at least one MARC operator at each Start Point. And, depending on availability -- MARC Hams on the "Sweep" positions -- At least for the larger convoys. We may also use available CB's to act as a "Tail Sweep" , teaming up with the MARC Operator. Depending on availability, Some of the smaller, and/or "close in" start Points will probably have only one MARC Operator assigned -- and not have a sweep position. If you have no sweep rider - then use your expertise and do what ever is necessary to "make it work".

Back at the "Park" -- We will "setup" the MARC

Communications Tent -- housing the various "Control Stations". They will help coordinate the arrival of the convoys so they don't "bunch up" at the "parking Area". This "job" is usually further complicated by the arrival of individuals, and groups of participants -- who for whatever reason --decided to "bypass" the "start points" and go directly to the Park. Unfortunately we won't be aware of these "people" -- until they actually show up at the gate.

Additionally , we will also need an extensive group of "In the park Operators"" Utilizing "Hand Held" units. They will be the "Shadows" for the "set up", Gates, Parking, In-Park Registration, Security, And the administration of the days activities. If we have enough volunteers we will assign two operators for the Main Gate, and two operators for the Rear gate positions -- That way they can "spell" each other -- And give the other one a chance to eat, rest, or take part in the entertainment.

The communications tent should be "up and operating" - Bonnie always seems to be able to get it on the "air" by 0700 - so that we can "cover" the riders during their trips to their individual Start Points. These "start point" mobile units will provide the capability for messages to and from the Park. Messages from the "Start Points" should include periodic updates of the number of "check-ins", Proposed and actual departure times, Estimated "travel time", And - most important - Periodic adjustments to the estimated arrival time at the Park.

Close CO-ORDINATION and **CO-OPERATION** is necessary between the "Motor Patrol Riders and the "Ride Captain" of each Convoy -- And -- with MARC Control. Bonnie and her crew may attempt to provide some "guidance" to a "convoy" if it appears that too many units are going to "bunch up" at the gate. -- They might even suggest a "slow down" to delay the arrival time for a designated convoy. The Rear Gate operator will keep the Parking people apprised of the time and size of the incoming new arrivals.

To get to the Park, take the Chapman turn off of the 55 Fwy in Orange and proceed East, crossing Jamboree Road, and onto Santiago Canyon Road ... Or ... Take the Jamboree Road turn off of the I-5 and proceed East. Turn right onto Santiago Canyon Road. From this point (in both cases) follow Santiago Canyon Road -- Go past the "Irvine Lake Park entrance" -- and turn left at the "first opportunity", on to a "private road". This road will be marked with a "BAD Ride" sign. Go past the "Bahia Park" on the left, and the next Park will be the "Oak Canyon Private Park Entrance". Motorcycle Convoys of participants are to continue on past the Main Entrance, turn left, and enter the park thru the "rear gate" -- where riders will be directed to their parking area. Unregistered bikers will be directed to the "In-Park Registration area".

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

Inasmuch as Cell phones will not operate from the Park, we will need a capability for making "911" type calls in the event of an

MS 150 BAY TO BAY OCT 22 & 23, 2011

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

MARC Control Personnel and Coordinators should plan on arriving at the Park prior to 0600 to help set up the Communications Tent . MARC Control and Message Center will be set up at a central location -- Convenient to all the facilities. We will use MARC Control to cover all the outside communications with the start points -- And MARC Simplex for in-the-park and gate communications. MARC control should be on-the-air prior to 0700 to provide a net control for the start point riders as they travel to their respective locations. It is anticipated that MARC Control may terminate it's operations as soon as all the start points have arrived and the bulk of participants have entered the park -- Guesstimated to be about 2PM.

Shadows and Position Operators should arrive by 0700. MARC Simplex will act as net control for in-park communications. We will provide "shadows" for the Main Coordinators; Main Entrance position, Rear Gate position, and Security. It is anticipated that the Net Control Tent will act as a message center for all the other various Coordinators who might possibly need answers or assistance as they attempt to "set-up" and get the "show" ready for the arrivals. Those people that DO NOT have an assigned "shadow" will be instructed that they may come by Message Center and we will be able to contact the Individual's "Shadow" that they are trying to communicate with. We will have a "hand held" operator there to "shadow" the message center for that purpose.

The First Aid station will be established in the area next to the MARC tent and will be available with-in speaking distance of the MARC Control operators. The First Aid Station should be functional by 0800.

If I don't tell you different -- Park Personnel should Plan on getting your coffee and donuts before you arrive at the Park. There is generally Coffee and Donuts at the start points.

It is not necessary for you to "sign up and pay" for the event -- However, it's for a good cause, and you may do so if you desire.

Once you have signed up -- please notify us as soon as possible of any changes in your plans so that we can make the necessary adjustments. Also -- Please notify me IF YOU DO NOT RECEIVE EMAIL ON THE MARC LIST -- Because I will need to also include your address separately when Email is sent out.

That is about it -- Everyone should have plenty of chances to "Operate" and "Co-operate" -- So, lets have fun with it. All MARC Personnel should wear Vests to help identify themselves as communicators. If all goes well -- Bonnie, Charles, and myself will take the credit for it. If it doesn't go well -- THEN IT WAS YOUR FAULT!!

**Billy Hall N6EDY & Charles Robes KF6TXI -
BAD Ride Coordinators
Mike N6QZT, Bill K6WBD, and John N6JCB --
Area Coordinators**

The first meeting of the 2011 MS 150 Bay to Bay BikeTour Committee was held in April. The numbers were reviewed from last year. There were 2401 riders signed up for the ride. Monies collected totaled \$2.2 million falling \$110K short of the goal.

The goal for 2011 is to increase participation by 7% to put the tour at the same level for 2009. The monetary goal will again be \$2.2 million while keeping the budget at the same level as 2010.

New changes are in the wind for this ride. The MS is in final talks for changing the Start Line to The Great Park in Orange County. The participants would start on the runway and then head south connecting to Pacific Coast Highway. This route will take us through Laguna Niguel, and Laguna Hills. For the overnight stay in Carlsbad, the overnight stop and activities will be at the Sheraton Carlsbad where the MS will take over the entire hotel including the conference rooms.

There will be a new 15 mile ride in addition to the 150, 100, and 30 mile rides. The plan is to start the 15 and the 30 from the finish line in Mission Bay on Sunday, and have everyone enjoy the last day activities in Mission Bay. The 15 miler will take place utilizing the bicycle paths around Mission Bay. The 30 miler will also utilize bicycle paths till it joins the second day 150 route allowing everyone to finish together.

More information to come as plans are finalized. This is a beautiful ride along the Southern California coast. Hope you join us.

**JOHN KC6ZOX <kc6zozjohn@yahoo.com>
ANDY W6AJB <a.j.bocker@verison.net>**

Product Review of the APO3

During the last MARC meeting, I mentioned the APO3 box I installed on my bike, hooked up to my APRS unit. I have my Micro-Trac 8000 FA connected to it. I also saw at the Ship to Shore event that Joseph W6UPB one for his RTG APRS unit. The APO3 is a switch that turns on at 13.05 volts (alternator charging voltage), but when you turn off your bike and the voltage drops to battery voltage (12 volts), the switch remains on for a preset amount of time. This protects the battery from draining. When you turn the bike off, power remains on to the APRS unit for another (configurable to 0, 5, 10 or 20 minutes), so your APRS has a chance to report your actual position. This is very handy when working events. If you shut of the bike before the last position fix is sent from your APRS unit, then at NET Control, it may appear that you may be some distance from where you actually stopped. I have had mine on my Wing for about a month now and my feedback to anyone who may be interested in this device is that it is well worth the investment. I use Anderson Powerpole connectors, so the installation was a snap and took less than one minute to install. I checked several sites and the price is very consistent. For more information, you can go to "<http://www.byonics.com/apo3/>" I hope you find this informative.

**Safe riding to all.
Kevin KI6UJ**

My Custom Leather Seat

David Sawyer
KIDRS

It's been a long (very long) time since I contributed an article for our newsletter. Being up here in Northern Calif. our group (BA-MARC) is still active and alive but not with as many members as we used to have. It seems that the DOT COM bust really took its toll on our membership and participation. It looks like things might be picking up so hopefully there will be more articles.

For more than 20 years of owning Goldwings I have spent most of that time using a Corbin Saddle. My 1984 1200 was my first experience with Corbin and it was fantastic. My 1500 98SE also used a Corbin seat I bought second hand but it was never as comfortable as the one I had on my 1200. After a few years it was really showing signs of wear and there was a rip in one part of the seat. Since I have been tooling leather off and on for more than 30 years and started when I was in Jr. High School. I decided to take the leap and try and make a new seat covering for my Corbin. This entire project was a lot more than I ever thought it would be. It is surprising how many compound curves there are with that seat bucket and while I am still disappointed in Corbin for their quality I do tend to understand. When I torn the old seat apart I found that while it was supposed to be the top of the line "LEATHER" seat it was only 10% leather. The rest was vinyl. I think I understand that because vinyl is much easier to stretch over the bucket then leather is. I have done motorcycle seats in the past but those were single rider pans and those are pretty simple to do. Also as I said I have been doing leather work off and on for years but since I had not done anything in a while I did a lot of other items before going into the seat. Wallets, belts, book covers, etc.

In any event I took to making the pattern but my idea of making the pattern using the old seat was a mistake because while it was vinyl, it had shrunk over the years of use. That forced me to make the pattern by hand and by trial and error. This is not like sewing a pair of curtains. After you make the physical pattern you have to draw your artwork onto the leather, then you have to carve the artwork and then you have to tool it. Once you do all the tooling you can paint/dye the artwork then stain and seal it and then you get to the sewing and stitching. Any mistake in the process and you will have to start over.



Shows some of the tooled pieces before coloring.

It took about 8 weeks of just tooling (3 or so hours a day) to tool the main seat. It only took about a week to do the passenger backrest and 2 weeks to do the driver backrest. I used an AirRider memory foam GelPad for padding on the seats.



Full Seat

The seat is very comfortable, so much more than the original Corbin. Over time and use the leather will become softer and even more comfortable

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

NET DRAWING:

DRAW FOR 3/2 on 3/9 #5 Kyle AF6YK winner pd
DRAW FOR 3/9 on 3/16 was KI6WOD drawn for at the
meeting- this started the new way for the Net Drawings...
3/16 #14 Harold KI6TYH, 3/23 # 32 Chris AF6CZ,
3/30 #40 Kevin KI6SUJ, & 4/6 #49 John KC6ZOZ
and yes they were all at the meeting so they received
monies for a breakfast....

EB: Sheron KC6ZSH, Tom N2QGT, Mijo KF6BEB, Charles
KF6TXI, Mike N6QZT,

Echolink: Mark KE6ZRP(CA), K9ZKS Norm (IL)Mike
N7WNO(CA)Andy W6AJB, Mike N6QZT, Harold KI6TYH

SKYPE: Karen KI6SOT

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:**

We had two winners for \$42 each KM6UK De Witt & Harold  
KI6TYH

~~~~~  
\$25 gift certificate donated by Huntington Honda won by Ray
KD6FHN

MAG BASE/CABLE donated by COMET won by Karen KI6SOT

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

5 pc multi tool set won by John KC6ZOZ  
Multiflex Led task light won by De Witt KM6UK  
Universal power kit won by Charles KF6TXI  
Sewing kit won by Chris KB6MYR  
3 List pads (gray ticket) won by Chris AF6ZC  
Multipurpose paper won by John W5JFR  
Gevalia Coffee won by John W5JFR  
Lapdesk for notebooks won by Harold KI6TYH  
Lapdesk for laptops won by De Witt KM6UK  
Spring Quartet bunny won by John W5JFR

~~~~~  
A big Thank You for those members donating to the cause:
Clint Dague & Karen Ott, John & Mijo Reynolds, Mike Naron.,
Andy Bocker & Ray & Bonnie Davis

~~~~~  
Gray ticket distributor-- John W5JFR  
Gray ticket winner - Chris AF6ZC  
How many tickets drawn - 2

~~~~~  
Ticket drawer- Mijo
Ticket dissectors- De Witt & Teri

~~~~~  
**SECRETARY/Treasurer/NewsLetter Editor/Info:**  
**Bonnie KD6OFO 949-551-1036 Fax 949-551-3042**  
**Cell # 949-300-4441**

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

**NEW MEMBERS:**

**Please welcome:**

4/13- Joseph WA8UET & Kathleen Schulte from  
Cridersville, OH  
4/23- Raymond Penn KA6VKP from Cypress CA by Chris  
KB6MYR

4/23- Peter Fawcett KX2CMC from Cape May, NJ

**MEETING:**

Discussing the two Diabetes Tours May 1, & May 7 & touching on  
the Bad Ride for June , and getting sign ups for the events.

**NEWSLETTER:**

Thank you to all for your articles for the MAY newsletter.  
Very much appreciated..

**SUNSHINE CORNER:::**

**These members need our love and prayers...**

George WM6L had some major surgery  
Mike KC2TD sweetie Mary Ellen is in dire need of our prayers as  
well as the whole family and sending lots of love along.

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

~~~~~  
WILLY DOUGLAS KF6QPD is on his third tour of Iraq- he
is Bill K6WBD's son...

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

~~~~~  
**MARC'S 19TH ANNIVERSARY**

Gift certificate from JBJ

Gift certificate from Huntington Honda

Cross Needle SWR & Power meter from Comet

**MARC Donations:::**

\$500 Cash prize

\$40+ Battery Tender

\$62.50 gift certificate for MARC sweater

\$25 gift certificate for REI

~~~~~  
Ray & Bonnie:

Red & black Motorcycle jacket-XL

Space saving spice organizer

John & Mijo:

MARC Tuxedo shirt

~~~~~  
**Did you know that thoroughbred racehorses loses**  
between 15 and 25 pounds running the two-minute  
Kentucky Derby.

**(Wouldn't that be nice for us?(::))s**

~~~~~  
"You don't choose your family. They are God's gift to
you, as you are to them."(Desmond Tutu)

MOTORCYCLE BRACKETS

The following brackets are the ones we keep here at the house for our MARC members. **These are not sold by MARC..**

PTT Button Bracket

Fits under the left handlebar module and positions the button so it is right where your left thumb is naturally under the left hand grip. Fits 1500 and 1800 Gold Wings and some other Honda models. Has been adapted to some other brands and models. Black anodized or plain aluminum available. Has standard 1/2" hole for PTT button. **Price \$10.00**

PTT Waterproof Button

Has large rounded surface for your thumb, so your thumb does not get tired or sore with heavy use. Black in color. Fits in 1/2" hole on PTT Button Bracket. **Price \$13.00**

Antenna Bracket For 1/2" Tubular Trunk Racks

Natural aluminum color only Fits coax with SO-239 fitting only for antennas with PL-259 fittings, can not be modified to use with NMO fittings. **Price \$25.00**

Antenna Bracket For Kuryakyn or American Flat Racks For The 1800 Gold Wings.

Natural aluminum color only. The brackets are flat stock, bent so that the antenna is perfectly vertical, with 2, 8-32 threaded holes, so you have to drill 2 matching holes in the rear of your flat rack. Round head stainless steel screws hide the holes. **Price \$12.50**

Handlebar Brackets For HT's, Cell Phones, GPS's or Just About Anything Else

We just have them for the **Left** side handlebars (**No more for the right side**). They fit the 1500 and 1800 Gold Wings and some other Honda's too. They are Black anodized and come with all mounting hardware. **Price \$25.00**

Polished Stainless Steel Trunk Rack Plates

These 2 1/2" X 2 1/2" X .62" (1/16") SS plates are used by most of the MARC Members to keep from cracking the trunk lids. We have seen many cracked and busted trunk lids before we started putting these plates under the rear legs of the trunk racks. We have never seen a cracked lid when using these SS Plates. They fit under both the tubular and flat racks on the 1500 and 1800 Gold Wings.

\$25 a set for polished plates

""PRICES DO NOT INCLUDE SHIPPING & HANDLING""

(Ray & I bought these as MARC could not afford to pay for 50-100 of these at a time so Checks go to Ray Davis (not MARC)

Custom Cables for GPS and APRS – contact Chuck KG6NJP kg6njp@pacbell.net

Garmin GPS-18PC GPS power cable

36" power cable assembly, with a 2A mini-ATO fuse in a weatherproof fuse holder. Adapts the Garmin GPS-18PC cigarette lighter adapter plug to "hard wired" for motorcycle or car. As described in the January 2005 MARC newsletter article about the GPS-18PC.

Price: \$19.00

Garmin GPS serial cable to Kenwood TH-D7A, TM-D700A or TM-D710A

72" data cable with a **molded** right-angle 3/32" stereo plug on one end and a DE-9 **male** connector on the other end. Connects a standard Garmin GPS cable (**designed to plug into a PC**) to a Kenwood TH-D7A, M-D700A or TM-D710A. As described in the January 2005 MARC newsletter article about the GPS-18PC

Price: \$19.00 Kit: \$9.00 Special lengths up to 72" – no extra charge

IBM PC or compatible to Kenwood TH-D7A

72" data cable with a **molded** right-angle 3/32" stereo plug on one end and a DE-9 **female** connector on the other end. Connects a PC with a standard **9-pin** serial port to a TH-D7A **only**.

Price: \$19.00 Kit: \$9.00 Special lengths up to 72" – no extra charge

Garmin 4-pin "round" plug to Kenwood TH-D7A, TM-D700A or TM-D710A

72" data cable with a **molded** right-angle 3/32" stereo plug on one end and a right-angle "Garmin original-style" (4-pin) **round** connector plug on the other end. Connects a "classic" Garmin GPS with the "original" 4-pin round connector to a TH-D7A, M-D700A or TM-D710A. This cable does **not** provide power to the GPS...!

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

Garmin "eTrex-type" plug to Kenwood TH-D7A, TM-D700A or TM-D710A

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

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

ALERT:.....If any "MARC" members World-wide have APRS (or are working on it) and are not on the MARC World-wide APRS Capabilities list (distributed earlier with the Newsletter), please email your APRS information If you need help in selecting appropriate equipment, please email me your questions.

Thank you...! **Chuck KG6NJP kg6njp@pacbell.net**

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

Public Relations: Billy Hall N6EDY
Disaster & E-Mail Coordinator: De Witt Morgan KM6UK

MS 150K Coordinators: John Edwards KC6ZOZ
Andy Bocker W6AJB

TOUR DE OC For Abused Children Coordinator:
Scott Farthing KI6IXQ

Love Ride Coordinators: Bill Douglas K6WBD
John Reynolds W5JFR
Mark Kanzler KE6ZRP

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

San Diego Tour de Cure Coordinator:
George Stover WM6L

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

Tour de Palm Springs: Harold Hilbert KI6TYH
John Reynolds W5JFR

APRS Coordinator: Chuck Welman KG6NJP
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
kc6zsh@yahoo.com

Members-at-Large:
Danny Velderrain KD6FLP (Founding Board Member)
Terry Lewis KJ7LI (Past Vice President)
Pat Lewis KD6SBZ (Past 50/50 Lady)
Drew Pushie VE6HGW (Past Web Master)
Wayne Barringer WB6UJW (Past Web Master)

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

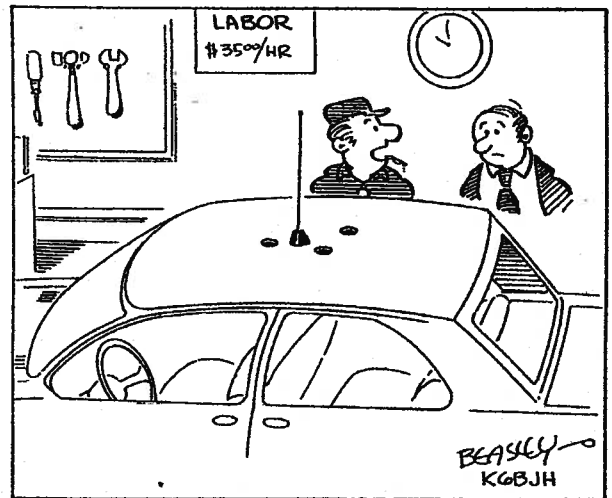
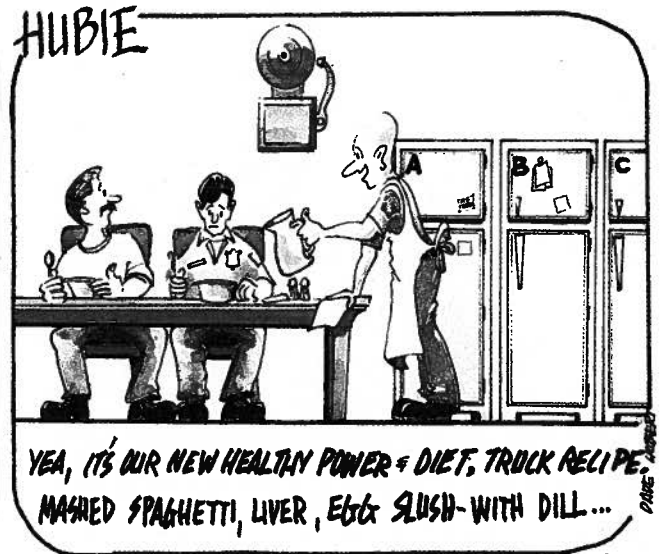
"MARC" DUES:

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

KISS THAT STRESS AWAY

Avoiding the "S" word!!

What is it? "Stressful"!! Instead, substitute "Challenging," advises psychologist Scott Shepherd, Ph.D, author of *Attacking the Stress Myth*. Our brains respond to the mental pictures created by our words, which means that simply that describing a situation as "stressful" instantly raises your heart rate and blood pressure! By contrast, "challenging" seems more manageable and so makes you feel calmer. **RESULT:** You're about twice as likely to deal with situations in ways that work!



For sale by John Klewer N6AX

714-993-0435

Kenwood TM 742A(2m, 220, 440)

with remote kit in extremely clean working condition
\$735.00

This is the gentleman who has been fixing our radios these days... see his info in back off newsletter with other business cards

**MINI COOPER SHOWN WITH CP-5M
UNIVERSAL LIP MOUNT AND COAX
CABLE COMBINATION.
NO HOLES TO DRILL!**

MODEL	ANT CONN / COAX CONN
CP-5M	SO-239 / PL-259
CP-5NMO	NMO / PL-259
CP-5 3/8-24	3/8-24 / PL-259

Heavy-duty adjustable lip mount bracket with 16' 6" deluxe cable assy includes 18" mini RG-188A/U type coax for weather seal entry.

Max antenna 70"
Attaches to trunk side/
van door/SUV door/
truck doors etc..



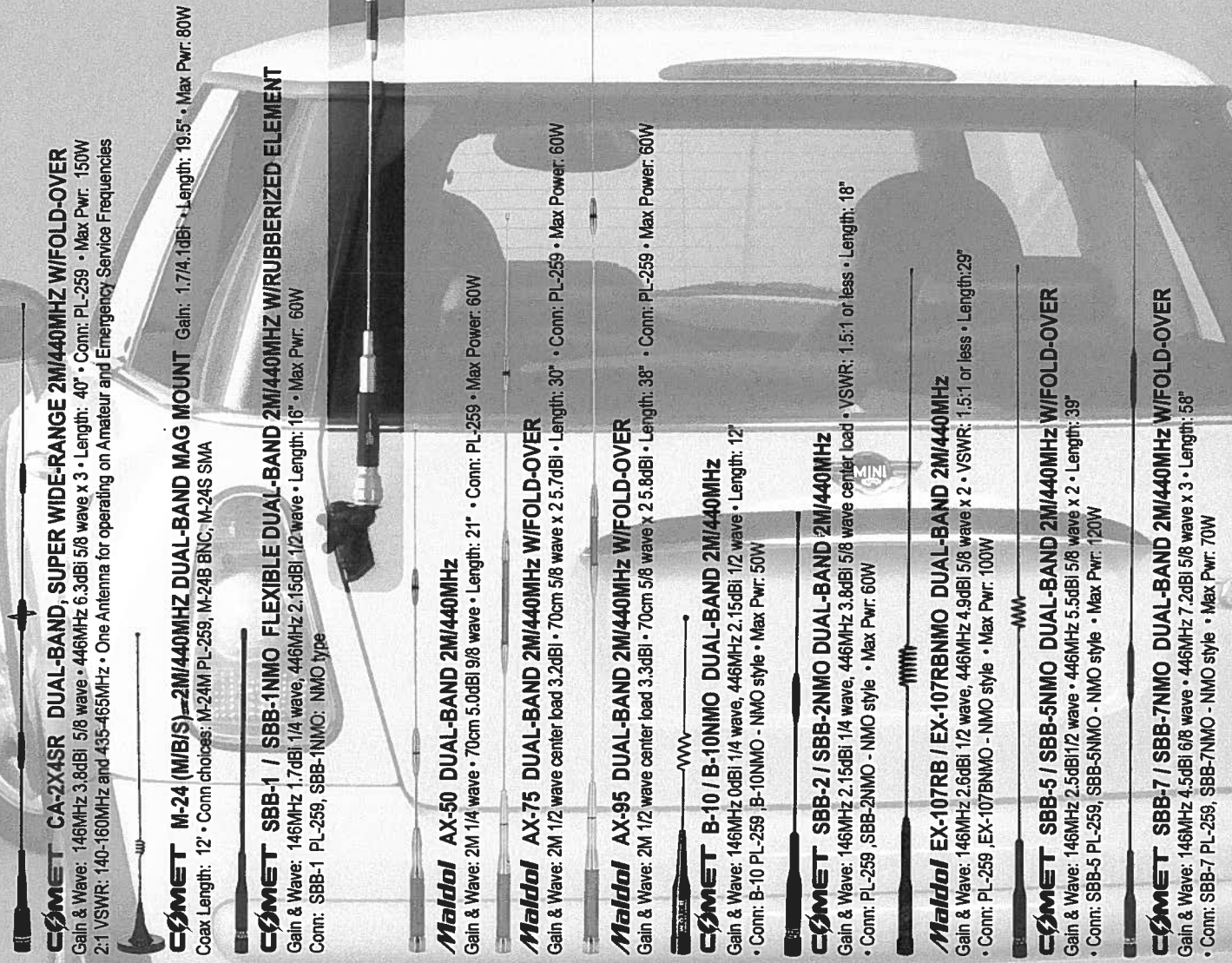
Life is a JOURNEY. Enjoy the ride!

COMET BNC-24 DUAL-BAND 2M/70CM HT ANTENNA RX range: 100-1200MHz
• Gain: 2.15/3.5dBi • Length: 17" • Conn: BNC Super flexible featherweight whip

COMET SMA-24 DUAL-BAND 2M/70CM HT ANTENNA RX range: 100-1200MHz
• Gain: 2.15/3.5dBi • 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) MALDOL MH-209SMA (SMA Conn) 2M/70CM DUAL-BAND HT ANTENNAS
3' length, soft rubber cover. Good performance in a small package!



COMET CA-2X4SR DUAL-BAND, SUPER WIDE-RANGE 2M/440MHZ W/FOLD-OVER
Gain & Wave: 146MHz 3.8dBi 5/8 wave • 446MHz 6.3dBi 5/8 wave x 3 • Length: 40" • Conn: PL-259 • Max Pwr: 150W
2:1 VSWR: 140-160MHz and 435-465MHz • One Antenna for operating on Amateur and Emergency Service Frequencies

COMET M-24 (MIBIS) 2M/440MHZ DUAL-BAND MAG MOUNT Gain: 1.7/4.1dBi • Length: 19.5" • Max Pwr: 80W
Coax Length: 12" • Conn choices: M-24M PL-259, M-24B BNC, M-24S SMA

COMET SBB-1 / SBB-1NMO FLEXIBLE DUAL-BAND 2M/440MHZ W/RUBBERIZED ELEMENT
Gain & Wave: 146MHz 1.7dBi 1/4 wave, 446MHz 2.15dBi 1/2 wave • Length: 16" • Max Pwr: 60W
Conn: SBB-1 PL-259, SBB-1NMO: NMO type

Maldol AX-50 DUAL-BAND 2M/440MHZ
Gain & Wave: 2M 1/4 wave • 70cm 5.0dBi 9/8 wave • Length: 21" • Conn: PL-259 • Max Power: 60W

Maldol AX-75 DUAL-BAND 2M/440MHZ W/FOLD-OVER
Gain & Wave: 2M 1/2 wave center load 3.2dBi • 70cm 5/8 wave x 2.5.7dBi • Length: 30" • Conn: PL-259 • Max Power: 60W

Maldol AX-95 DUAL-BAND 2M/440MHZ W/FOLD-OVER
Gain & Wave: 2M 1/2 wave center load 3.3dBi • 70cm 5/8 wave x 2.5.8dBi • Length: 38" • Conn: PL-259 • Max Power: 60W

COMET B-10 / B-10NMO DUAL-BAND 2M/440MHZ
Gain & Wave: 146MHz 0dBi 1/4 wave, 446MHz 2.15dBi 1/2 wave • Length: 12"
• Conn: B-10 PL-259 B-10NMO - NMO style • Max Pwr: 50W

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

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

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

COMET SBB-7 / SBB-7NMO DUAL-BAND 2M/440MHZ W/FOLD-OVER
Gain & Wave: 146MHz 4.5dBi 6/8 wave • 446MHz 7.2dBi 5/8 wave x 3 • Length: 58"
• Conn: SBB-7 PL-259, SBB-7NMO - NMO style • Max Pwr: 70W



For a complete catalog, call or visit your local dealer.
Or contact NCG Company, 1275 N. Grove Street, Anaheim, CA 92806
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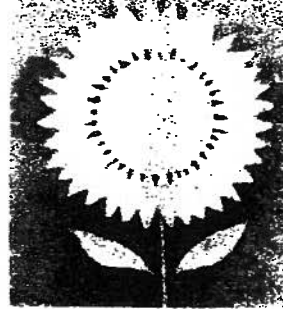
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	180/60-16	\$295.99	\$179.99	\$169.99
	Elite 3	GL1500		
	130/70-18	\$201.99	\$129.99	\$119.99
	160/80-16	\$254.99	\$169.99	\$149.99
	G709-G704	GL1800		
	130/70-18	\$219.99	\$129.99	\$119.99
	180/60-16	\$285.99	\$159.99	\$149.99
	G701-G702	GL1500		
	130/70-18	\$213.99	\$139.99	\$129.99
	160/80-16	\$259.99	\$169.99	\$159.99
	ME880	GL1800		
	130/70-18	\$194.95	\$139.99	\$119.99
	180/60-16	\$256.95	\$179.99	\$159.99
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	130/70-18	\$213.99	\$139.99	\$129.99
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1- SHIP TO SHORE TOUR DE CURE
4, 11, 18, 25-"MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9
7- SAN DIEGO TOUR DE CURE
8-MOTHER'S DAY
14- "MARC" 19TH ANNIVERSARY MEETING
21- ARMED FORCES DAY
30- MEMORIAL DAY OBSERVED

JUN 1, 8, 15, 22, 29- "MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9
4-"MARC" BREAKFAST MEETING HOMETOWN BUFFET IN AT 7 AM (SET UP) SERVE AT 7:30 AM
5- BAD RIDE FOR DIABETES
14- FLAG DAY
19- FATHER'S DAY
21- FIRST DAY OF SUMMER

July NO MEETING & NO EVENTS- ENJOY YOUR SUMMER
6, 13, 20, 27- "MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9

SPECIAL INFO:::: "MARC" LIST: marc@nxport.com
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"BA-MARC" LOCAL SITE: <http://ba-marc.org>
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BURT BRINK'S REPEATER SYSTEMS: 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

MAY 2011

+NEXT MEETING: NOTICE:::
MAY 14, 2011 7:30 am AT HOMETOWN BUFFET
1008 E. SEVENTEENTH ST, SANTA ANA, CA 92701
BETWEEN THE I-5 & 55 FREEWAYS