



April 2020

Public Service on Two Wheels

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

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From the President's Desk

From the President;

Best wishes and good health to all of our MARC members and family. What a crazy time we are all going through. Amazing how things have changed so fast. I want to address some of these changes but first I want to post something that I forgot to put in the last newsletter.



Here is a picture of John Edwards with the MS Society's Outstanding Group of the Year award that they gave to him and MARC for our support this past year. WE are certainly very proud to receive this award, and want to thank the MS Society and to John for all his hard work and dedication over the years as a MARC member. Thanks for all you do for us John!!

Now for some other business. MARC will not be having a monthly meeting for April and May 2020 due to the current situation. And any events that were scheduled for those months have been cancelled. We will let you know if any of the events will be rescheduled. However, we still plan of having our monthly MARC net each month on the PAPA system. Thursday April 9, and Thursday May 7 should be the net, starting at 7:15 pm local time. The last 2 nets have been very well attended, so let's keep it going during these times. And I have floated the idea with a few Board members of having a "virtual club meeting" possibly later this month. I want to get a few MARC board members together for a "trial" run using a service like Zoom. If it can work out, then we could possibly have a meeting from the safety of our homes. Certainly there will be a different agenda, but it is hoped that we can stay in touch with each other. Congratulations to John, N6JCB for getting a new bike A 2018 Honda Goldwing. He has been working on putting his radio of the bike and I can tell you that after helping him with radio reports, he is sounding very good. Way to go John!

(Cont. Pg-10)

Monthly Net

Wednesday before the meeting
7:30 pm. All frequencies linked.

MARC now uses the PAPA Linked System in the SoCal area. System is multimode. Frequencies & Info are at: PAPASys.org

Monthly Meeting

Secor

month at



BOARD OF DIRECTORS

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NEWS FROM THE TUNDRA

Sun is tracking further North as it or rather as the earth tilts South? Math problems has always been a problem with me... No snowstorms in February and March was quiet. We had lots of days where the temperatures were above normal.

Motorcycling has started in February with a Leap day ride, then another ride on March First. I had changed to the yearly contest instead of just 6 months. Ending day is the 31st of March.

March 8th I rode to see my cousin who lives on a farm that is North West of Braham or 50 miles from my home in Columbia Heights. The last time I had ridden a K bike to their farm it had slipped on the ice... and I asked my cousin's wife if she would help me right it... She with her cane... She had told me to find a lighter motorcycle! I think that was in 2018.

Dry roads but the frost is making the roads more of a hopping variety! I get to the farm.. yep.. ice and snow... Parked the BMW on its side stand at the end of their driveway. Stored the helmet and gloves in the top trunk and walked gingerly down the driveway to their home... Slid the sliding door and walked in.

"Hello, Tim!" Darrell smiled. Usually he has a John Deere baseball cap on. That Sunday his curly hair was messed with... "I see that you aren't handi-capped today!" He looked at me puzzled... one of the grand kids were there

and they got the joke. Darrell has a few things wrong. Parkers shakes and his right leg has no knee... Kind of a bent leg. The shoe has at least a 6 inch sole due to no knee. However most of the time he has a smile on his face or a twinkle in his eyes.

We talked of the weather. His wife Lois had a tumor removed, cancer but only in the tumor. She had to line up help for her husband while she headed for the hospital in the North Metro of Minneapolis, MN. It worked out. I had thought of calling and see how Darrell was doing but decided just to GO. And that worked out too.

I said I would be back, Lois said.. " I have money for you, DON'T go just yet!" So I waited and shook Darrell's hand. Darrell has said that if any cousins would come and see him, that he would pay for their gas! I have tried to go before the hand out... Lois had a bill in her hand all scrunched up. I took it and stuffed it into my pocket on the Stich.

I don't want to embarrass anyone by looking at whatever they give me. And I don't ask for money... figure GOD will either tell

EVENT CALENDAR

- April 4, 2020 San Diego ADA Tour
- April 9 - 7:50 pm Monthly MARC Net
- April 11 - 8:00 am Monthly MARC Meeting
- April 25, 2020 Tour de OC
- May 16-17, 2020 MS Los Angeles Two Day Ride

Join Us for Coffee

If you live in the Southern California area, you are invited to join us at our monthly meeting, usually held on the second Saturday of the month at Marie Callender's, 307 E. Katella Avenue.. Meeting and breakfast begin at 8:00 am.



Tundra pg. 2

them what I need or GOD will provide my needs. I have been doing that for years. I remember working on a BMW motorcycle for a friend and after their vacation he came and gave me the cash. I stuck it into my pocket... he looked astonished.. "Aren't you going to count it?" He asked. I shook my head with a smile. "Nope, what ever you gave me its enough!"

Rode the K bike home. I had finally figured out why the brake lights would flash... That was why I wanted to go see Darrell. So I had taken a longer route and had stopped.. shut off the engine and wait 10 seconds.. then start the motorcycle and the flashing lights were gone... but 5 miles later they were flashing again! There is 2 reservoirs in the rear brake reservoir.. One is hooked to the front reservoir.. good deal..I added the brake fluid and no flashing! I had thought it was the battery or it was worn out... nope! I backed the BMW into the garage.. Removed the bill ... \$100 dollar bill... I sent a thank you note the next day! I am planning to be done with cleaning this church we go to. Relying on GOD to provide the cash as HE pleases. Tires are needed for the R bike.

I had Duane help me removed the fairing on the K bike. I wanted to check the balance of the 4 throttle bodies.. however when we got it all apart... Too much stuff cluttering around the throttle bodies on that beemer! We agreed to install the fairing and forget the throttle bodies! I then asked Duane if he wanted to check the smoothness of the throttle bodies on the R bike. and of course he agreed. I had all the prep work done on it as you might recall from the previous Newsletter. But there was something missing or the idle was slightly higher.

I said I would bring it over and we set that up... Jockeyed the K bike and R bike ... however when turning the key no lights ... however the clock was still ticking... hmm.... Then I noticed the harness and switch that fit in the key housing wasn't ... just hanging in the air... I fitted it inside the key housing and the lights and fuel injection whined to life! Called Duane and told him what was going on... he assured me that I would figure it out. Back to youtube... and seeing there is a tiny screw that holds that round plastic with the indentation for the Key switch...

Never throw bolts and screws and nuts and washers away... Going through the mess in this container that once held vegetables inside the refrigerator.. aha! thumbed the screw in then used the tiny Allen wrench... I had taken off the fairing and the Nose fairing.. or front fairing. the motor for the windshield was stuck.. thankful that it was stuck half way up. Pulled the relays and headed for O'Reilly's. The pins on the relays looked the same.. so I bought them. Installed and started putting the Nose/front Fairing back on. I checked the stick coils and noticed the right side where the steel fuel connectors are that they were laying on top of the throttle body... maybe that is what was messing with the idle?

Got an Article?

Or a Ham worthy item of information to pass along?
Please submit all articles and photos to
ocpd44@gmail.com or jbeckwit47@gmail.com. Articles
should be in RTF, PDF or plain text. Photos and
diagrams should be in PDF, JPG, GIF or TIFF. Please
limit size and please do not interlace photos with text as
it must be extracted and re-inserted for use.

I see why retirement is busy. 2 motorcycles plus playing with antennas. I decided to remove the dipole.. I had it up for about 6 years. Just a 3" diameter. pipe and it was about 30 feet in the air. My small yard with all that wire or rope to tie the pole to the garage.. then the di pole part where the wires split was a cutting board.. a White one... Yep ugly... With the mag loop antennas I was hearing more people and less noise. Moved the 40 meter and 80 meter Magnetic loop antennas into the garage.

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Join Us on Facebook at: www.facebook.com/groups/1573778489517365/

Visit our Website: www.MARC-HQ.org

BE ADVISED:

- Avoid crowded spaces = Ride Motorcycles
- Do not use public transportation = Ride Motorcycles
- Well ventilated spaces are virus free = Ride Motorcycles
- Protect your nose and mouth = Ride Motorcycles
- Recommended use of Gloves = Ride Motorcycles
- Try not to touch contaminated surfaces = Don't let anyone touch your Motorcycle
- Avoid shaking hands = Do not remove your gloves when getting off the Motorcycle
- Keep a Safe distance from people who sneeze or cough = Ride Motorcycles
- Maintain a positive and prudent attitude = Only way to ride a Motorcycle

***Feel Free to Share this Important Information**

Terrot 250 cc Air Cooled Motorcycle

The Terrot was not my first two-wheeler, nor was it my favorite. It was, however, my most interesting. Attached is a photograph of a 250 CC Terrot. This is not a picture of my motor but one I found on the internet. I do not have a good picture of my motor. This is very similar. but I did have a passenger seat on mine.

In 1964 I was a young Airman in the USAF stationed in St-Mihiel, France. With a strong wanderlust and not enough money to buy a car, I began to look for alternate transportation. Bicycle? I was very fit and had ridden bicycles a lot before joining the Air Force, but St-Mihiel was in a remote area of north-east France and a good distance from anything that I wanted to see. An alternate was a 50 CC Moped or motorized bicycle. This was an accepted form of transportation by many young Frenchmen and women at the time. The greatest drawback was speed and range. The price was reasonable. All mopeds available came with a 2 cycle engine requiring a gas/oil mix. This was no problem as most gas stations and all bicycle shops sold the premix here. The military in Europe was authorized tax free fuel for its private vehicles and 2 cycle fuel was not available with the gas ration coupons available to us, thus making the fuel more expensive for a person wanting to travel longer distances.

Bumming rides from occasions, borrowing a when an alternative was French civilian unit I was in had heard came to me with a small motorcycle in his relative that had had an two prior. He said I was wanted,. Of course I next day I went with

kilometers from the base, to see the motor. It was dirty, dusty and covered with cobwebs and the handlebars were tweaked slightly to the left. That was the result of the operator losing control exiting the road and hitting the fence or tree, I never learned which. Nerveless that was the end of his motorcycling. The price was very reasonable so I purchased the Terrot 250 CC motorcycle and began my adventures in France and the nearby countries.

It was few days after purchasing the motorcycle that I learned that a “special” endorsement was required on the standard military driver’s permit to ride/operate a motorcycle on the roads in Europe. This took several trips to our support base about 40 miles away and a lot of convincing my commanding officer that I was an experienced motorcycle operator and would be careful when riding on the surrounding roads. With some trepidation, he relented and signed the papers for me to obtain my motorcycle endorsement.

Now my European adventure could begin. Next month I will write about some of my rides in France, Germany, Belgium and Luxembourg on the “Terrible Terrot”

John F. Reynolds, W5JFR

MSGT, USAF Ret.



friends or, on rare car was getting old presented to me. A employee of the police of my problem and solution. He had a shed that belonged to a accident on it a year or welcome to look at it if I wanted to see it. The him to his home, a few

Made the Jump – My new 2018 Goldwing

For many months now I've been working toward getting a new bike. I've been riding a 2009 Heritage Softail for a couple of years now, but, since my wife loves riding with me, and she's not that comfortable on my Softail, I've been wanting to upgrade so she would be more comfortable and maybe take some longer rides. We finally made the jump – and last week picked up a brand new 2018 Goldwing.

Some background – My motorcycling life began with a 1965 Honda CL77 Scrambler. This was the 305cc “offroad” version of the CB77 Super Hawk which was, in turn, the big brother to the C77 “Dream” of legend. The CL77 had high pipes and tires better suited for off road, though it was certainly street legal. My favorite story for this bike (and nightmare for my roommate at that time) was completely disassembling that bike down to every last nut and bolt, engine, transmission, everything. And putting it back together again. All this in the front room of our shared apartment in San Diego (where I was station in the Coast Guard at the time.). I'm not much of a mechanic, so the real test was whether it would even start again. Well, it did on about the 2nd try, but for some reason wouldn't accelerate or run at a higher rpm. I figured I must have messed up the dual carburetors, the dual points, dual spark plugs, needle jets or something. I went back through everything, switching things back and forth – all to no luck. Finally, sitting at a nearby intersection, thinking it through, it seemed like it was choking out. Then I remembered, the Honda dealer talked me into swapping the original paper air filters for new, aftermarket foam ones. The carburetors were connected on either side to the air filters by big rubber tubes, so I reached down and pulled both tubes off and – voila! – problem solved. So, back to the barn to reinstall the original paper filters. What a relief. Guess I wasn't so bad after all.



Rode the CL77 for a couple of years until I bought a used Suzuki GS400 from one of my flight students while instructing in Pensacola. At the time I had Dodge van I had built up from scratch and had a friend back in the LA area who wanted to buy it. So, I drove the van to LA with the GS400 in the back. I rode back to Florida on the GS400. Had it pretty well setup – backpack on the back, nice backrest etc. - but the one thing missing was any kind of cruise control. Ever try riding a motorcycle with your left hand on the throttle?? Don't!!! Scary!!! Aside from that a pretty good trip. Along the way on the trip across I was



approaching a small town in the panhandle of Texas and was planning to get gas in the next little town. Unfortunately, by about 7:00 on a Saturday night – they had pretty much rolled up the sidewalks. The good news was – I had mounted a CB radio on that bike and had been talking to a guy about a mile behind me. He was kind enough to stop and we siphoned some gas out of his car – enough to get me to the next town for gas. I had that bike for a few years and traded that for a BMW 75/5 – my first “big” bike.



The 75/5 bike was interesting in that it had a kick starter – only! The difference was this was a 750cc engine – that could really kick back! I had a Vetter fairing and BMW saddlebags and trunk. Interestingly, this bike gave me my first intro to Harley's. It was during the time I had this bike that Harley came out with their first rubber mounted bikes – the FXR series. What

Jump from pg. 6



happened was – I was riding home one day on the Beemer and, about a block from my house, a guy pulled out from the curb with no warning and I bounced off his side. I didn't go down but did a fair amount of damage to the fairing and bags. I got lucky in that his insurance adjuster was a woman who had lost a brother to a motorcycle accident, so she was particularly sensitive to my situation. And, since I was currently an instructor for the MSF, she approved me renting a bike while mine was being fixed. So, I rented an FXR for several weeks (at \$75/day). That plus about \$2000 in repairs and I really made out. (Especially since they could have written the bike

off for about \$1100.). It was during this time when I came up with the phrase "Walkout factor". I looked forward to just walking out to that FXR – "I get to ride that bike!"

Ultimately, after a few years on the BMW, I was ready to move up to a "new" bike finally, with my wife's approval. (She's my CFO and makes all these possible – more on that in a bit.). I had my sights set on new Harley FXRT. This was the touring model of those first rubber mounted bikes. For those in California – you may remember the CHP riding these for a while. There weren't many new ones around, but I had found one up in Santa Barbara. I was all set to head up there and pick it up but.... The Friday night before I was going to go – I saw an Ad in the LA Times for the new Honda Goldwing GL1500, for



less than \$10,000. This was a period of low sales in the motorcycle market and the 1500 had only just come out the year before – and there was only one model – no Aspencades etc. At that price it was several thousand less than the Harley – and I knew the reputations of the two brands. This was 1989 and Harley still hadn't gotten over the "oil patch under the bike" reputation. But the Goldwing, well, it was a Goldwing. So, I had to take a look. Of course, one ride and it was all over. My Harley days would have to wait.

The 1500 was a great bike – excellent performance. And plenty of power. I ultimately put a hitch on it and found a great deal on a little trailer (which was beautifully color match painted by our own Mark (Zippy) Kanzler, KE6ZRP at his body shop.). I put about 80,000 miles on that bike. Of course, in those days, Ray Davis would put that much on a bike in a year or so....:-). The bike was very comfortable, yet very agile, especially for a big bike. I once had a friend riding behind me in the hills tell me I rode that bike "like a sport bike". It was very capable. I also had another friend who called my 1500 a "Motobago".... So, the best of both worlds. It was not uncommon for Vickie, who had some mild back problems, to say – "My back's bothering me – can we go for a ride?" The ergonomics, vibration, whatever – made her back feel better. What a great bike!



(To be continued next month)

73's

John Beckwith, N6JCB

Tundra fr. Pg. 3

Started removing the pole.. from the bottom.. The pipe was from Soccer nets.. and had that spring clip so just push the clip into the pipe and slide the pipe out ... well it worked that way 6+ years ago... until I couldn't lift the pipe. As I looked up at the pipe.. it was waving in the wind and looked like it was going to fall on the house!.. I grabbed the rope and tried to pull it toward the garage.. Down comes the pipe.. SLAM on the ground... missing the top rail of the fence by 3 inches... Perfect... The Ladder which I had put beside it also hit the ground... I was by the back of the yard.. Good deal.. Down!

One more mag loop ... planning on a wire about 70 feet... inside the garage... OH.. the garage has an upstairs... plenty of room for stuff... or antennas!

73

Tim Lindstrom, ab0ts

03 BMW K1200RS. 52,300 miles. 04 BMW R1150RT 64,967 miles.

Columbia Heights MN

100,000 BMW Prayer Miles by Timothy Lindstrom, www.smashwords.com



MS 150 NEWS

The MS Bay to Bay bike Tour is scheduled for October 24th and 25th. Do to the COVID-19 virus the MS150 bike March Planning Committee meeting was done over the computers using Go to Meeting. With over 2500 riders doing this two day ride, this event takes planning almost all year long with a meeting every month. I think the on line meetings for now is the new norm. Our next meeting is scheduled for April 15 again (Virtual).

At this time YTD Fundraising \$61,919 (2019 YTD \$46,375) YTD Registration: 345 (2019 YTD 232). If everything gets better we should have a good event.

From the MS Society all events cancelled through May 17th

Based on current recommendations from the Centers for Disease Control and Prevention (CDC) that organizations serving high-risk populations (such as people living with MS) should cancel gatherings of more than 10 people, we are **cancelling or postponing all National MS Society in-person events, programs and State Action Days through May 17**. This is to help protect all those in the MS movement and to support our local communities in preventing the spread of the virus. For events, programs and State Action Days scheduled beyond May 17, we will monitor the situation and provide additional updates.

John Edwards

KC6Z0Z



ARDF TRAINING - SANTA BARBARA

Lake Los Carneros Park in Goleta will be the site of southern California's next international-style on-foot foxhunt on Saturday, April 4, 2020. A ham radio license and knowledge of radio equipment are not required. Experts will be on hand to teach you the basic techniques of on-foot radio direction-finding (RDF). Bring the kids and grandkids, then go out on the course with them!

There is no charge for participation. If you have receivers, scanners, directional antennas, attenuators, or other equipment suitable for on-foot RDF, be sure to bring it. Make sure all batteries are fresh. A limited amount of RDF gear will be available for loan to beginners.

Besides some easy two-meter fox transmitters just to help you learn and test your equipment, there will be a beginner-level international-rules course on the two-meter band, designed by Marvin Johnston KE6HTS. One or more optional 80-meter fox transmitters may also be on the air. The site area is slightly less than 140 acres. It is relatively flat, making it a good site for foxtailers of all skill levels. If you need some one-on-one help to get started at finding transmitters, just ask. Full-color orienteering maps will be available.

For those who want to build RDF gear for use with their own two-meter hand-held radios or scanners, Marvin will have kits for measuring-tape yagis and active attenuators. Also available is an assembled and tested assembly that includes the power switch, BNC connector, housing and battery, ready to install as the tape measure beam is built. There will be tools and soldering stations for building. If you're not an electronic technician, don't worry because there will be experts to help you. We want you to succeed!

If you want to build an antenna/attenuator kit, you must register in advance. Send e-mail to Marvin (marvin@west.net) to pre-register and get more information about equipment. If you already have equipment and just want to hunt transmitters, you don't need to pre-register.

If it takes place, the building session will start at 9:00 AM. Please be prompt. Transmitter hunting will begin about 10:00 AM. You may start out on the courses at any time until 12 noon. Courses close at 2 PM. For those interested, we will meet at a local restaurant after all the transmitters have been picked up for further discussion of ARDF.

Directions to Lake Los Carneros: From US 101 about 8 miles west of downtown Santa Barbara, take the Los Carneros Road exit, head north about 1/4 mile and turn right into the Stow House parking lot. There should be plenty of free parking. Look for the orange-and-white orienteering flag. The hunt start will probably be in the parking lot. If that is too crowded, we will move to a nearby picnic area.

Ham radio talk-in is on the WB6OBB repeater, 147.000(+) PL 131.8.

If heavy rain is in the forecast, check www.homingin.com on April 3 for possible cancellation.

73,

Joe Moell K0OV



(President fr. pg. 1 contd.)

We also hope that Rich is doing well. MARC has always been like a family, and I want that to continue. If you find yourself in need of something, please post something to the MARC list. Maybe we can help , but for sure we will give all our support possible. I have been one of the lucky ones with my shop staying open since I repair lots of Post Office vehicles which make me essential. But I know there are lots of people out there not so lucky Keep us informed, use the Facebook page or the MARC list. And above all, stay safe.

Zippy, KE6ZRP

Classified Listings

For Sale

Classified listings will run for one month. You must submit an updated listing for each issue.

Sponsors

Please support our sponsors with your business. When you visit their stores be sure to mention you are a MARC member

Antennas - Analyzers - Mounts - Power supplies



Comet Antennas

<http://cometantenna.com>
800.962.2611
sales@natcommgroup.com

DUES ARE DUE

“It’s time for your annual dues. You can use either PayPal (to a “friend”) or Zelle (from your Bank). Or you can send me a check. Please send your payment as soon as you can.

Some folks have renewed for multiple years. If you’re not sure, or have any other questions, feel free to contact me.

Thanks and have a great year.

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