



May 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

Hello all MARC members. I hope that everyone is well and staying safe. We still have a ways to go before all this crazy stay at home and COVID-19 business ends, so please hang in there. As you have heard in the previous newsletter, most of the yearly events that we support have been cancelled. I also want to report that I just talked with HRO in Anaheim and it looks like HamJam is also cancelled. So the only time this year to work and support the charity events will be in October. The MS150 and the Tour de Cure LA. Which really means we will have all summer to ride for ourselves. I also talked with my personal doctor about taking my planned trip to Europe in September, and she recommended that I wait until there is a vaccine in place. No point in getting stuck in France or Switzerland for an extra couple of weeks....darn. So maybe there might be a couple of MARC members that want to take a local trip following the front wheel. If so, please drop me a line and let's see if we can do something different this year.

Our Zoom meeting last month went very well. So for the month of May, we will be on our regular schedule day for the May meeting, 5-9-2020 at 8:00 am. That is a Saturday, local time here in Los Angeles. I know it is a little more difficult for our East coast members to join us, but we certainly would LOVE to see your face and get to know you better. Please plan on joining us on Zoom that day. I will be sending out an invitation e-mail a few days prior to the meeting. And it has been suggested that we use Zoom at our regular monthly meetings, when they resume, to



stream it live. I have purchased a tripod for my iPad that we will use. It is easy to set up, and we should be able to include everyone attending the meeting. And our monthly MARC nets will continue thanks to the PAPA System. A reminder will go out a few days before the Net. Please consider joining PAPA to help support this great system. And finally, be sure to check our Facebook page for MARC.

I am sending some of this warm So Cal sunshine we have been having to our East coast friends I have been doing some riding on my own and it sure feels good. Can't wait to do it with more friends!!

73,
zippy

Monthly Meeting

Meetings are currently held
on
ZOOM
8:00 AM

2nd Saturday Each Month
Contact Mark Kanzler KE6ZRP

BOARD OF DIRECTORS

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News From The Tundra

By Timothy Lindstrom The nation has changed dramatically! Who would have guessed that a virus would bring the oil companies to their virtual knees by buying oil instead of selling it? Social Distancing another odd phrase... However if we add one word... it changes into a sentence! Just add 'Motorcycle' and the whole phrase is what we riders have been doing for decades!

Seeing a individual headlight coming at us down a backroad.. and we automatically WAVE.... Motorcycle Social Distancing... Or sending an email or text to another rider... The vast informative Motorcycle Clubs and Chapters didn't KNOW what they were doing... So now we have MSD... Unless those letters stand for some other idea...

This past weekend my friend Duane told me that his Church Motorcycle Club was doing a ride.. would I be interested? Sure! That was last Saturday. The weather forecasters had said that Saturday would be the best day of the weekend... It is funny how we believe these people... sometimes I think that watching TV at 10 pm when its dark... that the weather really sounds bad... until waking up and seeing the Sun shine streaming in.

I left for Duane's , stopping for fuel... Gas here is \$1.65... premium \$2.23... used to be that premium was only 20 cents more than regular.. anyway... added 2.6 gallons... yeah it hasn't been this low for a decade! Arrived at Duane's and he waved.. Higher Sunshine felt good. I had my new Darien gear on with a electric vest that I made. Not plugged in though. I followed Duane.. well first

he had to give me a few motorcycle magazines... Then we headed out and back the way I had come in. I knew where his church was but was surprised that we kept going further down the country road. Finally we arrived in a small industrial park and a building. Nobody around. Sunshine and we hopped off our motorcycles. Duane was riding his 1995 Kawasaki Concours and I on the BMW K1200RS.

"Tim, do you think I can get 200,000 miles on this Corsky?" Duane asks... I looked at his bike. He had it for 21 years and when he bought it the odometer was at 10,000 miles. He had asked that same question about 4 years ago but that was when he was coming up to 100,000 miles... The answer back then that I gave.."Duane, don't talk about miles in front of your motorcycle! Better to NOT talk at all and just ride!" My answer for last Saturday "Well that depends on how much stuff will go wrong with it and what you plan to do with it?" Duane has a Kawasaki crotch Rocket... JJR? got me what its alphabets are! And he rides a 1982 Suzuki 850, his around town motor.

EVENT CALENDAR

- April 4, 2020 San Diego ADA Tour
- April 9 - 7:30 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 Virtual Coffee

During the COVID - 19 situation, MARC is continuing to hold monthly meetings - virtually. Meetings are held on Zoom. All members receive a code via email to join the meeting. Visitors are invited to join us. Contact Mark Kanzler KE6ZRP for more information.



Tundra pg. 2

The time to leave for the ride was 1 pm.. and Nobody there... so I looked at Duane.. "Where to?" Duane is looking at his watch... "Maybe they are riding on Sunday? I asked the leader Joel and he said 1 pm.." We were subdued while adding our helmets and gloves... "Hold on Tim!" I looked around at Duane and he is pointing out to the intersection... Old Honda Gold wing.. No.. Valkrie with 2 up... a black one and following another one, Red... Then a black car shows up and parks in front of the building.. both doors open... the garage door automatically lifts and there is at least 2 more Gold wings... but the oldest one a 1200 was started and rolled out on the parking lot.

I was introduced to these people. Then we lined up ... I think I was the 3rd motorcycle. We idled out to the intersection then did some riding... but we ended up at the Church where these people go to. Evidently there was one more rider coming... By this time the sunshine had more clouds and the winds were picking up. Finally we see a motorcycle... "Here he comes!" then there is hesitation.. "No That's not Him.. he is riding an old BMW!" Duane looks at me... mutters... "BMW's, what is this world coming to?" I looked away with mocked dismay....

Four way stop and yep its a BMW... Maybe a 1976.. R100RS... with a Pacific Fairing and an aftermarket exhaust pipe... Got to have noise! So John who rides the R100 was put in between the Valkries... or all 3 of them were behind me.. Small group, I know! Finally its almost 1:30 and we are running. Mostly County Roads with some 4 lane highways .. I am grinning .. ooops we are turning West.. or was it East? No Sunshine to give me a reckoning.

Small towns like St. Francis and Lake George we went around or through. The command was to stop after one hour... Stopped at a Casey's in St. Francis.. The BMW R bike was placed just behind the leader... "Seniority?" I asked... I don't think anyone heard me.. Well maybe these people haven't heard my dry humor like Duane has. We were back riding again. Twisted roads but the wind was cold... And then those 2 Valkries behind me... I would dive into the right hand corners and look in my mirrors and those huge 2 headlights looked too close! Crack the throttle and the RS would be doing 50 + really quick..

We stopped after another hour.. I found a small sucker in my pocket and stuck that in my mouth. "Are you always ready to have a snack, Tim?" One of the women asked with a smile... I shrugged my shoulders and said.. "No comment." The leader came over and asked.. "Where is the stinging?" Duane must have told these people about the Shingles i had last Fall... so these people also have been praying for me! "My tongue on the right side stings... along with a numb spot on the right side of my chin, I think its a new normal, but I try to ignore it." I replied. Then Joel the leader told me of his ordeal with Shingles, motioning that the pain was around the back of his head and he could feel it in his hair. Tough stuff.

We rode again and as we rode a few riders would spin off for home. Soon it was only one Valkrie and Duane's Concours in front of me. I watched the passing lane watched the 2 headlights in my mirrors and headed home too. Another 100 miles of twisted roads was finished! My cell phone rang... "Hello?" It was Duane... "I just woke up from a nap! How are you feeling, Tim?" "I'm fine, thanks for the ride Duane."

No church services... So we watch it on the computer. Sunshine but cold on Sunday... "Going for a Ride, Tim?" My wife Karen asks... "Yeah I

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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.

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

Visit our Website: www.MARC-HQ.org

Meeting Minutes

April 18, 2020

President Kanzler opened the meeting via Zoom at 8:05 There were 13 members present.

Roll Call of Board Members:

Mark Kanzler

John Edwards

John Beckwith

John Reynolds

Alvin Brown

No visitors were present.

John Edwards – reported on MS 150: Planning in Progress. Had first meeting. Signups are down.

Jim Banks – reported the San Diego TdC has been postponed

Kim Farthing – Tour de OC is planning to do a virtual ride 4/25 – 5/25

Mark Kanzler – LA ADA Glendale planned for – October 17th – Having virtual meetings – route will be reversed – JFR Suggested contacting HD folks for assistance. Mark will follow up.

John Beckwith – MSLA has been cancelled for this year – Nothing else heard

Mark indicated that when SoCal meetings start up again the plan will be to use Zoom as well so other members can join.

John Reynolds – has some additional inventory – decals – banners etc. Will send John Beckwith details.

Rod Rath (Washington) – Coordinates Radio comms for a marathon – but, like others, is being cancelled.

Secretary John Beckwith reported that he sent letters to 36 members who have not renewed or responded to e-mails to determine their desire to remain in club.

Rod brought up any recruiting efforts – discussion pursued.

There being no further business to come before the group, the meeting was adjourned at 9:00 AM

Next meeting will tentatively be Saturday, May 9th, 2020.

Respectfully submitted,

John Beckwith, Secretary

Terrible Terrot Part 2

By John Reynolds W5JFR

I left off last month as I had just acquired my permit to ride a motorcycle in Europe from the USAF. Not long after I obtained the title to the Terrot, I noticed that the rear tire was worn and weather checked from sitting in a damp shed for months. So it was off to the local bicycle/mobilette/motorcycle shop to order a new tire. As I remember, the installation was part of the purchase price, unlike here in the USA. Now that I had cleaned some of the grime from the cycle, changed the oil, and obtained some chain lube, it was time to ride.

My first few trips were short rides close to the base and town. I wanted to get the feel of this new, to me, motorcycle. It was on one of these short rides that I had the "Begeebies" scared out of me. I was a mile or two from the base on a straight stretch of road with small trees on either shoulder when I heard a whine coming from behind. My first thought was a bearing in the rear wheel was going bad. I glanced down at the oil glass to make sure the motor was still pumping oil (more on this later). Yes, the pump was working. The whine was getting progressively louder as was my increasing fear that something catastrophic was wrong with my motor. As I slowed and pulled to the side of the road, I heard the loudest of bangs and a whoosh. A French Air Force jet passed over me, just above the tree tops. Knowing that the French pilot had gotten a thrill out of a mock strafing run on this unsuspecting cyclist, he had no way of knowing that I was a member of the USAF and he probably did not care. After sitting on the side of the road for a few minutes, I reversed

direction and went back to the base to calm my nerves and relate my recent experience to friends at the NCO club.

Oh yes, back to the oil pump. The Terrot was devoid of gauges except for a speedometer (in kilometers per hour) KPH, and a voltmeter. On the left side of the cycle just below the seat was an oil tank with a viewing glass in it. The glass was about an inch and a half in diameter. As the oil pump worked it would constantly squirt oil on the glass from underside; it was easy with a quick glance down at the glass to see that indeed the pump was working.

I was quickly gaining confidence in my ability to ride this motor thus increasing the length and duration of my adventures. This portion of France is rich in history. Battlegrounds and cemeteries from WW1 are everywhere. With an interest in history and a desire to learn more, I was off to explore as many of these battlegrounds and

monuments as I could. Each day off would find me going just a bit further to find a new trench or bunker to explore.

As this was a fine European machine, it was not unlike any other vehicle of the era, maintenance was constant. Not always major but constant. After a couple of month's use, the clutch began to slip so I put some of my mechanical skills to use and installed a new set of clutch plates. This was an exercise in "learn as you go" as there was not a how to do it for dummies available. I must have got it right as after putting the clutch plates in and the cover back on it worked better than ever.



Made the Jump – Part 2

Last month I left off with my 1989 Honda GL1500 Goldwing. During this time my wife got stationed in Japan for several months. (Air Force, Medical Corps – Nursing). While she was there, she visited the Air Force Exchange. At some of the overseas Exchanges they sell cars AND Harley Davidson motorcycles. She knew I still had a desire for a Harley and the Sales guy caught her at the right time – and, Voila! (again) – she bought me a 2007 Heritage Softail. It was a few thousand cheaper there, but shipped directly from the factory in York, Pa. to the Glendale Harley dealer. So, for the second time I had a bike with the “Walkout Factor”. I don’t think I ever had that with the 1500 (or any of the other bikes) – maybe not even my 1969 MGB. But I had it with this beautiful, white Heritage Softail. So, I now had two bikes. The Softail became my daily rider and the Wing for longer trips, on the freeway and with Vickie on the back.



The best of both worlds.



As great as the 1500 was (and I still miss it – it was such “comfortable” ride), eventually, after about 20 years on the 1989 Goldwing, it was getting hard to find a shop that would work on it – though it seldom needed any. So, I figured (grudgingly) it was time to consider an upgrade. We had a MARC member who was advised by his doctor to stop riding due to back problems and I picked up his 2005 GL1800 for a good price. It even came with a lot of goodies – a great Tourmaster jacket, the right-side

saddlebag extra fuel tank and the custom-made hitch rack box. I eventually sold the gas tank, because I only have about a 2-hour butt. But the 1800 was even more agile than the 1500 and, significantly, had ABS brakes and NO CARBURETOR!!! A nice bike, though not as comfy as my 1500, but certainly higher performance.



I rode the 1800 for several years. Along the way, my wife and I were both getting close to retirement and made plans to buy an RV and a Jeep to tow behind it. (The bike wouldn’t work because we also had a dog to account for....:-) So, it seemed we should sell one of the bikes. Since Vickie still liked riding behind me, the obvious (if painful) choice was to sell the Heritage Softail. So, out it went. And I almost instantly missed, but, still the right decision – at the time.

In time, however, the 1800 was starting to get a little cumbersome. 950 lbs around town can be a bit of work. And I think I was having some problems with the front brake – grabbing a little. It seemed like it was time to downsize a bit. I even had thoughts I might be close to ending my riding days. (Apparently not...:-). In any case, I ended up selling the 1800 to a guy from Australia. He comes over to the US every couple of years, buys a bike, rides it around the US for a month or so, then ships it home (where he probably makes a killing selling it.) Again, a little painful to see it go, but it was time.

BTW – Something I had done with all my bikes up to this point was replace the seat with a Russell Day-Long seat (<https://day-long.com>). If you’re not familiar with these – they are Custom made seats – truly custom made. They take your measurements – Height, Weight, Inseam etc. and you send them pictures of you (and your passenger) on the bike – and they build the seat for YOU! They truly ARE “day long” seats. A little expensive – but not any more than a lot of other not-so custom seats. Highly recommended!

What to replace it with? I knew I wanted another Harley like the Heritage Softail but wasn’t yet ready to pay the premium price Harleys



Made the jump pg. 6

demand. I decided to try a metric cruiser, primarily due to the cost. I picked up a Kawasaki 700 cruiser. Felt good at first, but it didn't take long to realize its deficiencies, at least compared to my previous bikes. It was a good enough bike, but under powered for my experiences and just didn't "feel" right. Among other things it oversteered a lot. This is where I learned about Rake and Trail. I just didn't like the way the bike was setup.



I eventually sold the Kawi and found a Honda 1800 Cruiser. Now I had the power back, but, eventually realized, something was still missing. I still love the looks of that bike. Styling wise I think it was the best of the bunch. However, like the Kawasaki, this bike also oversteered badly. As soon as you started a turn, especially at slow speed, it would immediately "fall over". Not fun. Beyond that, both bikes were relatively easy to handle, low

seat and center of gravity and so on. But, again, something was missing. I finally figured out what that was. They weren't Harley's (which they were both trying to be.) Didn't have the feel, or the sound (yeah, that Harley sound). So, back to Cycletrader to see what I could do to solve the problem.



I ultimately found a nice 2009 Heritage Softail in a nice burgundy and tan color. Only had 3500 miles and great condition. Two minor problems – it had the Harley external speakers, so those came off (I'm not much for people sharing their music with the rest of the world.) And Screamin' Eagle exhausts (After market sold by Harley). Too loud! I live at the end of a cul-de-sac, so I would try to "sneak" out of the neighborhood with those pipes.

Visiting Bartels H-D in Marina Del Rey I found they have a whole corner of their underground garage dedicated to used parts. A guy down there (I don't think he actually works for Bartels?) helped me find an original set of exhausts for the Heritage. They even have black covers – which I like better than chrome (never been much for hanging a lot of chrome on my bikes.). I mounted those on the bike and put the Eagles on a shelf – just in case....



I've been riding the '09 Heritage for a few years now and loving it. I found a couple of good ways to mount my Yaesu FTM-350 and a Garmin GPS depending on the configuration. I also basically built this into a "Convertible" softail. Harley actually made a convertible Dyna for a while. I even almost bought one – but it just shook too much. And it was "black" (Ewww....) What I've done is put the detachable mounts on the back, so I can mount a trunk or a passenger backrest and rack on the back – or nothing (which is most of the time.) I also picked up a Tsukayu fairing that mounts where the removable windshield goes and had Mark (again) paint it to color match the bike (Nice job Mark!!!). So, in about 10-15 minutes I can go from a basic stripped-down street cruiser to a full-on touring bike. Nice!!

As I said previously – Vickie loves riding with me. Unfortunately, she's just not comfortable on the Harley's ('07 or '09). Since I miss having her behind me, we started talking about upgrading the Harley. But she was quick to point out that I would miss the Harley if we got rid of that. So, my search began, and she agreed – I could either upgrade the Harley, or, if I found a Goldwing or BMW, I could probably keep the Harley. So I started searching my options and came down to the Harley Road Glide Ultra, Honda Goldwing - 2018 newer or the BMW GTL.

Stay Tuned next month to see how that turned out and all I went through in finally deciding on the Goldwing.



or

Tundra News pg. 3

think so." I replied... Suited up and walked outside. Karen sitting on the glider rocking chair... so I sit down beside her... "I feel fat with all this gear on." I said... Karen is now laughing... "Where do you think your fat?" she replies... "My puny stomach." I countered... "Well I had better go!" and walked out to the garage.

Rode my familiar route but on 94 and then north on 35E... Winds were OK...Sun was out... just south of Forest Lake is where the 2 freeways.. 35W and 35E meet... and from there to Duluth its just I-35... I rode back roads from I-35... Minnesota 97 to Minnesota 95... Watching and waiting for the fuel light and yup just AFTER passing the BP station the fuel light goes ON... however This bike's light goes on at 4 gallons spent.. not 4.5 like it should... This fuel tank is supposed to be a 5.5.. .yeah I know, not enough! North on hwy 95 and east to Osceola, Wisconsin... Filled on at the BP 4.3 gallons... Then rode south on Wisconsin 35.

The month of April it can be 80 degrees or 20 degrees and snow.. We haven't had that many warm days. The snows are gone though. We did have snow on the 12th ... that melted fast due to the high Sun angle. South to hwy 64, 4 lane highway... then across the new bridge over the St. Croix River and home... Another 200+ mile weekend.

BMW National was Canceled, we all knew that it should be, now where to ride? Summer is wide open... well I did ask if I could work 2 days per week in Plymouth, MN...

73

Tim Lindstrom, ab0ts

03 BMW K1200RS 53,500+ miles... 04 BMW R1150RT 65,300+miles

Columbia Heights, MN

Terrible Terrot pg 5

It was about this time in my life that I began to pay more attention to the cute French girl who lived on the corner between the base and down town. She would often leave home on foot and meet me somewhere in town or on the outskirts where we were less apt to be seen by someone that would report back to her mother that she had been seen with a GI. Not something that was appropriate without a proper introduction to the family. These meetings would, once in a while, result in a ride on the back seat of the Terrot.

I was a young Sergeant in the Air Police (Air Force Military Police). We would work three evening shifts, three night shifts then three day shifts. After each three working shifts of eight hours we would have 24 hours (a day) off except for the day shift that was a 72 hour break (three days in military thinking). It was during this break that I would venture into Belgium, Germany, Luxembourg, and areas of Northeastern France. I love to ride and explore, not to mention that an American GI on a motorcycle was a novelty to most Europeans. It was not unusual to meet a total stranger and be invited for a drink or a bite to eat. I was enjoying my time in France.

It was these many short trips and the occasional rain, I say occasional quite liberally, that made me start to think of a car. Others had seen how much fun I had on the motor and discussed buying it from me. I did sell it two or three times to different GIs. Two or three times, you ask? Yes, they would buy it and get some distance from the base and get caught in a downpour or break down without any mechanical ability. They would make their way back to the base and at a small loss to them return the cycle. Therefore it was mine to ride and resell again. It was on one of these trips to retrieve the Terrot that I had a minor crash in the car that I had borrowed to retrieve the cycle. The deal with the owner of the car was you wreck it, you buy it. So I became the owner of a Triumph Spitfire and after retrieving the Terrot one last time, I sold it to a Frenchman employed on the base and begun to tour in a 4 wheeled vehicle.

Tour de OC 2020 UPDATE

Due to the Covid-19 pandemic, the 2020 Tour de OC has been transitioned to a VIRTUAL RIDE and WALK/RUN! To participate in this virtual event, all participants must pay the \$40 registration fee. Registration is due in order to participate. Registration fee is non-refundable. Additional donations are accepted on behalf of the kids!

About Tour de OC

Tour de OC is a fundraising cycling event providing life changing moments and unique opportunities of hope to children of abuse. Proceeds fund a unique Royal Family Kids summer camp experience, designed especially for their needs, with year-round mentorship opportunities. Removed from abusive situations, these kids will experience love and support from adults who truly care about them. There are 3.3 million children in America who are abused and neglected each year and a child dies every four hours due to abuse. This year marks the 26th Ride for kids from hard places. Please join us for this event!

Participants can walk for 5 miles, and riders can ride our regular 25 miles or a 62 mile metric century. T-shirts, medals and bibs will be provided to all participants. Virtual riders and walkers can participate April 25 to May 25th.

We appreciate all MARC has done for us through the years. Should you or your company want to donate to our cause, please make checks out to TDOC-NM and mail to Kim Farthing at 904 Dogwood Street, Costa Mesa, CA 92627. Again, thank you so very much for all you do for us. We had a commitment from our local Boy Scout chapter to partner with us on our ride this year. All rest stops were planned for their property locations. Since we are now Virtual, we are hoping that next year to partner with the Boy Scouts resulting, in what we believe, can be a 400 to 500 rider participation event.

If you have any questions, feel free to call Kim Farthing at 949.887.1402 or Scott Farthing at 949.500.2870.

We enjoy partnering with MARC each and every year. We so appreciate the level of professionalism you have provided Tour de OC for the past 25 years. Our ride would not be the same if we did not have MARC participation. Thank you for your continuing support. Camp will be held the end of June.

Monthly Net

Thursday 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



TOUR DE OC



Parting Shots

I have some news about the October LA Tour de Cure events. It has been changed to a "Virtual Charity Event" for this year, meaning that is will not be a face to face event. The ADA will continue with their fundraising for the fight to cure diabetes, but we will not be guiding bicycle riders this year. I really was hoping that we would at least work 2 events this year, this and the MS150, but alas,,,

I have been told that they will return to riding on May 14, 2021 and hope that MARC will be there to support them. With your help, we will.

Please remember that May 9 2020 would be our normal day for a MARC meeting, and we will be having that meeting via Zoom at 8:00am local time. Please plan on joining us for this meeting, it will be important because we will discuss what MARC wants to do in the coming months. I know that several members have mentioned a picnic when we can have group get togethers, and maybe some members might like to plan a ride or 2. Watch the MARC list for your invitation for the Zoom meeting next Wednesday, 5-6-20. There will be a link to follow to get you into the meeting.

And on 5-7-20 we will conduct the MARC net at 7:15pm local time on the PAPA system. Be sure to check in and lets us know how your are doing and share any information you would like to with all of us. Go to papasys.com to find the closest analog repeater to you, or if you have DMR you can find a DMR repeater and use the bridge to check in. Or you can use Echolink to check in. But please join us.

Thanks for now

73

zippy

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



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