



June 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

Well, here we are entering June already. That means we are about halfway through the year 2020. A year that seems like many people would like to forget. For me, it is easy to forget about half of the things I know, so the year is already forgotten! But I hope that everyone is well. And congrats to Rich Lewis, he is doing better, and we love it.

No word yet on when we will be able to hold an "in person" meeting, so June will be a "virtual" meeting again using Zoom. It has worked quite well for us, and we are grateful. Please plan on joining us June 13 at 8:30 am Pacific time. The invitation will go out on the MARC list a couple of days before the meeting.

And please make a note: The MARC Net will be on the FIRST Thursday of the month on the PAPA system at 7:15 pm Pacific time. That means June 4, at 7:15 pm. PAPA has asked us to keep to that schedule so that they can keep a schedule with other nets.

As most already know, all but one event for 2020 has been cancelled. The MS150 is still moving forward, and John, KC6ZOZ will keep us informed of events and schedules. But it was interesting, last



week I received a phone call from Julian Dillon, the former LA director for the ADA. Julian is now with the American Lung Association in Portland Oregon, and they are having a bicycle riding event in October with an anticipated 2500 riders. He was asking if there is a MARC chapter in Oregon. Well, I had to say NO, but it is reassuring to know just how much we are appreciated. However, our Secretary reminds me, we do have a few past and present members up in Oregon and Washington. In any case, anyone up for a recruiting ride up north?

I want to put on the agenda for the June meeting a date and place to have a MARC picnic. Many years ago, we would have one, and several members have asked if

(Cont. Pg-10)

Monthly Net

1st Thursday of the month @7:15pm
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

Currently held via
Zoom
2nd Saturday
10:00 am
Watch your e-mail
For details

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NEWS FROM THE TUNDRA

Sunshine and bright skies as I walked out to the garage. The Spring of 2020 had started early or rather not as many Snow storms in March and April this year. Grass is too green again! Birds are twittering or even screaming! Duane had mentioned that the Christian Motorcycle Association and the chapter that I am part of Rev Riders, was to meet at Rocket Park in Anoka. The interesting thing about Duane is that he isn't a member of CMA or Rev Riders! "Did you get the email Tim on where we are meeting?" Duane had asked. I laughed. "Duane, the leaders of the Rev Riders LIKE you more than me! You know your common sense!" Duane looked shocked... and chuckled. " YOU are different!"

I had checked the map and realized that there is a cemetery by this park on the west side of Anoka. I know of at least 2 persons that has passed away and their bodies are buried there. Checked the motorcycle out, air pressure was low on the front tire. Closed the garage door and down the alley I idled. The BMW K 1200 RS warmed as I rode west to University Avenue. North on the old 4 lane. less traffic at 7:30 am. Stopped at the BP on East River Road.

BEEEP! oops the tank bag is too close to the handlebars... causing the horn button to be pressed by the tank bag... hmm...

Rode the familiar East River Road... passing the street where I used to live, thinking I should check out the neighborhood. We sold the house, amazing how time moves on. Used to work on that house when Mom was around. I think I made a few dollars for Riding across the nation. Rode Hwy 10 and took the exit by the golf course then idled around this park, no other motorcycles in the parking lot. 8:05... checking the cell phone.

Mike came riding his V-Star and backed in by the RS. Then his wife Penny riding her Can Am Spider rolled in and hit the reverse button and backed in. We talked of the weather and waited for more riders. Nick idled in on his white Harley with the radio blaring. Finally i see the Kawasaki and the familiar Helmet of Duane. This time he was riding his ZZR. We waited with Mark, another Harley that he is riding . Mark does driveway paving and was telling me that one of his helpers has done schooling for motorcycle repair. He has had this young man working on the Excelsior Henderson motorcycle... he was telling me, "The EH has only 592 miles on it, but I it is hard to find parts for it!" He was explaining that the fuel injection pump has pressure of 60 psi... but the regulator dropped that pressure to less than 20... Duane nodded, his arms folded "Pressure keeps going up."

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 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

Mike says.. "Time to go!" And we add the helmets, zip up the jackets or gear... Rumble of engines as we all wait for Mike to lead. We were instructed that due to the Corona Virus that the Ride for The SON was canceled.. That no one will be wearing the Colors... Penny had covered the CMA emblem on the back of her Spider... 6 motorcycles and 1 Can Am rode east on Hwy 10... I was behind Mike with Duane to the left of me.. Staggered lines of Motorcycles. We rode with Penny at the back.. Too bad, i should tell Mike and Penny along with others the positive communications with amateur radio! The couple use Blue Tooth and Penny will move to the lane that Mike wants the rest of us to move to. Then he leads or if I am looking where Penny is riding then I will move.. Who is the leader?

We rode to St. Croix Falls, Wisconsin. Back Roads, County and State Roads. Green fields, plowed fields and no leaves on the trees, seeing all the stuff hidden behind homes and garages. Watching Mike's turn signals.. "Oh turning right again?" Duane yells.. "Why do we have to go through the town of LINDSTROM!" I looked back at Duane.. "I am not related to this clan!" Duane shakes his head.

Hwy 8, which is an old National Road.. we passed through Taylors Falls and crossed the St. Croix River then into St. Croix Falls, finding a Holiday Gas Station.. gas is at \$1.49 for regular.. Virus and gas war has tumbled the price! Penny offers Life Savers mints... "My sediments?" I asked as I grabbed a few... she groaned along with Duane shaking his head.. trying to explain to the group what might be wrong with me..

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.

Penny asks.. "What's the time?" Mike, her husband looks at his watch... "10:40" he says... "We got to Go!" Penny exclaims.. and the rumble of motorcycles ... with me trying to get going and holding up the others... hmm... Now it was 3 bikes in front of me and 3 behind. We rode back on Hwy 8 but headed south on Minnesota 95... I kept wondering which road Mike would take.. There is Stillwater but that is way too south... We passed the Minnesota 97 which goes west through Forest Lake... Aha! we had just rode through Marine on the St. Croix Mike's turn signal was having us turn right.. Square Lake Road... Not sure why the lake is called Square... We rode west to hwy 61 and north to County 14...west through the Sod farms... Grass is so green, the marsh land has changed to sod growing industry.

The time we were to have our picnic was 11:45... checking my clock.. when coming off hwy 10, 11:48. Pulled into the parking lot and a SUV rolls in with the picnic lunch. Out came a laundry basket full of small bags of chips... "Let the Chips fall where they may!" Nick's eyes are twinkling as he smiles and nods at me.. "Here you grab this I'm getting the waters." We sat down after praying and thanking God for a good Safe ride... I was munching on my sandwich.. "You know we are in grave danger sitting here..." The group looked at me.. some were worried and asked why and the others who know of my dry humor... smiled ..then the group realized GRAVE... or cemetery... and roared with laughter... and Duane is still trying to explain me...

"It was GOOD to see all of you!" Penny exclaimed. We all agreed and thanked her for the idea. Some had left already... I walked back to the RS.. Mark had parked his Harley Davidson beside the BMW... "Tim, I pray for you every day!" I didn't know what to say... humbling. I should be praying more for these people too! I had told when asked about the stinging I have in my mouth and chin, side effects from Shingles I had back in October. It has been that way for over 6 months.. Maybe its a new

Cont'd pg. 8

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Visit our Website: www.MARC-HQ.org

Riding Into The Sunset

Just a little update from the Midwest. It's been a while since I sent one of the reports of the adventures of Rex and I'd get a note from Bonnie telling me she would spread my submission over two months.

A bit over ten years ago I met wife Kathy and started riding two up. That stopped the real big mileage years as I started smelling the flowers as I rode. We became active in our local GWRRA chapter attending some Wing Dings including Des Moines, Knoxville, Madison, and Billings. We have also done a big tour out to Colorado and New Mexico visiting both the peaks and valleys and another to the Louisiana Rally each of which were two-week trips. A big change from those two-day sprints to Houston for the BP-MS150 rides.

Another challenge every year is our MAP Rides which is several spots around the state that we try to ride to, poker ride style. Last year it was County Courthouses. Illinois has 102 counties and I did all 102. It puts a bunch of miles on the bike. Especially if as you verify that you have finished all the spots you see that one was missed inadvertently. (Picture living on the Mexican border and missing one on the Oregon border.) Another big change was an addition to my stable of another 2005 Goldwing, this one a Hannagan trike. That was required by my co-rider. Now there is no big problem when I find a horribly off camber intersection with a stop sign on a mountain road.

I worked a couple of MS-150's in northern Illinois a few years back but they had plenty of help and weren't so in need of communications as they needed corner marshals. They had plenty of bodies, so I did not keep in touch. We have a few rides here in central Illinois which I have supported. The bicyclists appreciate my trunk full of tubes, tools and the floor pump. Our Central Illinois Radio Club provides communication support to those.

Now that I am 80 years old, I'm looking for nice scenic rides around the states with lots of Diners, Drive- Ins and Dives along the ideas in Road Runner. After the 40 plus group we rode out to Billings with I became much more convinced that small groups of a few couples of similar temperament is the way to go. General route with flexibility. If you plan to much, it can prevent you from breaking early on a particularly hot or rainy day. The wife loves the idea of something like the "clover leaf rides" where you operate from a central hotel and spend 3 or 4 days exploring the region. No packing and unpacking every day. This mode would even offer an opportunity for people from different parts of the country to meet at the ride start for a fun gathering.

Hopefully, I may try to plan a ride out to the west coast with the wife soon. Love to show the wife some of the roads I rode and see some of the MARC members again. 73 and good DX

- Norm - N9ZKS - Central Illinois
- Motorcyclist, Bicyclist, Ham, Scouter
- '05 Goldwing Hannigan Trike - Silver 45,600 miles
- '05 Goldwing - Yellow - Rex - 199,900 miles
- '87 Goldwing Interstate - Lagniappe Too - 67,000 miles
- LAISSEZ LES BON TEMPS ROULER!
- IBA 25533, MARC, GWRRA, AMA, ARRL

BACK IN THE SADDLE

MARC member Jim Banks, KD6REA, had a tough fall a couple of years ago, but is finally getting back on his 2009 BMW K1200LT. He has a Yaesu FT-7800 mounted on the bike along with an APRS setup using a Byonics rig. He's come up with some pretty interesting mounts to get it all up and running on his bike.



He has a plate he's built to hold the head of the radio right up on the dash where it's easy to see and operate. You can also see sitting behind the 7800 head the Sena SR-10 – which connects his radio to his Sena Bluetooth headset. And down below, on the center shelter he's got his mount for his Garmin 660.

His PTT button is mounted on the left mirror. The PTT connects to the Sena SR-10 on the dash plate in order to key up his Sena headset and the 7800.



On the back he has a plate mounted to his rack with the Byonics GPS and two antenna mounts – for the 7800 and the Byonics APRS radio.



Cont. Pg. 8

Made the Jump - Part III

Last month I left off with my '09 Harley sitting happily in the garage, and it's owner hoping to find a mate. As I said, one of the main reasons for my interest and search is because I love having Vickie behind me and she loves riding with me. But the Heritage Softail just doesn't make it for any kind of long trip. We also both agreed we're not getting any younger so, while I still love to ride, and this is one of the big things in my life these days, it was worth looking into getting a new, better road bike.

I indicated last month that I was looking at three models - the Harley Road Glide Ultra, Honda Goldwing - 2018 or newer or the BMW GTL. Part of this discussion included the planned trip to Europe to meet up with Mark, KE6ZRP, Zippy (still currently, but becoming less likely.) We plan to ride for about a week out of the 2 Vickie and I are planning. (The first week is hers – a river cruise up the Rhine from Amsterdam to Basel, Germany.) We've been looking at what bikes to rent on that trip and the three I just mentioned are all possibilities.

In looking at those three one of my desires is a bike that can have the trunk removed because I love the bagger look. Of those, you can add a kit to the HD Ultra, to make the kit easily removable and the BMW trunk comes off in less than a minute. The Goldwing is an all-day job and requires some extra pieces to cover up what's left. However, I found a guy back in Georgia that makes a kit to allow the conversion of the GW to a bagger in 15-30 minutes (depending on how you count....:-) So that meant the GW was still in the running.



The Harley had the financial advantage – in that, if we went that route, I would be upgrading the Heritage Softail and that would offset the cost of the Ultra. Plus, I've always liked the look of the Ultra – fixed fairing (that “Shark Nose”), especially as a bagger. The Harley would likely be the most expensive. But it would come with built-in GPS (for what it's worth), Bluetooth and other touring type features. Plus, the most storage of the three. But also, the heaviest, by a significant amount – weighing in at about 930# dry. Harley also has an app that talks to the bike, a nice touch. So, the Harley Ultra was definitely in the running.

The BMW is, well, a BMW! Quality is a given. The GTL is their top-end touring model with all the bells and whistles, but also the traditional BMW performance. As more than one article pointed out – it just WANTS to turn. The Trunk was a positive, but the seat height easily the tallest (which would contribute to “feeling” heavier.) However, the BMW is easily the lightest of the three at 767#, but the most horsepower at 160 hp. Quite a combination. The GPS on the BMW is a standard Garmin unit (a real plus) but built into a custom cavity – limiting any future upgrades. The BMW comes with an adjustable windshield, heated grips and seat and something commonly called “hill assist” – that is starting on a hill it will hold the brakes until you accelerate – especially useful if



touring the City by the Bay....:-). It also has (and I think it's standard on the newer models) an adaptive headlight – it leads into the turns so you can see where you're going better. Unique in the motorcycle world.



The Goldwing was the biggest unknown. Starting in 2018 they completely remade the Wing. (For the HD Ultra it was 2017 and the BMW 2016 – so those were my breakpoint years for the three of them.) In the case of the GW, they made some

The Jump fr pg. 6

significant changes. The biggest being shedding about 100# weight – ending up at about 830# - slightly heavier than the BMW – but significantly less than the Harley. And it comes in an automatic (more on that shortly.) They also came out with a totally new suspension design for the front end – a double-wishbone setup. Gone was the standard piston fork suspension. Like the BMW the display comes with a lot of information (overload?), but with the GW it's all integrated along with the GPS. It also has an adjustable windshield, heated grips and seat (including passenger backrest), hill assist, adjustable suspension (on the fly), like the BMW. However, the least storage (still substantial) of the three and non-removable trunk as noted above.

So, it came time to ride the three. I independently had ridden the Ultra a couple of times as well as the BMW and Honda automatic DCT. On the latter a side comment. I found a dealer in Carson willing to let me test ride a Goldwing (that's rare – most Honda dealers do not give test rides. Harley and BMW dealers jump at the chance.). After a couple of runs around the block I was convinced that, if I went with GW – it would NOT be an Automatic. Apparently, Honda dealers are selling the DCT Goldwings at 2 or 3:1 over the standard transmissions. I guess folks just want to get on the road and go in a straight line. The problem (complaint?) I had is – with no clutch (which really feels weird – along with no shifter) – the throttle has too much play at slow (parking lot) speeds. The shifting going down the road was fine – smooth and comfortable. But it would have taken a while to get used to it at slow speeds. And, as a potential instructor, I need that clutch.

After riding the three bikes by myself it was time to get Vickie on the back of the them to see how she would like them and to see how I would feel with a passenger on the back. I have an Eaglerider membership (which is currently racking up points during this shutdown) so we started by renting a HD Street Glide Ultra Limited for a day. This model has the batwing fairing, but otherwise is the same bike as the Road Glide Limited I would be considering, so the ride for Vickie would be comparable. For me not quite because that fairing mounted to the handlebars changes the handling a bit. But a good test. We rode that for a day up to Ojai and back (got stuck in the “traditional” 101 closed freeway thing – check with Mark on that) and took it back to the dealer the next morning. We literally jumped off the Street Glide and on to the Road Glide Limited itself for a quick test ride. When we got back to the dealer we both said “That was nice!” (to the joy of the salesman....:-). A very comfortable ride for both of us. And it IS a Harley!



From there, a couple of days later, we met up with Mark at the BMW Dealer in Alhambra. They were by far the most accommodating for test rides. They pretty much said – “Here you go – we’ll see you when you get back.” With some directions on how to get to Angelus Crest Highway. However, we weren’t even a block away and I knew it was not the bike for us. It’s technically a great bike – but that word “technical” pretty much sums up my problem. It just wasn’t comfortable – for either one of us. And comfort is what we’re looking for in a new bike, in addition to features. So, back to the dealership after only a few blocks (and to Mark’s disappointment I’m sure) – then down to Huntington Beach Honda to try the Goldwing with Mark in trail.



When I had called Barry at HBH beforehand, he was also initially not willing to let me test ride either. However, once I gave him my riding background, he got permission from his manager to give it a go. And good it was good he did. The bike easily rivaled the HD for comfort but exceeded it in performance. In the articles I read comparing the GW to the BMW GTL – everyone said the GW was far more stable – and the BMW more nimble. I concur with that evaluation.

However, I found the GW to be very quick to steer, with no unnecessarily heavy inputs. Maybe not



Saddle fr. Pg. 5

Then under the backrest, behind the passenger seat is the radio body for the Yaesu FT-7800. The 7800 is great little radio – dual band, though single receiver – so he can only work one band at a time. However, Yaesu has something called “Dual Watch” – which allows the radio to check a second frequency for traffic about every 3-5 seconds – so it’s possible to “sorta” monitor a second frequency.

All in all, Jim’s done a great job putting all this together on a great bike. We’re looking forward to seeing him back on the routes with us for our next event – whenever that is.



A Note from JFR

Hello all. Not very much riding from here in Rialto. A group of 10 cycles and two passengers from our American Legion post went for a 60 mile trip to Tom’s Farms, located between Lake Elsinore and Ontario, earlier this month. We as a group left the Legion hall in Fontana stopping by the homes of several of our members who were shut in with serious illness and the COV 19 lockdown. We all stopped in the street in front of their houses, made a lot of noise, Harley pipes and Honda horns, thus disturbing the neighbors, some of which came out to cheer and take pictures.

When we had finished with our stop and get well wishes, it was off to the I-15 freeway and Tom’s Farms. While there, we socialized with other bikers who had made the trip from other various places in So. Cal. Also visiting the one store/delicatessen/pizza shop that was open. After about an hour, we departed Tom’s Farms and headed south on surface streets for Lake Elsinore. There as a group we toured part of the city and stopped to look at a boat or two on the lake.

With our fun/riding done and the afternoon sun starting to warm, we all made our way to the I-15 north and headed back to Fontana from where we had started. Instead of going back to the Legion Post the decision was made to break off and head for home as each of us passed the appropriate exit.

A good time and a nice ride for all.

John F. Reynolds
Johnw5jfr@roadrunner.com



Jump fr. Pg.7

as quick as the BMW but nothing I could identify. And in no way a detractor for me. Then, when we got back from the test ride, my significant other exclaimed that it was the most comfortable bike she had ever ridden with me. That's saying a lot given I've had several Russell Day-Long seats - I mentioned in my previous article - on most of my big bikes over the years. One thing I found interesting – the adjustable windshield. I thought it would be “nice to have” – but I've found I love it. I frequently adjusted it up or down depending on the conditions – down a little when turning a lot – up on the freeway.

So, after the three test rides it came down to two bikes. The Harley because, well, it's a Harley – and the financial consideration. And the Goldwing because of its comfort, features and technical qualifications. Over the next few days I mulled over the choices and went back and forth – and was leaning about 70-80% toward the Goldwing. The final kicker came when I stopped by a local Honda Dealer just to sit on a Wing again. While there I talked to a salesman and gave him the deal I was looking at with SoCal Honda. He went off to see what he could do, and I spied a Harley Road Glide Limited sitting in another part of the showroom. Used, but the exact model I would be getting. I got off the Wing and walked over to the Harley and sat on it. That did it – the weighty feel of the HD vs. the Wing did the trick. I knew 100% at that point – it would be the 2018 Goldwing.

Next month I'll describe how I ended up with the one I got and what I've done with it since (quite a lot actually) and more about my impressions and experiences with this bike. But, as I said to Bill Douglass (on his way to join his beau up in Oregon) – Don't go ride one unless you're ready to buy. You'll see what I mean.....:-)



73's

John Beckwith, N6JCB
Westchester, California
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Tundra fr pg 3

normal for me... or maybe its all the puns and dry humor?

Headed home and reflected on the ride.

Take care! Enjoy the Motorcycle Social Distancing... I am still riding but now I get really close to cousins or friends houses... but never stop.. unless I call them and ask if they can meet me outside... Almost have 10,000 miles on the RS which I purchased in August of last year...

I really NEED an excuse to ride to California.. so when the breakfast is real instead of Zoom... please advise!

73

Timothy Lindstrom, ab0ts

Columbia Heights, MN

BMW R1150 RT... 65,300 miles K1200RS 54,300 miles

President fr pg 1

we can bring it back. I have never been to a MARC picnic, so this really sounds great to me. Please think of a date and place where we can make it happen. Have you looked at the MARC Facebook page lately?

Seems we have a retired person that has gone into construction business out in Rialto. And just when things are beginning to get heated up. If you run into that guy, buy him a cool glass of water, I am sure he will love you for it.

And with all this stay at home stuff going on, myself and John, JCB have been practicing our Social Distancing protocol by taking some very nice rides here in S. Cal. This past Sunday we put 250 miles on our bikes riding up near Ojai and ate "al fresco" by the side of the road or a stream with a sack lunch. We will be doing more, so please let us know if you would like to join in. We can plan a ride out your way even.

But we have also been experimenting with Sena Bluetooth headsets. I am sure John will be putting something in a future newsletter. And I will also be writing up about a new radio that I bought and have just now got it working. A dual band radio for bikes or cars but has no faceplate. It uses your cell phone or tablet as the faceplate and has lots of Bluetooth features, including a wireless speaker mic. And it is easy to program from your phone. Watch for something next month.

That's all for now, stay healthy.

73,
Zippy

Classified Listings

For Sale

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

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