

# QSA-5

Founded 1933

The Marin Amateur Radio Society Monthly Newsletter

June 2011

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## Upcoming Public Service Events:

**Sunday, July 24** Summer Sun Day - Hike on Mt. Tam for disadvantaged youth. 8:00-3:00 Fixed station operators and radio equipped hikers (sweeps) needed.

**Saturday, August 6** Marin Double Century - 200 mile bike ride in Marin County - Morning, midday, afternoon and evening assignments available. Fixed station operators, sag ridealong operators and sag drivers needed.

(See page five)

**Saturday, August 20** Holstein Hundred - 100 mile bike ride in West Marin and West Sonoma Counties - Morning, midday and afternoon assignments available. Fixed station operators, sag ridealong operators and sag drivers needed.

Contact Randy, KA6BQF  
ka6bqf@arrl.net or  
Michael Fischer, K6MLF  
fischer@igc.org to sign up.  
Randy Jenkins, KA6BQF  
ka6bqf@arrl.net  
510 526.4089

## Board Meeting 9 June, 2011

Members present: Curtis Ardourel WA6UDS, Jerry Foster WA6BXV, Horst Dannecker KA6BHZ, John Boyd KE6ORI, Rita Brenden KG6WPN, Rich Carbine W6UDS, Marilyn Bagshaw N6VAW, Matt Schallock K6OHD, August Koehler K0CQL, Doug Slusher KF6AKU and Randy Jenkins KA6BQF. Phil Dunlap and Michael Fischer were also in attendance.

The meeting was called to order at 19:30 hrs by President Curtis. The agenda was approved as presented.

The minutes of the May 12 meeting were approved as published.

Treasurer's Report: \$2,267.00 income and \$3,721.70 expenses were reported for May. Bank balances of \$10,056.90 in the Building Account, and \$33,748.72 in the General Account were reported. CPA fees and the new apartment kitchen floor were expensed this month.

Committee reports:

Membership- Phil reported that we have about 100 members. Randy requested a copy of the roster.

Public Service - Randy commented on the Dipsea, Double Dipsea and volunteer T-shirts.

Technical Committee - Doug reported installation of the pre-amp on 146.70, and a problem with the phone line

Comm Truck - Doug reported that we will need a new battery, and other maintenance items.

Field Day Committee - Met with Red X. Need help with set-up Friday. There will be a 10M beam. The generator was discussed.

VE Liaison - Randy reported that the next session was Saturday, July 23.

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RACES - There will be a Field Day station at the Civic Center. RACES has adopted a uniform for members.

Building Manager - Matt reported that the drains seem to be OK, the new kitchen floor was in, and the gate was repaired. There was a motion to approve reimbursement for a dump run NTE \$50.00. AKU/WPN Passed. Matt also reported that we may be required to install a CO detector in the apartment, per new code. Rich commented on the upcoming deck repairs. We should probably look for a new contractor, as the person we were using may be too busy.

Speakers - August on DX spotting.

The Board voted to cancel the Friday, July 1 membership meeting that falls on the same weekend as the July 4 holiday.

Old Business:

Personal property - Working on it. Need to get the backroom cleaned up.

Projection screen - No Change. Need thank you letter for projector donated 18 months ago.

Tree Letter - Doug and Matt will talk to neighbor.

HR 607 Letter: Curtis drafted and presented a letter to the Congress member involved. The \$100.00 donation to ARRL Spectrum Defense Fund is pending.

Donation Policy: Doug Slusher presented a draft for discussion.

New Business:

Morgan Hill Repeater on 147.330: Club will have no objection to NARCC coordination.

The subject of a lease for the apartment and finding the original agreement was discussed.

There was a discussion of the NARCC Spectrum Management Committee.

There being no further business, the meeting was adjourned at 20:03 hours.

Respectfully submitted,  
Randy Jenkins, KA6BQF, Secretary.

**General Membership Meeting**

June 03, 2011

The meeting was called to order at 19:30 hrs by Secretary Randy Jenkins. A round of introductions was the first order of business. There were ten members or guests present. The April agenda was used as a template.

The minutes of the May 2011 general membership meeting were approved as published in 'QSA-5'.

A report on actions at the May Board of Director's Meeting was deferred.

Treasurer Doug Slusher reported \$2,267.00 in income and \$3,721.70 in expenses. Combined bank balances were \$43,805.63.

No membership report.

The picnic is scheduled on September 11. The recreation committee is pursuing the Collins site and asked about the insurance certificate.

Randy Jenkins reported that The Dipsea and Double Dipsea are coming up.

The technical committee: Doug reported on a problem with the autopatch on SPR. Doug will make a trip to Tam to install the pre-amp on 146.70.

Doug reported that he was working on the Comm Truck.

Education: No Report

Jenkins reported that the next VE session will be on July 23.

Races: Rich Carbine reported nothing new. RACES will have a Field Day station at the Civic Center.

Building: Matt Schallock reported that the new floor was installed in the apartment. Matt reported there was no visible damage in the rear corner when opened up, but further investigation was warranted. Matt asked Rich about the contractor for te deck.

Field Day: Rich reported that there was a new contact at Rod & Gun. The operation will be class 3A with a RTTY station. Field Day is June 25-26 with set-up on June 24.

New business:

See Rich for information on the Visalia DX Convention.

Column two.

There being no further business, the meeting was adjourned at 19:52 hrs.

Matt Schallock had a slide show on the Mt. Barnabe site trip.

Respectfully submitted,  
Randy Jenkins, KA6BQF, Secretary.

The official copy of these minutes shall reside in the secretary's records on file at the corporate office.

**THE WAYBACK MACHINE**

Issue #4 by William Continelli  
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By the time World War I ended in November, 1918, almost 5000 amateurs had served in uniform, with many giving their lives overseas. Amateurs had proven themselves to be invaluable to the war effort. The Army and Navy were faced with an absolute lack of trained radio officers, instructors, operators, and even state of the art equipment. Amateurs stepped in and provided the knowledge, men and sometimes even the equipment necessary to help win the war. An interesting example of this was the case of Alessandro Fabbri, a wealthy yachtsman and radio amateur, who had top notch stations on board his yacht and on Mount Desert Island, Maine. The Navy commandeered the stations (and the yacht), made Fabbri an ensign, and placed him in command. Largely with his own money, he expanded his operation and improved his equipment. Fabbri's station was used to pass most of the official communications between the battlefronts in Europe and Washington. The traffic often amounted to 20,000 words a day, most of them in cipher. Captain (later Major) Edwin Armstrong, whose regenerative receiver was being used worldwide, was in charge of the Signal Corps' Radio Laboratory in Paris, where he developed the superheterodyne receiver. Thousands of amateurs served as Navy radiomen and Signal Corps operators.

It would seem from the information above that amateurs had conclusively proven their worth and that the Navy would return the amateurs' frequencies

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back to them once the war had ended .

Sadly, this was not the case. A string of events conspired against the amateur and almost eliminated all privately owned stations.

The villain in this play was the Secretary of the Navy, Josephus Daniels, a puritanical landlubber and teetotaler, whose opinions often got him into trouble. He was the type of individual that H. L. Mencken and Sinclair Lewis satirized as "one who is terrified that somewhere, someone is having fun". For years, he had demanded that the Navy have exclusive control of the radio spectrum. Now, it appeared, he had his chance.

The effects of the first modern global war, along with the Bolshevik Revolution in Russia, had temporarily turned the country extremely conservative. It was in this mindset that the Espionage Act of 1918 and Prohibition were passed. Hundreds of suspected communists and anarchists were deported in the "Red Scare". Even the great Socialist Eugene V. Debs was imprisoned for disagreeing with the government. Seizing the opportunity, Secretary Daniels urged the passage of legislation giving the Navy a monopoly on radio communications. As a result, the Poindexter Bill was introduced in the Senate, and the Alexander Bill in the House. Political observers gave both bills an excellent chance of passing.

Back at the ARRL, things looked bleak. All memberships had lapsed (along with all amateur licenses), 80% of the amateurs were still overseas, "QST" had ceased publication, the unpaid printing bill was \$4700, and there was \$33 in the treasury. However, action was needed immediately to defeat these bills. Hiram Percy Maxim and the other board members dug into their own personal funds and sent out a "blue card appeal" to all known amateurs or their families asking them to write their Congressman and urge defeat of these bills. It worked.

Thousands of letters poured into Washington from amateurs or (more often than not) their family members asking that amateur radio be saved. Congressmen who opposed a military monopoly of the airwaves also joined in, lending their support to amateur radio. Overwhelmed by this grassroots opposition to Naval control of the radio spectrum, Congress killed the bills in committee. This 1919 letter writing campaign had a profound historical impact on all of radio, for, had these bills passed, not only would amateur radio have disappeared forever, but all private communication activities (such as broadcasting, business radio, CB, GMRS, Cellular, etc.) either never would have evolved, or would have been delayed by years or even decades.

With the bills defeated, Maxim and the ARRL Board of Directors issued \$7500 worth of bonds to League members to get "QST" going again. At the same time, pressure was brought on Washington to lift the radio ban and allow amateurs back on the air. Partial success was achieved on April 12, 1919, when the Navy removed the ban on receiving, but not transmitting. Thousands of amateurs and other listeners removed the seals from their receivers (which had been placed there by Government Radio Inspectors), strung up their antennas and warmed their filaments with the sounds of the government stations. But they wanted more. Their fingers fondled their telegraph keys as they waited for the lifting of the transmitting ban. Finally, in November 1919, after a Joint Resolution had been introduced in Congress demanding that the Secretary of the Navy remove the restrictions on amateur radio, the transmitting ban was lifted, licenses were reissued, and amateurs were back on the air.

Now began the "second war", Spark vs. CW. Remember that amateurs were allowed, in effect, just one frequency - 200 Meters. A spark station on 200 meters actually generated a signal from 150 to 250 meters.

Col two..

With the sensitive regenerative receivers now in use, the practical range was several hundred miles. Transcontinental relays now took less than five minutes. The number of licensed amateur operators stood at 5719 in 1920, 10,809 in 1921, and 14,179 in 1922. And all were operating on 200 meters! To quote Arthur Lyle Budlong in "The Story of the American Radio Relay League", it was "Interference, Lord, what interference! Bedlam!". Something had to be done.

And it was. Various transatlantic tests were conducted from 1921 to 1923. The results overwhelmingly showed CW was far superior to spark. Postwar vacuum tube production was at its peak. In 1921, an RCA 5 watt tube cost \$8, and, as a single tube CW transmitter, could outperform a 500 watt spark station. A 50 watt tube cost \$30, and was five times more effective than the best 1 kW spark station. Since CW took only a fraction of the bandwidth that spark did, over 50 CW stations in the same area could occupy the 150 to 250 meter range, vs. one spark station.

The transatlantic tests also revealed some other interesting facts. Due to the excessive interference on 200 meters, some stations had dropped down to 100 meters where, to their surprise, they found conditions much better. Throughout the 1922-24 period, hundreds of tests and casual contacts were made on the 100 meter wavelength which conclusively showed not only CW's superiority over spark, but increased range on the shorter wavelengths. Once again, the scientists came forward and said that long distances on 100 meters were mathematically impossible, and once again, the amateurs proved them wrong. During 1924, several CW contacts were made at distances exceeding 6000 miles. On October 19, 1924, a station in England worked New Zealand, a distance of almost 12,000 miles. Amateur communications had now reached half-way around the world. Although it would take a few years to discover the role that the ionosphere played in short-wave communications, there is no doubt that amateurs

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pioneered the practical uses of short-wave.

The phenomenal success of CW convinced the vast majority of amateurs to buy that vacuum tube. A few still clung to their spark sets, screaming "spark forever", but by 1924, spark was almost extinct. The 150 to 250 meter region was now orderly, filled with thousands of CW stations living in peaceful coexistence with each other (and the occasional spark renegade). Legally, however, amateurs could not go below 150 meters. True, many were already on 100 meters without a problem, but amateurs wanted a slice of the shortwave spectrum allocated to them. After all, it was amateurs who discovered the short waves. Now, with world wide interest being shown here, they wanted protection. Negotiations were ongoing with the Department of Commerce to give the amateurs specific frequencies.

On July 24, 1924, the Department of Commerce authorized new amateur frequency bands. They were 150 to 200 meters (1500 to 2000 kc), 75 to 80 meters (3500 to 4000 kc), 40 to 43 meters (7000 to 7500 kc), 20 to 22 meters (13,600 to 15,000 kc), and 4 to 5 meters (60,000 to 75,000 kc). Except for a portion of the 150 to 200 meter band, spark was prohibited. Spark would survive in the hands of a few rebels until 1927 when it was banned altogether. CW was here to stay. By January, 1925, the 80, 40, and 20 meter bands were filling up with amateurs, drawn by the promise of transcontinental, daylight DX.

"The Wayback Machine" is going to hover over the 1920's for one more edition, checking out an amateur with the call 8XK, and his activities on the night of November 2, 1920. In the meantime, take a sip of that Prohibition bootleg gin, check out those new SW bands, and join us next time on board "The Wayback Machine."

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When everybody on earth was dead and waiting to enter Heaven, God appeared and said, "I want the men to make two lines. One line for the men who were true heads of their household, and the other line for the men who were dominated by their women. I want all the women to report to St. Peter."

Soon, the women were gone, and there were two lines of men.

The line of the men who were dominated by their wives was 100 miles long, and in the line of men who truly were heads of their household, there was only one man.

God said to the long line, "You men should be ashamed of yourselves; I created you to be the head of your household! You have been disobedient and have not fulfilled your purpose! Of all of you, only one obeyed. Learn from him."

God turned to the one man, "How did you manage to be the only one in this line?"

The man replied, "My wife told me to stand here."

**A Classic Tale.**

Five surgeons are talking about who are the easiest patients to operate on...

#1 The first, an Ontario surgeon, says: " I like to see accountants on my operating table, because when you open them up, everything inside is numbered. "

#2 The second, a Quebec surgeon, responds: " Yeah, but you should try electricians. Everything inside of them is color coded. "

#3 The third, a B.C. surgeon, says: " No, I really think librarians are the best, everything inside of them is in alphabetical order. "

#4 The fourth, an Alberta surgeon, chimes in: "You know, I like construction workers.... those guys always understand when you have a few parts left over. "

#5 But, the fifth, a Newfoundland surgeon, shut them all up when he observed: "You're all wrong. Politicians are the easiest to operate on. There's no guts, no heart, no balls, no brains, and no spine, - - and the head and the ass are interchangeable. "

Advice to an Old Guy...  
An old guy (not in the best of shape) was working out in the gym when he spotted a sweet young thing. He asked the trainer who was nearby what machine in here should I use to impress that sweet thing over there?"  
The trainer looked him up and down and said "I would try the ATM in the lobby"

For those who never saw the TV series "The Untouchables", here's a full length program entitled "The Frank Nitti Story" narrated by Walter Winchell. In the days of the series, commercials didn't take up as much of the hour as they do now. This program runs 50:38 minutes.

[http://www.youtube.com/watch?v=Ng5s\\_AO8mfE&feature=related](http://www.youtube.com/watch?v=Ng5s_AO8mfE&feature=related)

Like most movies on the subject, history is bent a bit. Frank Nitti shot himself later.

## HIGH SCHOOL: 1957 vs. 2010

**Scenario 1: Jack goes quail hunting before school and then pulls into the school parking lot with his shotgun in his truck's gun rack.**

**1957** - Vice Principal comes over, looks at Jack's shotgun, goes to his car and gets his shotgun to show Jack.

**2010** - School goes into lock down, FBI called, Jack hauled off to jail and never sees his truck or gun again.

Counselors called in for traumatized students and teachers.

**Scenario 2: Johnny and Mark get into a fist fight after school.**

**1957** - Crowd gathers. Mark wins. Johnny and Mark shake hands and end up buddies.

**2010** - Police called and SWAT team arrives -- they arrest both Johnny and Mark. They are both charged with assault and both expelled even though Johnny started it.

**Scenario 3: Jeffrey will not be still in class, he disrupts other students.**

**1957** - Jeffrey sent to the Principal's office and given a good paddling by the Principal. He then returns to class, sits still and does not disrupt class again.

**2010** - Jeffrey is given huge doses of Ritalin. He becomes a zombie. He is then tested for ADD. The family gets extra money (SSI) from the government because Jeffrey has a disability.

**Scenario 4: Billy breaks a window in his neighbor's car and his Dad gives him a whipping with his belt.**

**1957** - Billy is more careful next time, grows up normal, goes to college and becomes a successful businessman.

**2010** - Billy's dad is arrested for child abuse. Billy is removed to foster care and joins a gang. The state psychologist is told by Billy's sister that she remembers being abused herself and their dad goes to prison. Billy's mom has an affair with the psychologist.

**Scenario 5: Mark gets a headache and takes some aspirin to school.**

**1957** - Mark shares his aspirin with a school buddy that has a headache also.

**2010** - The police are called and Mark is expelled from school for drug violations. His car is then searched for drugs and weapons.

**Scenario 6: Pedro fails high school English.**

**1957** - Pedro goes to summer school, passes English and goes to college.

**2010** - Pedro's cause is taken up by state. Newspaper articles appear nationally explaining that teaching English as a requirement for graduation is racist. ACLU files class action lawsuit against the state school system and Pedro's English teacher. English is then banned from core curriculum. Pedro is given his diploma anyway but ends up mowing lawns for a living because he cannot speak English.

**Scenario 7: Johnny takes apart leftover firecrackers from the Fourth of July, puts them in a model airplane paint bottle and blows up a red ant bed.**

**1957** - Ants die.

**2010** - ATF, Homeland Security and the FBI are all called. Johnny is charged with domestic terrorism. The FBI investigates his parents -- and all siblings are removed from their home and all computers are confiscated. Johnny's dad is placed on a terror watch list and is never allowed to fly again.

**Scenario 8: Johnny falls while running during recess and scrapes his knee He is found crying by his teacher, Mary. Mary hugs him to comfort him.**

**1957** - In a short time, Johnny feels better and goes on playing.

**2010** - Mary is accused of being a sexual predator and loses her job. She faces 3 years in State Prison. Johnny undergoes 5 years of therapy.

## 2011 Marin Century & Double Century

Hi Everyone,

It is that time of year again. The 2011 Marin Century is only a little over a month from now. It is scheduled for Saturday, August 6. And as always, we need volunteers. In fact, we need about 350 volunteers!

There are a few changes planned for this year. First, the Mount Tam Double Century will be part of the Triple Crown. This means we need about 6 more Time Checkers than last year. Second, we are adding 20 Course Marshals to ride the routes and ensure the safety of the riders. Third, we are offering pre-registration and will need about 8 people to help stuff envelopes on Thursday, July 21 @ 6:00 pm. (Pre-registration is proving to be very popular. About 45-50% of the DC riders and about 30 % of the regular riders are taking this option.) Fourth, people will be able to purchase jerseys on the day of the event by credit card, so we need a few extra people who can handle customers. And, of course, all the usual volunteer positions are available: Rest Stop captains and a few workers, Registration workers for both Friday evening and Saturday morning, SAG drivers, food preparation and food service people to help on the buffet line at the START/FINISH, and Turn Indicators (see dual-purpose SAG wagon pic below, at Rock Springs. ed.) to help keep riders headed in the right direction at some of the confusing intersections along the courses.

Volunteers are the very heart-and-soul of the Marin Century. Without volunteers the Century simply would not be possible. So, come out and join us. Bring a friend, a neighbor, your in-laws or a sweetheart even if they don't know how to ride a bike. Working the Century is loads of fun for everyone.

As in the past, all volunteers are invited to join the Workers' Ride on Saturday, August 20, and the Holiday Party in early December. Triple Crown riders volunteer credits are available upon request.

**Mary Myers**

Volunteer Coordinator.

(MARS members and friends contact Randy or Michael.)

(Rest stops have food and drink so if you volunteer you can put on a little weight. ed.)

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### THE CARE AND FEEDING OF HAMS

Pet hams are so intelligent they often seem almost human, but they can be difficult to live with. Only someone with great patience should attempt it. In case you do, here is a guide to the basics:

**Living Area:** A ham needs a private den or cave, an entire room where it will not be disturbed. Your pet ham will spend many happy hours alone there with its treasures - boxes, wires, bits of metal, glass, plastic, paper, etc., that it will bring home whenever it ventures out. You will want to encourage your ham to confine its activity to this room to prevent the entire house from being subjected to noise, clutter and the boring of holes in walls.

**Expenses:** Keeping a ham is expensive but, unlike most pets, a ham can be trained to work outside the home for a few hours each day. It may even bring in enough money to offset its expenses.

**Feeding:** A well-behaved ham will eat with the family occasionally, but it will usually feel more comfortable and secure taking its meals in its den. You must be sure your ham is well supplied with food and drink during the long periods it spends alone in there, even if it does not beg or whine.

**Obedience Training:** A ham can be trained to perform simple tricks, the easiest and most common being "sit" and "speak." Do not be alarmed if it practices them for hours at a time in its cave.

**Health Problems:** The ham typically suffers lower back pain and minor throat irritations from too much sitting and speaking, but health maintenance costs tend to be minimal.

**Travel:** Your ham will gladly travel with your family by car or even by air, if allowed to bring along certain familiar items from the den. Most hams enjoy trips to places where they can meet hams from other families.

**Breeding:** If you plan to breed your ham, you should do so as soon as possible after you get it. As a ham matures, it becomes increasingly reluctant to engage in activities not associated with its den collection.



## Mt. Tam Double (200 mile ride)

## Course Description

*This difficult double has become a Northern California Classic!! Climb beautiful canyons and challenging ridges up Mt Tam (birthplace of mountain biking) with stunning views of the Pacific Coast, the San Francisco Bay and all the mountains in between.*

The Maiden voyage of the Mt. Tam Double Century was August 7, 2004 and received rave reviews. This is part of the prestigious California Triple Crown Series of Double Centuries. Not sure if you can ride it? There are those of you that know you can ride 200 miles with 15,000 feet of climbing and then there are most of you that question such a challenge. While the Mt. Tam Double is not an easy Double Century and will challenge even the experienced veteran riders, do not be too intimidated.

This ride has lots of fast technical riding and descents to challenge the most experienced riders yet offers bailout options for those that want to give it a try but are not quite sure. Most of the steep climbing is over by mile 130 but there are plenty of rollers to challenge you on your way back to the Finish!

This course is very challenging but certainly a step below the “most” challenging doubles such as the Alta Alpina challenge, the Devil Mountain Double and the Terrible Two. In fact, it might be the ideal test ride if you are not sure you are ready for the most difficult doubles out there. The Mt Tam Double has 15,000 ft. of climbing but the grades are not consistently that steep. The steepest grades are found at mile 130 on the Coleman Valley climb where grades will be as high as 16%.

Because we run the Mt Tam Double in conjunction with our Marin Century, there are several bailout options available if the course just proves too much or you are just having a bad day. These options will allow you to finish under your own power and the bailout routes are fully supported.

The Mt Tam Double Century course starts on flat to rolling terrain before you are greeted with your first challenge of the day, a 1.5 mile and 430 foot climb to the Big Rock summit of Lucas Valley. This is followed by a thrilling descent through the redwoods into the ranches and grasslands of West Marin. The route then departs from the other courses as you head for the “sleeping beauty”, Mt Tamalpais. The route winds south and east with a couple small climbs and descents until you reach the town of Fairfax. Fairfax is one end of the famous Bolinas Fairfax Rd., which is the epitome of Marin Road rides. Within sight of town center, the road begins to wind up into the hills of the lake country on the north side of Mt. Tam. The road is narrow and twisting but relatively untraveled. There is a brief respite at the golf course and then you climb again to the top of Pine Mountain and your 1st Rest Stop at mile 25. This is a popular mountain bike jump off point but you will have to return for that another day. There is NO CHECKPOINT at Pine Mountain Rest Stop. This is the only rest stop on the course without a checkpoint.

The descent down to the lakes is very fast in a series of tight left turns with a decreasing radius. **BE CAREFUL, GO SLOW INTO THE TURNS!** The entire road twists with lots of technical turns and small fun rollers for 4 miles. You will love this road. All this ends at Alpine Dam. You ride across the dam and climb, and climb and climb. You reach the ridge; turn left off the Bolinas Fairfax Rd onto Ridgecrest and climb some more, and more. Welcome to Mt Tam.

If the Bolinas Fairfax Rd. is beautiful (and it is), West Ridgecrest is stunning. You have seen this before. Either in half the car commercials ever made or maybe in a Lance commercial. Yep – this is the place. In the early morning light, you will have a grand sweeping view of the Pacific, the coastal mountains and inland lakes. Coastal oaks, evergreens and redwoods will contrast with the golden grass hillsides and deep blue ocean waters. All this is, of course, assuming it is clear. It can be fog, raining, blowing 50 and you might as well be in Siberia!

West Ridgecrest climbs in a great series of rollers turning into East Ridgecrest that climbs in another set of giant rollers for the remaining 3 miles to East Peak and the top of the mountain. At the very top is a checkpoint and the turnaround. **FAILURE TO CHECK IN HERE RESULTS IN A DNF!!!**

Be careful on the descent. It is very easy to go too fast and other riders will still be riding up. This is an out and back scenario. The descent has almost 300 feet of climbing in it before turning south to Pan-toll and onto the Panoramic Hwy. All these roads are twisting with sharp technical turns that require extreme caution. If these roads are wet from morning fog, they will be very slippery. **PLEASE EXERCISE EXTREME CAUTION.**

From Panoramic, you drop steeply to Muir Woods and on to your 2nd Rest Stop at Santos Meadows at mile 50 just before reaching Hwy 1.

Several good climbs wait as you turn north on Hwy 1 from Muir Beach and again as the course passes the Bolinas Lagoon toward Olema and Pt. Reyes Station. Our course turns off Hwy 1 in Point Reyes Station on 1st street and a quick left on Mesa Road for rest stop #3 and 73 miles in. Take a right back on Hwy 1 north and a right on Point Reyes Petaluma road, the route continues traveling the flat creek bed inland to Nicasio Reservoir where you are greeted by a short climb (1.4 miles and 380 foot gain). Over a summit and past the Nicasio Cheese Factory before continuing on towards Petaluma. A right turn on Sunnyslope and left on F street will bring you to McNear Park and our rest stop #4 at 93 miles. Leaving Petaluma with a series of quick turns you will find yourself at the entrance of beautiful Chileno Valley road that you will follow all the way to a left turn on Tomales Petaluma road, right on Alexander and left on Fallon two Rock. Cross HWY 1 stay on Fallon Two Rock to a right turn on Whittaker rd. and right on Franklin School Valley Ford rd. Arrive to a right turn on HWY 1 (away from Bodega) and reach the rest stop #5 in Valley Ford at roughly 123 miles.

While the century riders are starting to head back south, you are about to taste some of the best hill climbs anywhere. The climb up Bay Hill Rd. is beautiful with grand vistas of the Pacific ocean once you have earned the crest. It is a quick descent (rough road) to Hwy 1 for some very scenic miles of coastline before turning onto Coleman Valley Rd. Coleman Valley Rd. and a big climb on the double century course. With 130 miles on your legs, the climb is long and steep with false summits and huge views. Be sure to look south from the top. At the edge of the horizon you will see Mt Tam! This is one for the books. Remember to smile! This will forever be one of your favorites!

Relax and hydrate up at the top of the Coleman Valley Loop. This small Rest Stop at Coleman Valley is at about mile 130 and is a checkpoint. The stop will be stocked with water, Gatorade and energy supplements (gels, bars, etc). This stop will not have the usual array of fruit and other foods you may be used to but you will find those down the road a few more miles at Valley Ford. The top of the Coleman Valley Loop undulates with a 400 ft descent in the middle before climbing right back up (gotta love that!). The final descent on Joy Rd is very big and long. Wide shouldered roads take you back to your 6th Rest Stop in Valley Ford (Déjà vu) at mile 153.

Hydrate and calorie up at this rest stop. After resting you will follow signs that ultimately will bring you to quiet and scenic Middle road. Dillon Bech road and to Tomales. At this point go south on HWY 1 to Marshall. Just before entering Marshall you will take a SHARP left turn on Marshall Petaluma road. Be very careful there as you are making a left turn crossing traffic from sometimes busy HWY 1. Then up the Marshall wall from the coast for about 700 feet of climbing. Descend to Walker creek and rest stop #6 at 172 miles in. From Walker creek it is a short but beautiful 17 miles (if still in daylight) to the final rest stop in Nicasio at 189 miles in.

The course finishes by reversing Lucas Valley Rd (it is an easier climb this direction). **BE VERY CAREFUL DESCENDING FROM BIG ROCK AT LUCAS VALLEY ROAD. THIS DESCENT HAS SEVERAL SHARP LEFT HAND TURNS WITH A DECREASING RADIUS – GO VERY SLOWLY!!** It is almost all downhill from there until you arrive back at the Start/Finish at the VALLECITO ELEMENTARY SCHOOL. Check in upon completion at the desk in front of the gymnasium door (inside courtyard). That is the OFFICIAL finish/timing spot.

**Time Limit:** The Mt Tam Double Century has a mass start at 5AM. Nobody is allowed to start before that time. Failure to conform to this rule will get you DQed. The cut off time is 10:30PM. Anyone on the course after 10:30PM will get a DNF status, WILL NOT get Triple Crown credit and will be SAGed in, with no exceptions.

The MTDC starts at 5AM and closes at 10:30PM. Start and finish times are strictly enforced. This means you will have 17hrs 30min to complete the course, you should consider whether or not that is enough time for you BEFORE you sign up for the event. If you feel it is not enough time for you we advise you to choose an easier Double Century to participate in. We do not like to give "DNF" status with NO Triple Crown credits to riders finishing after the 10:30pm cut off time but if you are on the course after 10:30PM we will. There is also a cut off time in Valley Ford whereas riders will not be allowed to start the Coleman Valley Loop after 3:30PM. You will have little chances to finish the course on time if you have not cleared Valley Ford before 3:30PM therefore we ask you to not push forward after the said cut off time. However if you desire to participate in the MTDC but cannot make the cut off times, we invite you to volunteer for the event, then come and join us for the workers ride which is catered with great care to all volunteers wanting to try the 200 miles course. We will be there for you and allow you to complete the course, there will be no timing on the volunteers ride.



Hi All

Our regularly scheduled Dedicated Day of Operation (DDO) took place as scheduled aboard the USS Pampanito, SS-383 this last Saturday thanks to the efforts of Michael, K6MLF. Two guest operators were also aboard: Larry Bernard, KG6VOM, and Diana Arsham, KI6BQP. Larry has been aboard several times, but it was Diana's first time aboard the Pampanito operating our station NJ6VT. Thanks to Larry and Diana for participating in the DDO! Your help is appreciated very much!

Our next scheduled DDO is set for Saturday, July 9, 2011 aboard the boat. Let me know if you would like to participate.

73, Den Regan, K6ZJU

CO Pampanito A.R.C.

USS Pampanito, SS-383 San Francisco

cc: Aaron washingtn, Ship's manager

Diane Cooper, Museum Curator

Denice Stoops, USNS Wally Schirra, T-AKE-8

William McCollum, RO, USS Pampanito, SS-383 WW-II

Larry bernard, KG6VOM, Guest RO

Diana Arsham, KI6BQP, Guest RO

--- On **Sat, 6/11/11, Michael Fischer** <[fischer@igc.org](mailto:fischer@igc.org)> wrote:

From: Michael Fischer <[fischer@igc.org](mailto:fischer@igc.org)> Subject: DDO report for Saturday, June 11, 2011

To: "Dennis Regan" <[k6zju@yahoo.com](mailto:k6zju@yahoo.com)> Date: Saturday, June 11, 2011, 8:54 PM

To: Den Regan, K6ZJU, CO *USS Pampanito* Amateur Radio Club

From: Michael Fischer K6MLF radio operator

Subject: DDO Report, 11 June 2011

After an inauspicious beginning, today was quite productive aboard. It is now high tourist season, and the weather topside was wonderful. Not only was there an unbroken stream of tourists, but a group of 20 from Nebraska had made special arrangements with the boat to have a surprise birthday party in the mess deck. So the hubbub factor on the boat was quite high. As usual, the tourists were from many countries, Asian as well as European. That kept at least one of us busy at all times, welcoming, telling stories and answering questions. At least a dozen kids under 12 were keen to come into the radio room to get close-up to the operator and to listen to the incoming traffic. As usual, many photos were taken by their beaming parents. There were three docents and three mechanics aboard as well—all of them gave us warm welcomes and treated us as valued colleagues.

There were two guest operators today: Larry Bernard KG6VOM, for his third stint and Diana Arsham KI6BQP, aboard for her first time, who spent most of her time listening and learning, but was able to make 5 contacts, including three trainees on the *USS Hornet*, at the end of our shift today. All told, the three of us made 28 contacts, all of them in the Western States. (Frankly, that was pretty darned good, since all three bands we trolled were eerily quiet.) We received good (S9 plus 10 to 20) reports from Utah, Nevada, Oregon, and Idaho; but VERY light reports from Bay Area stations—ah, the short skip wasn't working.

Speaking of the inauspicious beginning: the HF radio wouldn't turn on. Dead. Checked the power supply. Checked all connections. All seemingly OK, but still dead. Tightened the loose ground strap. No joy. Pulled out the radio and checked the two fuses in the power lead. Both OK. Pushed the power switch again, and the radio lit up—all turned out well. But just exactly what the goblin was...(?) Also, Den called in on the two-meter radio, and we heard him full bars and full quieting into the Big Rock repeater from his mountaintop. But when we responded to him, he had no copy on us. Again, who knows? (The repeater keyed, carrier received, but no audio from NJ6VT! Another gremlin on the boat! Den, K6ZJU)

Our 2010 Museum Ships on the Air certificate was in the mail box, so I stopped by Kinko's and made copies for all of the operators who participated. When I showed the certificate to the staff, they, too, were eager to get a copy of this year's and last year's certificates so they could hang them up.

Larry and I reported aboard just before 1100, and the three of us secured at 1615, Diana having joined us at 1315.

Respectfully submitted, Michael Fischer, K6MLF Great report! Thank you Michael, K6MLF, d Guest RO's Larry, KG6VOM, and Diana, KI6BQP for a fine job! Well done!

Hi All

The 2011 Museum Ships on the Air Special Event was very successful this year. We had a lot of volunteer from several guest RO's and everyone had a great time aboard the USS Pampanito, SS-383, operating NJ6VT.

This years museum ships participants were P.A.R.C. members Michael Fischer, K6MLF; XO Jerry Foster, WA6BXV; Bill Stewart, KF6RMK and myself. In addition, we had the help of several guest RO's this year: Matt Schallock, K6OHD; Steve Reynolds, K6SDR; Dean Cookson, W6GS; and Bernie Cookson, W6BFC.

Radio operations got underway shortly after 0900 on Saturday, June 4th. While, band conditions on 20 and 40 meters were not the best, we found most of the action on 20 meters and worked a majority of the required minimum of 15 museum ships by Saturday's end. By Sunday afternoon NJ6VT had worked the following 15 museum ships:

USS Hornet, NG6BC, Alameda, CA

USS Midway, NI6IW, San Diego, CA

USS Missouri, KH6BB, Pearl Harbor, Hawaii (CW & SSB)

USS Texas, NA5DV, Houston, TX

USS Alabama, W6Z, Mobile, AL

USS Arizona Mast Memorial, W7TBC, Phoenix, AZ

USS Turner Joy, NS7DD, Bremerton, WA

USS Potomac, NE6JP, Oakland, CA

USS Stewart, KK5W, Galveston, TX

LS Columbia, W7WU, Astoria, OR

SS Keewatin K8JCQ, Saugatuck, MI

RMS Q. Mary, W6RO, Long Beach, CA

USS Cobia, NB9QV, Manitowoc, WI

USS Cavalla, KK5W, Galveston, TX

USS Batfish, WW2OK (WW2SUB), Muskogee, OK

We are not totally sure who we worked with the WW2OK contact. WW2OK said they were representing the USS Batfish (WW2SUB) but they also are listed as representing the USS Oklahoma Mast Memorial. Was this two-fer QSO like it was with KK5W, representing the USS Stewart and the USS Cavalla ? If so, we worked 16 "museum ship" stations!

We did miss Denice, KI6BBR on the Jeremiah O'Brien, K6JOB this year!

In addition to the 15 -16 museum ships worked, we also made at least 50 other contacts with other hams wanting a QSO with the USS Pampanito. There was some activity on the 17 meter band (a French sub, S636 Espadon, F6KBG, was on at 18.135 mc) but the QSB was too severe to make a contact. Same for K1USN on 14038 kc CW.

The weather was pretty bad on Saturday and there were times aboard the boat when there was very few visitors. When visitors did show, there were dressed in rain gear and wet! Sunday's weather was better and so was the number of visitors aboard the boat. By the way, we all enjoyed seeing Matt, K6OHD, dressed in his Navy blues wearing a US Navy blue shirt, sailor hat and P-Coat! Matt looked like the real deal!

I might mention that in my opinion there is a problem being a museum ship like the USS Pampanito in this event. The rules state that ALL participants must work a minimum of 15 museum ships to qualify for a certificate from HQ i.e. the Battleship New Jersey, NJ2BB. I would think that museum ships should be concentrating on working as many non-museum ships as possible, so those hams can collect 15 or more QSO's with museum ships. Instead, we concentrate on working 15 museum ships to qualify for the certificate at the expense of working other non-museum ship stations. Not a good way to do this event in my opinion: not only from the standpoint of a museum ship but for non-museum ships as well. I will take this up with HQ at NJ2BB shortly and see if it would be possible for a rule change, so that a museum ship can also qualify for a certificate by working a specified number of non-museum ship stations. Otherwise, we will continue to concentrate on working museum ships first at the expense of other, non-museum ship stations.

We do have a scheduled DDO for next Saturday, June 11 aboard the boat. If anyone would like to operate NJ6VT next Saturday, please feel free to do so. Those of us who participated in last weekend's Museum Ships event are probably going to use next weekend to recover. Again, many thanks to Guest Operators, Matt, K6OHD; Steve, K6SDR; Bernie, W7BFC, and Dean; W6GS for the help!! Your efforts were greatly appreciated!

73,

Den Regan, K6ZJU

CO Pampanito A.R.C. NJ6VT

USS Pampanito, SS-383

Pier 45, Shed A

San Francisco, CA 94113

cc: Aaron Washington, Ship's Manager

Diane Cooper, Curator, SF Maritime Museum

Denice Stoops, KI6BBR, USNS Wally Schirra AKE-8

William McCollum, RO, USS Pampanito, SS-383, WW-II

Guest RO's: Matt, K6OHD; Steve, K6SDR; Dean, W6GS

& Bernie, W6BFC

**General Membership Meeting** is held on the first Friday of each month at Alto District Clubhouse at 27 Shell Road in Mill Valley, starting at 7:30 PM. Come a little early for pizza or whatever. From hwy 101, head west toward Mill Valley on E. Blithedale. Turn right at the first stop light a block off the highway. Angle right at next stop sign, then turn left at next corner, Shell Road. We are in a two story building, second from the corner on the left directly under the power lines.

**Business/Board Meeting** meets at the Alto District Clubhouse in Mill Valley on the second Thursday at 7:30 PM. Members are encouraged to attend and try to keep the clowns honest.

**Sunday morning informal meeting**, grinningly called the bible/babble class, meets every Sunday morning at the Alto District Clubhouse in Mill Valley starting at roughly 0800 hours and runs to around 1100 hours +or-. Sometimes we even talk about radio.

**The Sunday Emergency nets.** Come on down and watch Matt K6OHD do the nets. You could try it yourself, while Matt stands by, and get rid of any mike fright you might have. If at any time you feel a panic attack coming on, Matt will get you thru it.

<p><b>Marin Amateur Radio Society</b>  <b>President:</b> Curtis Ardourel WA6UDS  510-595-3494  <b>Vice President:</b>  Jerry Foster WA6BXV 892-3829  <b>Secretary:</b>  Randy Jenkins KA6BQF  <b>Treasurer:</b>  Doug Slusher KF6AKU    <b>Additional Board Members:</b>  Marilyn Bagshaw N6VAW 479-3136  John Boyd KE6ORI 924-4419  Rita Brenden KG6WPN 707-557-5521  Rich Carbine W6UDS 479-3136  Horst Dannecker KA6BHZ 459-6163  Matt Schallock K6OHD 531-2676</p>	<p><b>Education Chair:</b>  Randy?  491-0318  <b>VE Liaison:</b>  Randy Jenkins KA6BQF  510-526-4089  <b>Building Co-Managers</b>  Matt Schallock K6OHD 531-2676  Rich Carbine W6UDS 479-3136    <b>Trustee for W6SG:</b>  Augie Koehler KØCQL  <b>Trustee for K6GWE:</b>  Doug Slusher KF6AKU  <b>Sunday Emergency Nets:</b>  Matt Schallock K6OHD  <b>Assistant to the Treasurer:</b>  Dave Hodgson KG6TCJ 332-1864</p>	<p><b>DX Representative of ARRL:</b>  Jerry Foster WA6BXV 892-3829  <b>WEBMASTER</b>  Glenn Meader N1ZKW 987-3948  N1ZKW@ARRL.NET  <b>Public Service Event Coordinator</b>  Randy Jenkins KA6BQF  510-526-4089    <b>ARRL San Francisco Section Mgr.</b>  Bill Hillendahl KH6GJV@ARRL.ORG    <b>Editor of QSA-5 and Procurer of  The Bellywash</b>  Phil Dunlap K6PHD 491-0318  K6PHD@ARRL.NET  <b>Membership:</b>  Phil Dunlap K6PHD</p>
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**Marin Amateur Radio Club, Inc.**  
**P. O. Box 6423**  
**San Rafael, CA 94903**

**Dues structure is: \$25. per year. \$30. for family memberships.** No dues are charged for Life or Honorary members.

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