



The County Line

ROADRUNNER

Published Monthly by the Mobile Amateur Radio Awards Club, Inc.

Editor: Dave Heyboer, KF4KW, 521 Pine Grove Church Road, Bowling Green, KY 42101
270 597-2797 kf4kw@MARAC.org

Volume XXXXI I

August 2002

Number 8

On the Road With N4CD

By: N4CD

The weather in Texas was getting warm, so it was time to head “North to Alaska” to run the 4 ‘counties’ in that state. For many years, the sponsor of the USACA Award, CQ, has used the four Judicial Districts in Alaska as the counties. There are about 28 boroughs in that state, but they do not cover all of the land and population, so they are not inclusive. Several of them are only accessible by boat or plane, making ‘mobile’ operation a challenge. So, for over 30 years, the county hunters have used the 4 districts. At least, you ‘can’ drive to the 4 districts now. I’d never been to AK. Time to go!

Since several others had recently been to Alaska, I picked their brains to figure out the best way to do this. The third district is relatively easy, since that is the area around Anchorage, and includes the QTH of the several active AK county hunters (all of them!_ KL7GN, KL7D, and KL1V). There are hundreds of flights there, so getting there is no major hassle, other than the increased security at

airports which require all tools, antennas, and other ‘suspicious’ ham items to go as checked baggage. On this trip, I was loaded with stuff. Not only did I take the IC706, and the ‘big’ mobile antenna, and 3 magnet mount, power cable, log book, 2m handheld (pair), but also AC power supply, fixed antennas for 10 through 80m, 33 foot high collapsible mast, extension cords, coax cable, but a few winter clothes for the ‘cold’ north. In all, 80 lbs. of stuff. I was going to get contacts no matter how bad conditions were!

Soon it was off to Anchorage on the big bird. A cool 75 degrees when I got there. I rented a Kia Sportage, the smallest SUV there is (car rentals in tourist season, like everything else, are ‘high’!). I gave KL7GN a call, and he invited me to visit. That turned into an enjoyable stay at his QTH for many days. The local hams meet every week on Tuesday, so I got to meet 15 of the locals, including Bruce, KL7D. . The Kia is not bad – I could run with the engine off OK. About S3 noise with the engine on, enough to

cover most signals. The N4CD temporary setup was installed in 20 minutes, and I made a few contacts from the 3rd AK soon. One down, 3 to go. The plan was to do the next three on weekends to give the majority of county hunters a good shot at AK counties.

Soon, it was time to head to probably the single hardest county to run in the US, no matter where you start from! The second district of AK can be run at least two ways. One is to drive 300 miles up the gravel 'pipeline haul road', north of Fairbanks. And then back. Sometimes the road is in good condition –sometimes not. You have high probability of ruining a windshield due to flying gravel. None of the normal car rental companies will let you take rental car on this road. National will rent you a truck for this purpose. Also, you might go through one or more tires on the trip. Not an easy job, and you will spend at least one night in Coldfoot, maybe more, depending how long you want to stay and give out the Second District! You might get there when the band is dead, and be 'out of luck'. This far north, the band has been known to go completely dead for days at a time! If you didn't bring a ham buddy along, you could be without a contact!

Option 2 is to hop on a plane and fly to Nome (or Barrow), and then rent a vehicle. I elected to do this. Kent had tried this a few months ago, and wound up there for 2 days with abysmal conditions, no signal stronger than a 22. Jim, KB4XK, and Pete, K4QFK, did OK the day and a half they were there. I planned to spend 4 days there, hoping for at least one or two days of decent conditions. I also brought the bigger fixed antennas. It costs as much to fly to Nome from ANC, as it does from Dallas to ANC, which is 4 times as far! Ouch! Remember, "there's no place like Nome"....

To make sure I had at least one QSO, I had contacted several hams in Nome via email, to arrange eyeball QSOs and at least 2m contacts

to get credit for transmitting it. Ah, cold Alaska weather....It was 42 degrees and raining when I arrived. I kidded the host at the B&B I stayed at, and said I brought her 4 days of nice weather....she chuckled. Three hours later, the sun came out, the temperature went up to 75, and Nome had a 5 day streak of near record tying temps. Not bad! This far north, there is no 'night' in June. The sun dips at 1:45am, and comes up again at 3am. It never gets dark. At midnight, you can easily read the paper outside. Very strange, and hard to get to sleep. Right after I left, the temps went back to normal low 50s.

Well, it turns out one of the active VHF hams works at one of the two radio stations. NL7H now holds to call that used to belong to KK7GN, son of KL7GN...small world. There is only one active HF ham in all of Nome, but dozens of VHF types.

I rented a, gulp, Ford F-250 truck extended cab with camper shell on the back. Humongous vehicle, but great antenna platform. Within 20 minutes, the radio was in, and I made contacts from in front of the B&B. Later, I found better spots with zero noise. I was running the "Hawaii special" antenna – 8 foot of mast, with 20 and 15 meters on it. All of the operation in AK was from vehicle with engine OFF. No noise. The antenna was removed when I moved the vehicle, since it was not guyed.

The local Chamber of Commerce advertises "Nome is in the middle of a 300 mile road system"....true...300 miles of gravel road, that essentially go nowhere interesting. One of the other guests at the B&B turned out to be a ham, KD3BA, and we went exploring the gravel roads in Nome, end to end! In the winter time, the roads are only plowed the first 3 miles, and not maintained further for six months. In the winter time, the famous Iditarod dogsled race ends here. It was back in the 1920s when there was a diphtheria epidemic there, and they

desperately needed serum. A telegraph message was sent over the Alaska Military Telegraph System from Nome back to Anchorage, and a volunteer rushed it 1000 miles overland by dog sled to Nome in the middle of winter, saving many children.

Well, the propagation gods smiled upon N4CD, and I had 21 days of decent conditions. Best time to operate turned out to be 1400Z (6 am in Alaska, yawn). Over 200 county hunter contacts went into the log. Hope you got me, if you needed it. That was 2 down, 2 to go. Fifteen meters only opened a few days, in the middle of the day.

It was back to Anchorage on the big bird. After a few days of sightseeing there, it was off to Juneau for the next weekend (1st district). You can't drive to Juneau, the state capitol. You can drive to the first district, but not to this city. Another rental car, this time a Geo Prizm. This was field day weekend, so there were a few quick runs before the big mess started. Then I joined the Juneau club, and KL7IG group for field day. Their antenna was a 520 foot Vee beam wire antenna pointed at Texas (great choice)...11 dB gain on 20m. It was still tough on SSB to make FD contacts, but we did OK on cw. After FD, I put the big antenna on 14.336 and got a few county hunter contacts, portable in the first AK. Without the FD QRM, signals were 20dB over S9 in Colorado and Texas!....then it was back to Anchorage.

I rented another car, this time a tiny Ford Focus. (actually a very quiet car, electrically). Off to Fairbanks Alaska, and the 4th district. It's 250 miles to get to the 4th district, and 350 miles to get to Fairbanks. I did the 1400Z operating sked, and that seemed the best time. Conditions were actually better at 0200-0300, but all the US county hunters were asleep or off watching TV.

I worked about 200 county hunter contacts in each district. Before you know it, it was back to

Texas to answer piles of mail, take care of the house, and within a few days head to California for the convention. I sure enjoyed the AK hospitality, and it was fun doing those counties. The next time someone asks you for a county 100 miles away, just think of the AK folks, many who have to drive 300-800 miles, each way, to get to 'that county' that someone needs! Fun trip, but "expensive" with airfares between the cities, and 3 weeks of car rentals, and high priced motels. (would you believe Super 8 motel at \$120 plus tax?). Lots of things to do, lots of fantastic scenery and wildlife, and lots of sunshine in the summer time!

Publishing Policy

Opinions expressed in articles are those of the author and may not reflect those of the **Mobile Amateur Radio Awards Club**. Articles appearing in the **Roadrunner** may be copied provided credit is given to the author and the **Roadrunner**. The **Roadrunner** is published monthly and articles from members are encouraged and welcomed. Articles from other sources are welcome also, provided the source allows re-publication and credit is given to the original author and the source. The Editor reserves the right to edit all articles for size and content. We will not publish any articles that are sexist, racial, or otherwise in poor taste. Direct submission of articles are encouraged by hard copy or diskette using MSWord to Dave Heyboer, KF4KW, 521 Pine Grove Church Road, Bowling Green, KY 42101 or via e-mail to kf8kw@MARAC.org. Deadline for submission of articles and changes is the first of the month for publication in the next issue of the **Roadrunner**.

From The MARAC Secretary

Renewals

If your mailing label indicates 200202 or 200203, it is time to renew. Dues with a monthly printed newsletter are \$19.00 a year. Dues with the newsletter mailed via airmail to all continents other than North America are \$30.00 a year.

Members may receive the newsletter electronically, without a printed copy, for \$14.00 a year.

Multiple copies of the newsletter are available if you're interested. Send your mail to: MARAC Secretary, **W2LSH**, Norm Ellison, 21140 Golden Pond Road, Long Beach, MS 39560-9012.

MARAC Information Packet

For new members or persons interested in county hunting, a County Hunting Information Packet is available. The packet contains information about MARAC, MRC/QSL'ing, net operations, county hunter supplies, and more. The packet can be obtained from the MARAC Secretary in one of two ways. You may send for the packet yourself or it may be requested for you by a third party. A mailing label or SASE is appreciated. Address all requests to W2LSH, Norm Ellison, MARAC Secretary, 21140 Golden Pond Road, Long Beach, MS 39560-9012. MARAC will pay the return postage. European amateurs may request the information packet from Eddie Scholes, G4KHG.

Changes?

Please send all changes regarding your mailing address, phone number, call sign changes or other database information to the MARAC Secretary, W2LSH, Norm Ellison, 21140 Golden Pond Road, Long Beach, MS 39560-9012.. Alternate method of notification is via e-mail w2lsh@MARAC.org, or via telephone, 228-452-1807. This notification will include the mailing of the Roadrunner and the awards database. Posting the information on the WWW or sending to other sources does not guarantee that it is received at MARAC headquarters.

CQ Magazine

I am very pleased to announce that:

James Layton KR4ZH has submitted a valid application for USA-CA 3077 and is hereby awarded #1048 dated July 29, 2002. Endorsed for ALL SSB. Jim's e-mail address is: kr4zh@qzip.net

Congratulations to all of you:

Ted Melinovsky, K1BV

USA-CA Custodian

MARAC

On behalf of the officers, directors and other members of MARAC, I salute the following county hunters for their accomplishments:

Worked All USA Counties 2nd Time

K2HVN #304 dated 7-23-02

Worked All USA Counties 3rd Time

WB8JZN #160 dated 6-14-02

Worked All USA Counties 5th Time

W3CR #58 dated 7-20-02

Master County Hunter (Bingo)

W9SUQ #221 dated 7-20-02

Master County Hunter (Bingo II)

W6TPC #49 dated 6-20-02

Master County Hunter (Bingo III)

W3CR #2 dated 7-20-02

AWARDS REMINDER

When mailing applications for awards to the Awards Manager, please use the post office box address and not Gene's home address. The Assistant Awards Manager has access to the post office box and in Gene's absence, can pick up the applications and begin processing the awards. This will shorten any delay in issuance of awards. Another way to apply for awards is ON line via the internet at the addresses listed below:

MARAC AWARDS

PO Box 2295

Fond du Lac, WI 54936-2295

Or

Last County

www.marac.org/lastcounty

Worked All Counties

<http://marac.org/awards/onlineAppWorkedUSQ.htm>

On Line Data Base

www.marac.org/database

On Line Elections

www.marac.org/elections

TREASURER'S REPORT

June 30, 2002

Fund Balance 5-31-02		\$27,419.13
Income	\$1,541.28	
Expenses	\$2,170.65	
Account Balance		26,789.76

A more detailed report is available on the MARAC Web Page.

The Left Coast

Well, I'm back...

I have been in CA, NV and AZ for the last week and a few days, and let me tell ya, I'm glad to be home.

NOTHING went as planned. I took my rig, cables, logbooks, maps, etc, and I was all prepared to put the IC-706 Mk2 G in a Sebring convertible. Well guess what? The rental company didn't have a Sebring convertible. So they upgraded me.

They gave me a brand new Camaro Convertible. The 35th Anniversary model, with all the options. What a chunk of crap that car is. You would think with this year being the last year for the Camaro line that they would try to pay tribute to the original "muscle car" by making this one a decent vehicle. Well, they didn't even come close, if they were trying.

First off, the rear deck on the car is plastic. No way to mount a lip mount, or a magnetic mount to the deck. There was nothing to bolt to anywhere either. I finally had to resort to a Diamond K-400 mount and put it on the front engine hood. That worked out okay but put the antenna in my line of sight.

I ran my power and coax through a hole in the firewall (which I had to put there because Chevy didn't think ahead for such things)... I mounted the antenna on the opposite side from where the computer is, as suggested by the Chevy dealership. I used battery clamps and 10 gauge stranded wire to get power to the rig, which lay in the back floorboard.

It was on, it looked good, and it tuned for to 1.2:1 SWR on 14.336.

I had an S5 to S9 noise in San Diego, so I had to move out of the city to even test it. Got down the coast, made a contact, and I noticed the engine stuttered. The next time I keyed up, it died. I was very glad when it restarted though! Whew!

Another trip and I obtained ground braid, which was run from the antenna mount to the chassis, and from the hood itself to the chassis. The engine no longer died, but it still stuttered when I keyed up, so I reduced my power down a bit and the car seemed happy.

I tried the 40meter antenna and saw right away that was a hopeless cause. Every time I keyed up the car died, even at half power, so I returned

the 40m antenna and went totally 20m.

Gas was around a buck eighty for 92 octane in many places, and that's the only thing that the car enjoyed running on. I put about 2,000 miles on it, tore lots of paint off the front air dam, and got a few dings where I drove down a dirt road or two.

I have to say this about the car. It handled the 110+ degree heat in the Nevada desert at high speeds with the AC on very well. Other than that, it was a bomb. Low in power, lousy on gas, poor handling, crappy "premium" stereo system, poor visibility with the top up. Don't even think about buying one. If you own one, I'm sorry =).

Here's the only thing to come out of the trip that was bad though: We were on the 15 going through San Bernardino county with the top down and heard someone put out Comanche OK I think it was (wb4ffv maybe) and I told my wife, Deb that I thought I had it already. She grabs my book (I use a CQ county awards book to tell what counties I have and don't have by highlighting the ones I work and then putting the calls of the ones I confirmed)... As she lifts it up to read it, the wind catches it and rips it from her hands... I see it skittering across 4 or 5 lanes of freeway and go under a car... I was in the inside lane doing 80-85 or so and it took a while before I could get over and off the freeway and head back the other direction due to heavy 4th of July traffic. I went back and we drove 35mph on I15, holding up traffic and being honked at, and screamed at by one guy... but it was hopeless. The book was gone. It represented my "work" since November of last year. And Dad, which made it special all on its own, gave it to me.

I've started recreating the book already, but it won't be the same...

Anyway, Southern California sucks for ham radio operators, at least for me it did. LOTS of

noise. Everywhere I went there was tons of noise, and it sure makes me appreciate where I live now. The weather in San Diego and Los Angeles was nice, as usual, and the desert was unbearable, as usual. The smog was bad (worse than usual)... Ohhhh, one last thing, I finally got Hawaii, which is nice, but it doesn't count towards my WAS since I was not home or within 50 miles of the other 49 states!

John - W5UGD

Another Left Coast Story

The two week trip to the Left Coast taught me a lot, much of which I didn't really want to know! 1) Flares happen. 2) Most county lines are at the bottoms of canyons or near noisy neon signs. 3) Traveling with family members in a rented van is not the greatest way to hand out counties, even if they (the family members) are sympathetic, in general, with ham radio. 4) It's a long ways between counties out there. Thanks to all who found me, somewhere. My apologies to those who needed some of those counties badly. They're still there. I just couldn't hear anybody. Thanks to those who ran me off-frequency. Most of the time, it was a matter of landing in a county, working someone and announcing I was moving, or asking to be moved, as I had very little time to sit with a carload of passengers. I appreciate the willingness of the NCS stations and the other mobiles to accommodate me. And N4CD? Transmitting from all 3077??? You da man! 73, Jim N9JF

President's Corner

By the time the ink dries on this, another National convention will be behind us. I again apologize for not being able to attend this one, but it just was not in the cards. I am sure Norm ran a good meeting and that Bob did a wonderful job as host (he was so nervous – I am

sure nobody noticed it). I am sure Alice was kind and put on a good show...

I am writing this just prior to leaving for our annual pilgrimage to Maine and Eastern Canada. This year there are four of us going north, counting three hams and our dog. I am reminded of our first county Expedition, when we ran all of Pennsylvania and what a trip that was.

We loaded the three children (oldest was about 10 at the time, youngest still in diapers) into the CAR with a pop-up trailer behind us. This means that we are all confined in a small area with my ATLAS 310X just blaring away (no effective noise blanker in that radio – and decades ahead of Clearspeech). To say that when we finally reached our designated campgrounds in western PA the family was relieved, would be an understatement... Did I mention that the car did NOT have Air Conditioning?????

We pulled into the campground and got all setup and was starting to cook dinner when the family pulled into the next slot. They had a nice shiny new camping trailer, and took the chairs and stuff out of boxes... This obviously was their first trip.

We had everything setup, and just finished eating - the kids were off exploring. Gail and I just sat there watching the show. The father (assume) and the two boys were building a camp fire – mostly newspaper and the cardboard boxes the table and chairs were in, along with some very small wood. What starts out small, quickly grows into a monster fire hitting the branches of the trees, but as with paper fires it quickly diminished and of course consumed all the small branches they had for wood.

About this time the “Princess” appeared from their camping trailer. To say this whole camping thing was her idea, NOT.... She was

dressed from head to toe in WHITE – including her white shoes. Watching her walk in the dusty dirt was fun, because every step she stopped and dusted off each shoe. She sat in her lounge chair and the boys waited on her. Did I also mention she was L O U D ??? and not happy with all the dirt and dust, the bugs, and how the smell of the smoke and etc. etc.

Gail and I were quite amused with this show, we could not contain ourselves very well and decided it was time to go inside before we laughed ourselves crazy. I bet somewhere out in western PA there is a very SLIGHTLY used camping trailer for sail... very cheap.

The next morning we left the trailer there and jumped into the car and did the southwestern part of the state. Returning to the camp ground that afternoon we noticed that we were the only ones there... our neighbors had left, and of course left all kinds of junk and trash in their site. We walked to our camper and found that we have had visitors. Chipmunks had eaten their way through the screen and got into everything they could in the pop-up. I was not pleased with the new holes and mosquito access – and as they say “Duct Tape Fixes Everything”.... We were ready....

The next day we left camp heading for home (next tier north of where we crossed the state). Having a ball – running counties, kids were amusing themselves what could be better? I hear Mary NV4Z calling me... I answer, telling her where I was and that I was ready... and I hear Mary calling me... I answer and ... I hear Mary calling me... and I ... aaaagh!... what is wrong? I am hours from home, and NO OUTPUT... I am three counties away from completing putting out the entire state... I hear Mary calling again and again... people are wondering what happened... and I have no way to tell her or anyone what is wrong.

The rest of the trip was quiet – I hardly spoke (in more than four letter words) and as soon as I got home I got on the station and informed everyone what happened... Later I found that the ATLAS did not have high SWR protection and I lost the finals...

I hope everyone has a super summer... I am here listening to a KE4 on six meters, the first opening in a week. Gail is off working this week (teaching a summer class – only this week, and Scott is an aid at her school – his first job EVER). I plan on picking them up Friday in the RV and heading to Canada and beer. I am not sure how much county hunting we will be doing, since the convention is going on – who knows, we may be the rare mobile out there... I am looking forward to getting some fresh seafood, something we just cant get here in NJ any longer.

When I was a kid I remember going to the docks and buying fish straight from the fishing boats as they pull in. The last time Gail and I went to the Jersey Shore we noticed that there is no commercial fishing industry in the state any longer, the property values have just forced them out. So here we set in a state with wonderful seashores... and some of the most productive off shore fisheries in the world (boats come from all over the east coast to fish our waters) and not a place to buy fresh seafood outside of the grocery stores (yea, its real fresh – just look at the frosty eyes...). So when we go to Maine – its like going to Mecca... Too bad the people all talk funny up there.

73' C U

Bill K2NJ

When Goodbye Isn't Really Goodbye

In September of 2000, I received a call from the MARAC President, Bill, K2NJ, twisting my arm verbally to take on the job as the Roadrunner editor. After being involved with County Hunting since 1996, I thought that it was time to give back to the organization that had given so much to me. At that time I was retired after being used to 60 to 80 hours a week prior to retirement and frankly, was a little bored. I was finding retirement was not all it was cracked up to be. So, with a little hesitation, I accepted the job as editor and after a rocky start, put together the first Roadrunner for me in November 2000.

The first three or four months were a challenge setting up a working format for this newsletter, and human nature being what is, looking for ways to keep it simple, change the over look of the newsletter and solicit, beg, borrow, steal articles from the members that had an appeal for all who would read it. Some months had an over abundance of articles and snip its, over months was frustrating trying to articles from people. Trying to make a deadline was something new for me, especially living in the south as things move at a different pace here, when we get around to it.

Now roll forward to late 2000 and the police department was understaffed and needed help. I applied to work inside after pushing a cruiser around for 27 years investigating and reconstructing accidents, making arrests, living in District and Circuit Court on my days off, I felt an "inside" job had been earned. Wrong! The stress of an inside job was much worse than I had imagined. Took me about three months to come to that realization and wanting to be around for our youngest son to graduate high school and college, resigned to preserve my health and well being. On the same day I submitted my resignation, I also submitted a case to an attorney I had known and done some outside work for as an accident reconstructionist. Two hours of talk, discussing

problems and challenges within the law firm, I was hired on to trouble shoot the firm, provide pre-litigation services and develop a marking plan. The success I enjoyed since then in doing all of these things has been a blessing and a cross to bear. We have expanded to 5 times the size we were when I started with the opening of one new office and association with two more offices. The 30 hours a week has grown into a 60 to 70 hours a week. Add to that my own business of accident reconstruction as an independent contractor, and I found myself running out of daylight before the jobs were done. This required many hours in my home office working nights, early mornings, and weekends to keep up.

A disadvantage of all these hours has been not being able to keep up with the Roadrunner and always make a deadline. I discussed this with the XYL some time back and pondered what to do about it. And with the future looming closer where I will be away from home more and more, many times overnight meeting clients, attorneys, exploring new markets, public relations, I came to the realization that something had to give. Unfortunately, I reached the decision that the Roadrunner "reins" should be turned over to some one who has the time and inclination to get it out on time every month. Right now I just don't see that as being possible given the commitments coming up in the future.

One advantage of all this travel will be going places I have not been to before and giving out counties that I have not run before. I rarely know over 24 hours in advance where I will be the next day. A company car is on the horizon but one demand that has been made it that it will be equipped with a cell phone and more importantly with an Icom 706 or TS 50 and some very ugly antennas on the back. I have convinced the boss of the value of having these items in the vehicle and being a non-ham, he was really not that hard a sell on this issue.

Another and larger laptop computer is also on the horizon to assist with the business but you can bet there will be logging program or two also loaded in there somewhere. Hate it when I get behind in logging contacts while on the road.

Another thing I have always wanted to do is be able to assist or even running the net on occasion. Maybe this will give me the time to satisfy that "itch" more than I have been able to in the past. One thing is for sure, the plans are on the drawing table to combine the home office with the ham shack so I can have the best of both worlds when home.

My resignation does not mean leaving county hunting behind but rather is a shift from one area into another. Whoever is chosen to take the reins will have my support in keeping the "rag" alive and healthy. I will periodically submit articles, pictures and advice on formatting to them if needed to make the transition from one editor to another as smooth as possible.

In closing, this is not necessarily goodbye but rather a change of scenery for me. I appreciate all the articles that have come my way and in turn your way via the Roadrunner. It has been a very educational experience in more ways than one. I have learned a lot about programming (often the hard way, oooppps), writing and human nature in general. I am proud to be associated with MARAC and the people who comprise the organization. I look forward to being a part of it for many more years to come.

Silent Key

I am sadden to report that long time county hunter Jake Freeman, W5DMH is now a silent key. His son-in-law, KD5FZN. Roger will process any outstanding MRC's that he may find in Jake's inventory. If you are waiting for any MRC's from Jake, please let Roger know at

wd5dmhjake@prodigy.com and Roger will search and verify the request with Jake's logs.
KJ4EJ WILLIS

It's Mary Bo-Bo Time

All County Hunter who plan to attend the Murfreesboro, Tennessee mini convention this October should definitely make plans to attend the annual Ms. Mary Bo-Bo's Boarding House dinner Friday, October 18, 2002 at Lynchburg.

We meet in the lobby at 11:00 am, drive caravan style, and arrive about 12:45 pm. Everyone will be seated promptly at 1:00 pm.

This year the cost of the meal is \$14.00 per person (Gratuity extra). If you want to reserve one or more of the 64 seats available, you must send a check or money order before September 30, 2002. If the reservation is not paid for by that date, I will release it to someone else.

Should you be interested, please contact W9GBH on 14.336, by letter to 5489 W. Warren Street, Silver Lake, IN 46982, or call 574-566-2739.

Again, the cost is \$14.00 per person and payable by check or money order to Herb Morgan.

Hope to see you at the mini and at Ms. Mary Bo-Bo's.

Herb
W9GBH

3M Time Again

Dates: October 17, 18 and 19, 2002

Registration Cost:Single-\$19.00,OM/YL \$12.00

Cost of the Dinner: \$18.50 per person

Where?: Holiday Inn, Murfreesboro, TN

Hotel Rates: \$61.00 a night plus tax

Send registration and cost of dinner to:

KM4W, William Bell, 99 Smoke Rise Circle,
Manchester, TN 37355

Registration Forms available on the MARAC
Web Page

2002 MARAC National Convention Awards

County Hunter of the Year-SSB-
KC1NA

County Hunter of the Year-CW-
WB4FFV

Best Net Control of the Year-
KZ2P

Custodian Awards-KI0JD and
KK7X

Congratulations to some well deserving people

The County Line Roadrunner
MARAC Secretary
21140 Golden Pond Road
Long Beach, MS 38560-9012

Stamp

A Road Runner Is A Very Fast Bird

RECIPIENT NAME
RECIPIENT ADDRESS
CITY, ST 01234-0000

Board of Directors

President: Bill Inkrote, K2NJ, 911 Route 579
Flemington, NJ 08822-5648 908-788-4827 K2NJ@MARAC.org

Vice-President: Roger Purdy, W2NWL, 1-B Potomac Lane
Whiting, NJ 08759-1813 732-350-5758 W2NW@#MARAC.org

Secretary: Norm Ellison, W2LSH, 732-920-4796 21140 Golden Pond Road
Long Beach, MS 39560-9012. 228-452-1807 W2LSH@MARAC.org

Treasurer: James Grandinetti, KZ2P, PO Box 106
Lakewood, NJ 08701-0106 732-370-8055 K2JG@MARAC.org

Great Lakes Director: Dave E. Ertel, KJ8V, 605 Crestview Dr.
Lebanon, OH 45036-1613 513-932-7468 KJ8V@MARAC.org

North Central Director: John Robson, WB9STT, 150 W. Wise Rd
Schaumburg, IL 60193 WB9STT@MARAC.org

Northeast Director: VE1BES, Stanley Heinsma,,RR2
Scotsburn NS, BOK 1R0, Canada 902-485-6055 VE1BES@MARAC.org

South Central Director: Joyce Booth, WB9NUL, 27883 McLeiland Rd
Harlingen, TX 78552-2108 956-423-8660 WB9NUL@MARAC.org

Pacific Director: Robert T. Devine, 407 Alameda Del Prado
Novato, CA KC6AWX@MARAC.org

Southeast Director: Percy Ford, KA1JPR, PO Box 1450
Lady Lake, FL 32158-1450 352-750-0251 KA1JPR@MARAC.org

Appointees

Awards Manager: Gene A. Olig Sr., KD9ZP, PO Box 2295
Fond du Lac, WI 54936-2295 KD9ZP@MARAC.org 920-923-0130

Newsletter Editor: Dave Heyboer, KF4KW, 521 Pine Grove Church Road,
Bowling Green, KY 42101 KF8KW@MARAC.org
270-597-2797 or 866-781-7500 ext 23

Sunshine Coordinator: Nancy Nosker, W0NAN, PO Box 98, 14 W. 4th Ave.
Grand Marais, MN 55604-0098 W0NAN@MARAC.org 218-387-1546

Information Coordinator: Dennis Hall, KK7X, 4518 W. Haney Road, Rathdrum,
ID KK7X@MARAC.org

Roadrunner Publisher-Custodian, Club Call WB0DPD: Bob Dyson, K0AYO,
8943 Overhill Circle, Desoto, KS 66018-9173 K0AYO@MARAC.org 913-
583-3212

Election Coordinator: VE1BES, Stanley Heinsma RR #2,
Scotsburn, NS BOK 1R0, Canada VE1BES@MARAC.org

MARAC General Counsel: David Splitt, KE3VV, 6111 Utah Avenue NW
Washington, D.C. 20015-2461 KE3VV@MARAC.org 202-362-3355

MARAC Webmaster: (See Information Coordinator)