



CA2Q Tri-Valley Cross-Road Wings

October 2003



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2003 Ride Calendar

Bold items are CA2Q events

- 10-05-03 Ride for Kids, Sacramento
- 10-11-03 CA1Z 8 Ball
- 10-18-03 CA2Q Chapter Meeting – Athens Burger**
- 10-18 & 19 CA1L SLO Ride
- 10-25-03 CA1F Halloween
- 10-25-03 Parking Lot Practice**

- 11-15-03 CA2Q Chapter Meeting – Athens Burger**
- 11-22-03 CA1N Toy Ride

- 12-20-03 CA2Q Chapter Meeting – Athens Burger**



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Newsletter submission deadline: Please submit all articles and advertising by the 28th of the month.

The Chapter CA2Q newsletter is published monthly and distributed free to GWRRA members and boosters who participate in the monthly chapter activities. Your name will be removed from our mailing list after 6 months of non-participation unless you have made special arrangements with the Chapter Director. The newsletter is also distributed free to all advertisers. Material appearing in this newsletter may be reprinted without permission.

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Allan's Musings

Allan's Musings

Boy this is not easy, it seems like I just rack my tiny little brain to get out one months message then have to turn around and do it again, and our publisher is relentless in his effort to have all the articles in before the end of each month.

This month is important to all of us, no not because we get to scare the crap out of little kids at the end of the month, but this is October, we have the Ride for Kids event in which the chapter will be donating in excess of \$1,700.00 in the name of Mike Pendergast, I really can not thank all those involved in the raising of this money enough, as you are aware this was Mikes favorite ride and charity, it is not hard to understand why if you see the good this foundation does for kids with brain tumors.

We will be having a fair chapter attendance on Sunday the 5th, but could always use more to show support and contribute to the cause.

Also October is the SLO ride, and this is fairly well attended by members of the "Q" Kay and I will be attending, and look forward to the friendship of not just our chapter but many others from around the state.

A lot of members have been seen lately at various events, district rally, Angels Camp and Pittsburg/Antioch poker rides were well attended, thanks to all who ventured out and tolerated by weird sense of humor.

Mark Kratz and the chapter will be holding another Parking Lot Practice on October 25th in Pleasanton, I will supply more details as we finalize all the necessary "stuff", but this is a FUN thing and definitely no judgments are made, it is designed to help perfect your skills and provide somewhere we can all gather and have fun, the exercises will include the GWRRA one AND two up items so come on out and bring the missus, they have as much fun as we do and ICE CREAM will be provided at the end of the day. We have made it on Saturday as some people cannot make the Sunday events.

It was a pleasure to see Mark Radtke at the September meeting, his update on Debbie was positive and seeing Mark with the rest of my friends was truly up lifting, both him and Debbie are some of the nicest people I have had the pleasure of meeting let alone being able to quantify them as friends.

Kay has agreed to take care of the chapter store until Debbie's return, so if you require any items from the store just give us a call and it will be taken care of quickly.

Karen Kruse is in the process of developing a chapter mascot along the lines of some other chapters, she has some great ideas and I am sure she will welcome input from any member who has something to offer, thanks Karen and we all look forward to your presentation at our next meeting.

Well that is all I have to say at this time so until next time Ride Safe, keep the shiny side up, it is real costly to replace plastic.

Allan

Translated from Australian to American by: Kay Freebody

A View From All Sides

September and October are very busy months with all the Chapter rides planned. CA1Z, CA1F, CA1L, CA2R, CA1V and then the Arizona District Rally in Parker Arizona. Truly an O'Honda month. Support each other's family and leave no one behind.

Sandy and I missed the CA2J ride, which we heard great things about. The Hitchcock Theme was a great idea and all the comments were very positive. Great Job! Thanks to Mike and Debbie Gregory and the entire CA2J chapter for all the hard work.

Sandy and I attended a family function, and a tribute for a great former District Director, Chapter Director, ACD, and two of GWRRA's biggest supporters Dave and Netta McNeal of Chapter CA1D. Dave and Netta have stepped down from the Chapter Directors Chair after finding a new leader who will have new ideas for CA1D. For those of you who do not know Dave and Netta let me give you some history. Both joined GWRRA some 23 years ago. They have come up through the ranks as Newsletter, 50/50 sales persons, ACD's, CD's then District Directors, Vendors at rallies and all around great people we will miss. They intend on moving to Arizona sometime next year. I am sure you will join me in wishing them well. Thanks Dave and Netta you were a great GWRRA team! After the install it was off to see the family and a great weekend. (I really would have rather chased the BIRDS)

Some of you may not know how hard Larry and Donna Pickens work in Membership retention. Larry and Donna are the league leaders in setting National straight when it comes to your membership lists and zip codes. I have had many conversations with Larry and National. Larry always wins. The good news is that Larry has pushed so much that I am told we are getting a new database in the early part of the year. You know of course, as Larry pointed out, garbage in garbage out. For me it is a wait and see mode. I am really hoping for the best, as I do not like losing people one month and finding them the next. It is like Sandy and I have been telling you all along. It is the chapter, your friends and your Goldwing who are important.

The search for the District Rally site continues. We have several destination surveys coming up and we have begun to talk theme, decorations, and how to change for the better. We have been looking at other promoters, programs, and scenario's to entice more to come and further your enjoyment. Maybe a live band for entertainment or a concert under the stars. We want to mix great riding with all the amenities you love while on vacation. Your next GWRRA District Rally promises to be great!

I encourage all of you to use the hanger bars we gave you in your packets, and be ambassadors to other Goldwing riders you meet. I used them everywhere we go. It is a great icebreaker to give them a free issue of Wing World.

See you all soon.

Rick and Sandy

Stopping a Motorcycle

by Mark Kratz

CA2Q Chapter Educator

Introduction

Improper braking is one of the main causes of motorcycle accidents. The 1981 “Hurt” study found that rider error was responsible for two thirds of the 3,600 accidents analyzed, which resulting in a slide-out and fall, caused by over braking. Through experienced, advanced, or other rider training courses, you can learn proper braking techniques, which you can practice during the course of your every day riding. This will increase your skill level and help reduce your chances of being in an accident.

1. General

- (a) Most people have little difficulty in stopping a car. A car will not fall over when stopped and both feet are free to operate the clutch and brake before, during and after the stop. Stopping motorcycle is accomplished with the use of both hand and foot brakes, leaving one foot to maintain balance when stopping. Use the “Four finger” braking technique, **not** two or three fingers. If this develops into a habit, your fingers may be trapped between the brake lever and the grip during emergency stops. This will not allow you to use the full efficiency of the front brake, which provides 70– 80% of your total braking ability.
- (b) At intersections, keep the left foot on the ground, the transmission in 1st gear with hand on the clutch (engaged) and right foot, or right hand on the brake. This will minimize foot injury if you are rear ended and will allow for a quicker movement, if a hazard is pending and you need to move out of the way. But remember the “**Dirty Foot Down**” rule. You may need to switch which foot you put down, based on surface appraisal. If you are in a column of twos in the right hand wheel track of the lane, putting your left foot down in the oil/grease track is not a good choice. There are times when you must decide to put the other foot down instead. When putting your foot down, do so heel first like an exaggerated goose step. This will decrease the likelihood of catching your foot underneath your footrest or saddlebag. Foot injuries account for 40% of the injuries sustained by motorcycle riders.

2. Emergency Stops

- (a) An emergency stop is executed by simultaneously:
 - (1) Turning or rolling off the throttle
 - (2) Disengaging the clutch
 - (3) Applying a controlled, steadily increasing pressure, by **squeezing** the front brake.
DO NOT GRAB THE FRONT BRAKE LEVER!!!
 - (4) Applying the rear brake in a controlled manner
- (b) NOTE – Don’t worry about down-shifting. Keep your right foot on the brake to the end of the stop (ease off pressure if lock up occurs), putting your left foot on the ground upon completion of the stop. Prolonged sliding of the rear wheel usually will cause a sideslip, or fishtail action of the rear wheel. This fish tailing action occurs by any (even slight) leaning, or turning of the machine while the rear wheel is sliding. This side-slipping action can be controlled by releasing pressure to the rear wheel brake for an instant. Most emergency stops can be avoided by defensive driving.

3. Broad-sliding or “Laying the Bike down”

- (a) Broad-sliding (or laying the motorcycle down), is lieu of upright emergency stopping procedure, is contrary to safe operating procedures. Once a motorcycle is laid down, an accident has occurred. Keeping the motorcycle upright allows not only braking to a slower speed prior to impact, but maintains your ability to maneuver out of the accident, should the opportunity present itself.
- (b) A motorcycle sliding on its side, has only half the co-efficient of friction, or drag factor of an upright motorcycle using properly applied braking techniques, in emergency stop situations. Newton’s Laws of Physics also tell you that; “an object in motion, will travel in a straight line, unless acted upon by an external force”. This means you have no control once you lay a motorcycle down. You will slide twice the distance than a properly braked motorcycle and thus you will impact at a greater speed, and possibly slide underneath the vehicle you are in conflict with, which will increase the likelihood of additional injury, due to being run over, or trapped underneath the other vehicle. Maintaining brake pressure will reduce your speed significantly if a collision is inevitable, plus you have the option of maneuvering at the very last moment.

4. Additional thoughts

- (a) A motorcycle has the ability to stop in shorter distances than the average passenger car. Due to its size, weight and ability to accelerate, a motorcycle can also maneuver around and by hazards. During emergency braking situations, the rider must be aware of the vehicles behind them, which cannot stop within the same distances. Be wary of this fact, especially in heavy, or freeway type traffic and your options to move around an obstacle ahead, by driving onto the hard shoulder, or by the center divider, or in between other vehicles, to avoid being rear-ended.

Always anticipate that you may have to utilize emergency braking techniques, or take evasive maneuvers, whenever you approach intersections, or are following other vehicles. Anticipating potential threats will help reduce your perception and reaction time.

You should always be constantly appraising the surface on which you ride, whether it’s dry pavement, or the greasy, oily pavement at intersection entrances and in or near service stations. Be aware of leaves, gravel or sand on the roadway, painted surfaces, or anything else, which may reduce your tires ability to maintain traction. The presence of these items can cause your wheels to lock up, even during normal braking. By constantly evaluating the surface you are on, you will also reduce your chances of mishap, or embarrassment.

Without proper training or instruction, a rider may continue using improper techniques and develop bad habits, which will manifest themselves during emergency situations. A training pad is the place to learn your limitations and develop your skills. It is up to you to learn what your limitations are, so that you know what situations to either avoid, or develop your skills to overcome your weaknesses. It always amazes me to see how some riders are more afraid of being embarrassed in front of a group of their peers, than fear the consequences of being in a motorcycle accident.

The greatest mistake we make is living in constant fear that we will make one.
- John Maxwell

A Ride North

by Bob Hole

I'm trying to get in as much riding as possible before my impending heart surgery since I'll be off the bike for some time while I recuperate. I have recommendations from the doctor to avoid elevations over 6,000 feet, exposure to high temperatures for long periods of time, and really long multi day rides. This combination I find to be pretty restrictive, since most of these things are required to ride in my customary fashion.

Sue and I like to travel together, but due to these restrictions we have spent several lovely long weekends visiting a number of locations on the north coast. We have been to Arcata and Eureka a couple of times and I have some fine restaurant recommendations if you're traveling in this area.

A month or so ago, I decided I wanted to take a four day ride up the coast. I asked for people who might want to ride along. John Ballard chose to ride along and Reiner and Lisa Kappenberger joined us part way through the ride. It was a lovely four day ride which took me as far north as Florence, OR, only 550 miles north of the Bay Area. However, I wanted a bigger ride.

Sue had planned to take her godson and niece on an excursion to Washington, DC for a week. I decided that while she was in Washington I would take a more extensive ride. Because of the altitude and temperature restrictions my choices were limited to the coast and north. I love Washington State, and it's been about twenty years since I have been on the Olympic Peninsula. There is much to see there, but major population centers are lacking. It sounded just right for me.

Friday morning I was doing a pre-ride check of the bike and discovered the rear tire was down to the wear bars. I knew I was planning on riding more than 2,000 miles and this tire wasn't going to make it that far. I decided to call Don Allen, but I had very little he would be able to help me since he's a very busy fellow. I explained my situation and he asked if I could have the bike in his shop at 5:00 that afternoon. I agreed, gladly, and showed up at 4:00 through heavy traffic and temperatures approaching 110 degrees in Cordelia. I was home by 7:00 with a new rear tire, new rear brakes and an oil change.

Once again Don Allen proves himself to be one of the world's wonderful people. While I was there I discovered Don was working to finish some work that day so he could fly to Florida the next day to visit his seriously ill mother. He was also planning on returning home in time to open the shop so CA-2J could have their poker run start there. If you need some help with your Gold Wing, visit the Gold Wing Specialist at Wing Nut. You won't be sorry.

I left on my ride Saturday about 11:00 AM after dropping Sue off at SFO. It was hot, over 100, all the way to Eureka. It was an uneventful ride, and even with the heat, I was having a good time. As always the temperature dropped a few miles south of Eureka, which was a relief. I checked in to my favorite Best Western in the Eureka, unpacked, called Sue and settled in. I had noticed the Porter Street BBQ only a block away from the motel and that was my dinner spot for the evening. I turned in about 10:00.

Sunday I continued on up 101 into Oregon. This was all familiar from a few weeks before when John and I rode his way. When we came through, we were really taking our time and made several side trips. This time I was more interested in making time. I stopped for lunch in Florence at Mo's. Mo's is

a great seafood restaurant which is very popular, with good reason. The clam chowder is great as is every other dish I have tried there. I'm very fond of the marionberry cobbler which is made fresh daily.



Traffic was really bad from Coos Bay almost all the way to Astoria, and the ride through Lincoln City and Tillamook are pretty well fogged with traffic. There were lots of people going back to Portland after a weekend on the coast. The Oregon Coast is beautiful with many sea stacks and beaches. The weather was fine. Temperatures were in the high 60's with mostly sunny skies. I had planned to ride to Aberdeen, WA, but the heat from the day before and the traffic on Sunday dictated that the Lamplighter Motel in Astoria, OR would be my address for that night. The Lamplighter is one step better than the Burro Inn in Beatty, NV.

Monday was great. There were terrific roads, no traffic, beautiful scenery, cool temperatures and no rain. Also there was only about 10 miles of gravel road.

When you leave Astoria heading north on US 101 you travel across an amazing bridge over the mouth of the Columbia River. The Astoria Bridge is just over four miles long and the south end of it is very high. It was completed in 1966.



US 101 in southern Washington from the Columbia to Aberdeen is a very fun road! On a Monday there was almost no traffic and the weather was fine with temperatures in the high 50's and low 60's. My first stop was the Hoh Rainforest which is part of the Olympic National Park. This was my second visit and both times I have visited this very rainy area, the sun has been shining brightly. I was talking with a young woman who had just finished a five day backpacking trip in the area, and she was complaining of sunburn. My weather luck continues.



Next I visited La Push. This is the westernmost community in the continental US. It's a small town in an Indian reservation, west of Forks, WA.



Neah Bay, the northwestern most town in the continental US, is at the western end of SR 112. This town, too, is on an Indian reservation. A few miles west of Neah Bay is Cape Flattery, the northwestern-most US. I decided to ride out there since I was in the neighborhood. It's only about five miles of pretty good gravel road with a few washboard sections which rattled my teeth a few times. If you find yourself in the area, the ride to Cape Flattery is not worth the trip.

On the other hand, the scenery along SR 112 looking out at the Straits of Juan de Fuca is well worth the ride. They were in the process of repaving this fine twisty road, so any time in the next couple of years it should be a real treat. The road in to Port Angeles is even more fun with twisty portions and some fast straight sections. A lovely motorcycle playground with great views!

I had a pleasant night at the Best Western in Port Angeles and a lovely dinner at the restaurant next door. I was wide awake at 5:30 Tuesday morning, ready for more adventure.

I had planned to ride up to Hurricane Ridge in the Olympic National Park which is just south of Port Angeles. It had rained overnight and there were scattered showers predicted with the snow level between 5,000 and 6,000 feet. I decided I would skip the higher elevations I had planned for the day and see some other things. First was a visit to Port Townsend, a Victorian town on Puget Sound. While there I called a friend of mine who lives in Seattle to see if he had time for lunch. Through the wonders of voice mail and cell phones we were able to make arrangements for lunch. I headed south across the Lynn Canal and then south across the Tacoma Narrows Bridge and then north to Seattle.

I had a good visit with my friend for a couple of hours and then headed south. I did some exploring southeast of Olympia and then headed south on I-5 to Woodland, WA. I can recommend the Best Western for a good night's sleep and the Oak Tree Restaurant for a tasty dinner.

Wednesday morning I left Woodland at 6:00 AM headed for Walnut Creek, 650 miles south. Once again it had rained overnight, but the predawn sky was mostly clear. The temperature was 50 degrees and I was feeling fine. I made it through Portland just ahead of rush hour traffic and continued on down I-5.

After about 300 miles I stopped at Heaven on Earth, exit 86 just north of Grants Pass. Heaven on Earth is a restaurant noted for their cinnamon rolls. The other half of the building is a church and the background music is always hymns played on a guitar. I stopped for coffee and a cinnamon roll. It was great!

The temperature was in the 50's all the way through Oregon with a few foggy patches, but no rain. When I got to Redding, the temperature had risen to about 85 which I consider to be nearly the perfect motorcycle riding temperature. I even enjoyed the ride down I-5 through the Valley. I had good tunes and the entertainment of listening to the truckers on the CB.

I pulled into my driveway at 6:00 pm having ridden exactly 650 miles in exactly 12 hours. It was certainly not a record pace, but I had a lovely and relaxing ride. The trip total was about 2,100 miles for the four and a half days.

I had a nice chat with Sue who explained that she would be stranded in Washington for an extra day because of Hurricane Isabel, and then had a pleasant dinner and quiet evening. It was good to be home, but I wished I could be riding more the next morning.

Triker News

By Ron Tolson

This has been a busy month and I'm behind in writing this article. Hopefully, all I have to tell you will still be useful even though it is late. The big news is we were able to attend two District rallies in the past 10 days and we are happy to report that the Trike SIG was very successful at both locations. The first rally was California's (Aug 29-31). We had many trikes there but I did not get an accurate count. We did have two groups of seven each go on a short Trike Hike that ended up at Baskin Robbins in Visalia. Rick Dyer the District Director treated everyone to the ice cream dessert of their choice. Thanks Rick, that was a class act. Larry and Donna Pickens are the California Trike SIG Reps and they did a great job all weekend. Shirley & Joe Machado set up the Trike Hike and skillfully led us through the streets of Visalia to our destination.

The day after we arrived home from the California District Rally we headed to Colorado for their District Rally (4-6 Sep). What a great time we had there! Don't listen to any rumors you hear that I competed in the Ms. Colorado Contest. Any pictures you may see are all fake. One of the highlights of their rally was the Trike Hike that was held on Thursday. I was the only guy on a trike. The rest were ladies from Colorado. I'm so glad that Hank taught me well. These gals were good. No, not good, they were great. Jan Gardner the Colorado Trike SIG Rep and her husband Gary had set up a 154 mile Trike Hike through the Colorado mountains. What a ride! To my knowledge that is probably the longest Trike Hike in the History of Trike SIG. If anyone doubts the capability of a trike in corners, you needed to be there. We had two two-wheelers in the back of the pack that had a difficult time keeping up. Jan passed out key chains to all the participants as a memento of our journey. Can't wait until next year to ride will them again.

In keeping with our goal of trying to educate you about trikes, I have enlisted the help of member Lynn Hutton and we are going to start gathering data on all trike manufacturers. As this data is gathered, we will put it out to you and we hope you will find it useful. We should have our first data next month.

Our exercise for this month is braking. Have you ever had to brake really hard? Do you feel confident that you can stop your trike when you really need to? Find an unobstructed parking lot and practice. Accelerate in a straight line and then brake as hard as you can without locking up either the front tire or the rear tires. The first time you will probably lock up everything. That is okay as you need to know what it feels like. Now mark a spot where you want to start braking. Accelerate to 15-20 mph and brake at your mark. Mark the spot where you were able to stop. Practice until you feel confident you can brake hard without skidding you tires. As you practice you should be able to shorten the distance required to stop. For this to be useful to you on the road you need to make a mental note what this stopping distance at this speed looks like. At faster speeds, of course, the stopping distance is going to be longer.

I'm happy to announce that Bobby Lawrence from Las Cruces, NM will be the new Trike SIG Rep for New Mexico

Photos from the Saturday, September 20th, CA2J Poker Run





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Chapter Meeting Times & Locations (v2.6 05-01-2003)

<i>Meeting date/time</i>	<i>Chapter</i>	<i>Chapter Director</i>	<i>Meeting Location</i>
1st Sun 8:30 AM 8:00 AM Breakfast	CA1I	Dale Sutherland 626-335-1313	Covina Bowl 1060 W. San Bernadino Rd, Covina
1st Sun 7:30 AM	CA1R	Ron Fogelsong 949-951-5291	Knowlwoods Resturant 14952 Sand Canyon, Irvine
1st Sun 8:30 AM	CA1Y	Pennye Sasaki 805-735-4641	Elk's Lodge 905 E. Ocean Av, Lompoc
1st Tue 7:00 PM 6:00 PM Dinner	CA2S	Ron Peck 408-225-4161	Holders Country Kitchen 998 So. De Anza Blvd., Cupertino
1st Sat 9:00 AM 8:00 AM Breakfast	CA1A	Joseph Callaway 661-274-0835	Denny's 2005 West Avenue "K", Lancaster
1st Sat 8:00 AM 7:00 AM Breakfast	CA2A	Daniel Rhoten 559-562-6676	Ryan's Restaurant 1161 E. Tulare Ave., Tulare
1st Sat 9:00 AM 8:00 AM Breakfast	CA1Z	Mick Herod 909-628-2431	Marie Callenders, 29363 Rancho California Road, Temecula
2 nd Sat 8:00 AM 7:00am Breakfast	CA1M	Del Britton 909-485-1866	Bluffs Restaurant 1231 E. Washington, Colton
2nd Sun 8:00 AM	CA1Q	Charlie Sento 562-926-5420	Hof's Hut 7005 Knott Ave., Buena Park
1st Sat 9:00 AM 8:00 AM Breakfast	CA2R	John Langton 408-779-2670	Giant Artichoke Restaurant 11241 Merritt St. Castroville
2nd Wed 7:00 PM 6:30 PM Dinner	CA2E	Jim Peterson 559-431-6847	Carrows Restaurant 1484 E. Shaw Ave., Fresno
2nd Sat 8:30 AM 8:00 AM Breakfast	CA1F	Anita Alkire 619-264-2845	Broken Yolk Café 1851 Garnet Ave., San Diego (Pacific Beach)
2nd Sat 8:00 AM	CA2J	Mike Gregory 925-776-5411	Brentwood Cafe 8500 Brentwood Blvd. Brentwood
2nd Sat 9:00 AM 7:30 AM Breakfast	CA2N	Tony Phillips 209-834-9880	Your Place 14715 Mono Way, Sonora (Just off Hwy 108)
3 rd Sun 8:00 AM 7:15 AM Breakfast	CA-C	Vasilios Kalaitzidis 916-722-9392	Denny's 925 Third Street, Sacramento.
3rd Sun 8:00 AM	CA1D	David McNeal 562-428-4447	Paramount Elks Lodge 8108 E. Alondra Blvd, Paramount
3rd Sun 8:00 AM 7:30 AM Breakfast	CA1V	Curtis Matson 760-949-3990	Don's Family Restaurant 14403 7th St., Victorville
3rd Sat 8:30 AM 8:00 AM Breakfast	CA2Q	Allan Freebody 510-925-0919	Athens Burger Restaurant 6999 Dublin Blvd, Dublin
3rd Sat 9:00 AM 8:00 AM Breakfast	CA1N	James Pratt 760-945-7894	Gamma BB's 539 Vista Bella, Oceanside.
3rd Sat 8:30 AM 8:00 AM Breakfast	CA1S	David Golden 805-985-8810	Marie Callender's 1295 S. Victoria Ave., Ventura
4th Sun 9:00 AM 8:00 AM Breakfast	CA2K	Bill Johnson 707-429-2920	Country Waffle 2390 North Texas Street, Fairfield
4th Sun 9:00 AM	CA2U	Bill Joe Davis 209-634-1346	Granny's Pantry 1221 Broadway, Atwater
4th Sat 8:30 AM 8:00 AM Breakfast	CA1L	Robert Dowdy 805-462-1140	Players Restaurant 8845 El Camino Real, Atascadero
4th Sat 9:00 AM 8:15 AM Breakfast	CA2G	Linda Morrison 530-671-7400	Ruthy's Restaurant 229 Clark Ave., Yuba City
Last Sat 9:00 AM 8:30 AM Breakfast	CA1K	Bill Simmonds 818-882-0037	Lulu's Café 818-988-0707 16900 Roscoe Blvd., Van Nuys, CA 91406

WING NUT

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The Sport TRIKE is the result of Gold Wing riders' requests. It is in a sense, the ultimate Gold Wing accessory.

CHAPTER "V" KICKS OFF RAFFLE



After many, many hours of labor Fay Tolson donated this doll to the Chapter to help raise funds to support the chapter. Tickets are on sale from the CD, ACD and Fay of course. Tickets are a dollar a piece or six for five dollars. The drawing will be held at the chapter's poker run on 4 October. Call 760-240-1206 or E-mail faytolson@aol.com for your tickets.

We would like to invite all the GWRRA-CA2Q over to the River for the first annual **Laughlin Run to Fun** October 23-26. The Riverside Casino is sponsoring this event for all motorcyclists that may be looking for an alternative to the Laughlin River Run. The weather in October at the River consists of warm days and cool nights. Perfect for riding.

The Hotel packages has been priced as low as possible with lots of extra goodies thrown in like t-shirts , pins , breakfast and dinner included. There will be 3 poker runs the Big Bucks Poker Run will pay \$2000.00 for high hand , \$1000.00 for second high hand and \$500.00 for the worst hand. All the money collected on the poker runs, 50/50's and raffles will be donated to local children's charities in the Tri-State area.

The Route 66 Riders Ltd. of Kingman will be assisting the Riverside in the organization of the poker runs. We are looking forward to a fun and peaceful rally that will be enjoyed by all in attendance. All motorcyclists are welcome to attend this event. There will be no ban on club colors or logos during this event. We hope to see you and all your friends here in October 23-26.

Thanks, Dave Weller
Route 66 Riders Ltd.
www.rt66riders.org

RIDERS WANTED!



1st ANNUAL LAUGHLIN RUN to FUN October 23-24-25&26

Hosted by Don Laughlin's Riverside Resort Hotel & Casino

LAUGHLIN, NEVADA

PROCEEDS TO BENEFIT CHILDREN'S CHARITIES

ALL BIKES WELCOME!

Hotel & Event
Package Prices*

\$183

**THURSDAY
FRIDAY &
SATURDAY**

Registration For Events
Without Room Package
Also Available.

EACH PACKAGE INCLUDES:

- 3-Night Hotel Stay
- Official Event Pin and Laughlin Run to Fun T-Shirt!
- Mixer & Style Show, Black Vest Dinner, Pancake Breakfast and More!
- Secured Parking

Big Bucks Poker Run - \$10 per hand

High Hand \$2,000

Second High \$1,000

Worst \$500

Mini Poker Run \$5 per Hand

High Hand \$200

Poker Walk \$5 per Hand

High Hand \$200

Door Prizes

50/50

Vendors

FOR REGISTRATION CALL 1-877-200-6378

To Register on-line: www.laughlinruntofun.com

or e-mail: mgibbens@riversideresort.com

* Standard room. Subject to availability. Package prices based on double occupancy. Employees of Don Laughlin's Riverside Resort are not eligible to participate in Laughlin Run to Fun events.

www.riversideresort.com

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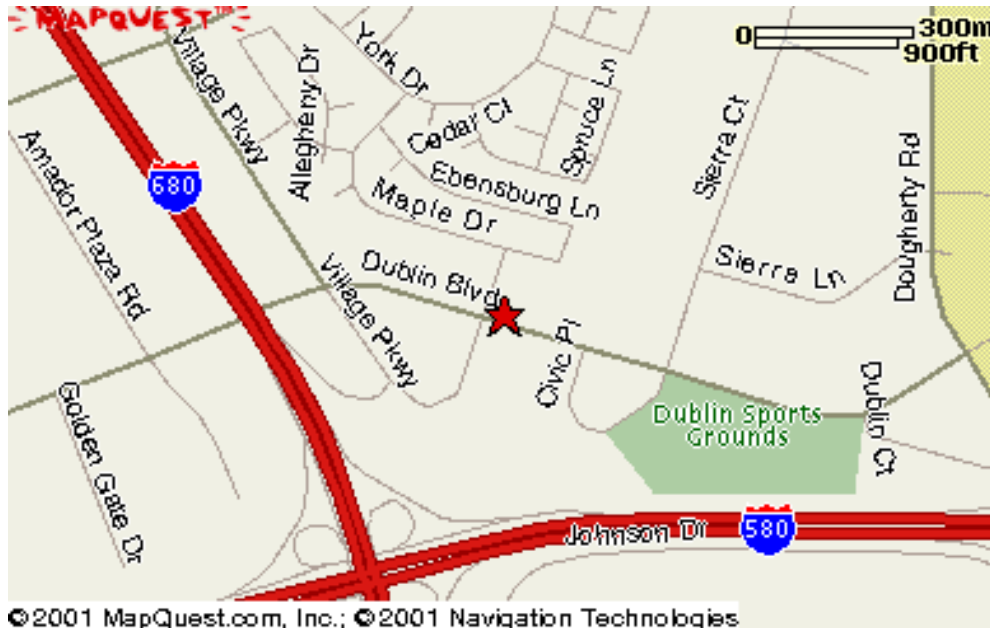


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Chapter CA2Q meets on the 3rd Saturday of each month at 8:30 am.

Location: Athens Burger Restaurant, 6999 Dublin Blvd. Dublin, Ca 94568, 925-803-8135.

Directions: From hwy 580 exit at the Foothill/San Ramon Valley Blvd. exit. Take the San Ramon Valley Blvd choice. This will put you heading North on San Ramon Valley Blvd. Turn right at the first traffic light, which is Dublin Blvd. Head East on Dublin Blvd for about 1 mile Athens Burger Restaurant is about 2 blocks past Village Pkwy on the left hand side.



Allan Freebody, CA2Q Director
461 Trebbiano Pl.
Pleasanton, CA 94566

