



# CA2Q Tri-Valley Cross-Road Wings

*February 2004*



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## 2003 Ride Calendar

**Bold** items are CA2Q events

<b>Feb 21</b>	<b>CA2Q Meeting</b>
<b>Mar 20</b>	<b>CA2Q Meeting</b>
<b>Apr 17</b>	<b>CA2Q Meeting</b>
<b>May 15</b>	<b>CA2Q Meeting</b>
<b>Jun 19</b>	<b>CA2Q Meeting</b>
<b>Jul 17</b>	<b>CA2Q Meeting</b>
<b>Aug 21</b>	<b>CA2Q Meeting</b>
Sep 2-5	GWRRA CA District/Region F Rally – Lake Tahoe
<b>Sep 18</b>	<b>CA2Q Meeting</b>
<b>Oct 16</b>	<b>CA2Q Meeting</b>
<b>Nov 20</b>	<b>CA2Q Meeting</b>
<b>Dec 18</b>	<b>CA2Q Meeting</b>

## CHAPTER MEETINGS

are at CoCo's, Dublin.  
See the last page of this newsletter for the location and time.



**Chapter CA2Q Staff**  
<http://www.gwrra-ca2q.org>

Chapter Director ..... Allan & Kay Freebody.....510-278-6914 ..... realpro97@aol.com  
 Ass't CD..... Vacant  
 Chapter Educator..... Mark Kratz .....510-713-7677 ..... balistx@comcast.net  
 Membership ..... Bob Tobin .....925-846-2887 ..... bob.tobin@axt.com  
 Newsletter Editor ..... Doug Elmer .....925-484-2431 ..... doug.elmer@comcast.net  
 Newsletter Prod. .... Allan & Kay Freebody.....510-278-6914 ..... realpro97@aol.com  
 Treasurer ..... Linda Andrews.....925-606-1559 ..... landrows@pacbell.net  
 Chapter Store ..... Kay Freebody  
 Tour Director..... Gary Cooper ..... Raybancop@sbcglobal.net  
 Special Events ..... Debbie Pendergast.....925-462-4511 ..... debbiepend@juno.com  
 50/50 Sales ..... Jacque Foster.....925-829-3747 ..... jfgoldwing@comcast.net  
 Webmaster ..... Bill Andrews.....925-606-8067 ..... bandrows@pacbell.net  
 Phone Tree ..... Vacant  
 Birthdays..... Debbie Pendergast.....925-462-4511 ..... debbiepend@juno.com

**California District Staff**  
<http://www.gwrracalif.bizland.com/>

District Directors ..... Joyce and Rick Elmore..... jelmores@cox.net  
 Educator ..... Jim Scorse and Micky Maxwell ..... 949.212.1029  
 .....grrr8js@aol.com  
 Trainer ..... Rick & Patricia Hinrichs .....760-723-7765 ..... rjhnrichs@tfb.com  
 Member Retention .... Larry & Donna Pickens.....661-726-5145 ..... rs0r1sy@verizon.net  
 Webmaster ..... John Maguire.....909-947-6996 ..... jemaguire@worldnet.att.net  
 COY Coordinator ..... Jim & Shayneh Schott.....949-472-8051 ..... jhschott@aol.com

**Region F Staff**  
<http://gwrra-regionf.org>

Director ..... Dave & Diane Andrews ..... 480-988-9533 ..... dandrewsrd@earthlink.net  
 Educator ..... David & Dori Dirig..... 760-746-9131 ..... ddirig@gwrra-ca1f.org  
 Trainer ..... Carl & Becky Manning..... (303) 932-9517 ..... cmann87917@aol.com  
 Member Enhancement . Bob & Nancy Roth..... 623-566-1705 ..... azwingr@aol.com  
 Webmaster ..... Paul & Linda Fenton..... 949-597-0232 ..... wingdude@comcast.net  
 COY Coordinator ..... Don & Danny Edlund..... 805-550-2461 ..... redgoldwing@hotmail.com

**Current Advertising Rates**

Ad Size	Half Year	Full Year
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2/3 page	\$50.00	\$90.00
Full Page	\$75.00	\$140.00

Please make all checks payable to: GWRRA – CA2Q

All advertisements must be prepaid.

Send ad either on disk or camera ready with check to:

Allan Freebody  
 461 Trebbiano Pl.  
 Pleasanton, CA 94566

Non-commercial and GWRRA members may run ads as long as necessary.

**Newsletter submission deadline: Please submit all articles and advertising by the 28<sup>th</sup> 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.

## Chapter Email List

Lee Allen ..... navyvet73@aol.com  
 Bill Andrews ..... bandrows@pacbell.net  
 Linda Andrews ..... landrows@pacbell.net  
 John & Kathee Ballard ..... ggwing@pacbell.net  
 Dave & Kourtnei Browning ..... kourtnei.browning@sbcglobal.net  
 Chris Carter ..... Concourman@msn.com  
 Chuck & Denise Casey ..... CaseyCr1@aol.com  
 Jim Christian ..... jim@thechristians.tv  
 Anthony Cicinelli ..... cicinellia@aol.com  
 Gary Cooper ..... Raybancop@sbcglobal.net  
 Dale Croy ..... croy@pacbell.net  
 Charlie Dodds ..... charlie@mindsync.com  
 Vern & Carol Edgren ..... EdgrenV@aol.com  
 Doug Elmer & Bonnie Tuggle ..... doug.elmer@comcast.net  
 Phil & Esther Flores ..... felipe\_flores@sbcglobal.net  
 Doug Foss ..... dougfoss@sfsolo.com  
 Steve Foster ..... sfgoldwing@comcast.net  
 Jacque Foster ..... jfgoldwing@comcast.net  
 Allan Freebody ..... RealPro97@aol.com  
 Kay Freebody ..... comstar6@aol.com  
 Mike Friddle ..... mhftiplus@msn.com  
 Arno & Rita Fritz ..... afritz@us-buxton.com  
 Bob Golden ..... golden@uclink4.berkeley.edu  
 Lynn & Shelley Graham ..... goldwing@ispwest.com  
 Richie Greene ..... nrg2fly@hotmail.com  
 Lee & Ardie Head ..... leehead@comcast.net  
 Steve & Mary Howard ..... steve@videofile.com  
 Bob Hole ..... roberthole@aol.com  
 Reiner & Lisa Kappenberger ..... reiner@kappenberger.com and lisa@kappenberger.com  
 Mark Kratz ..... balistx@comcast.net  
 Steve & Karen Kruse ..... netkrusen@cs.com  
 Gary LaFortune ..... caglaftne@aol.com  
 Kim Leong ..... kleong94@pacbell.net  
 Craig MacDonald ..... clmacdonald@comcast.net  
 Hugh MacDonald ..... macfixit1@aol.com  
 Dennis Madsen ..... dmadsen105@aol.com  
 Javier Marquez ..... jmarq@comcast.net  
 Anne & Spencer Matthews ..... buffalobuttrsm@aol.com  
 Leroy & Lee Moore ..... luckylee@pacbell.net  
 Mike Olivera ..... mikejmg@pacbell.net  
 Ray & Carol Oeverndiek ..... racao37199@aol.com  
 Debbie Pendergast ..... debbiepend@juno.com  
 Rodger Privett ..... hard2fi9@pacbell.net  
 Jim Shore ..... shorej@dcshore.com  
 Victor Smith ..... v102071@inreach.com  
 Rich Snider & Karen Dunn ..... karendunnlmft@care2.com  
 Ron & Ute Sorrell ..... rsorell@comcast.net  
 Norm & Diana Sperle ..... chickenhawks@comcast.net  
 Dave & Naura Swanson ..... zswanson@pacbell.net  
 Bob Shelton ..... boxertoys@comcast.net  
 Bob & Jean Tobin ..... becmat13@comcast.net  
 Dennis & Beverly Wagner ..... denniswagner@yahoo.com  
 Dave & Jill Wilson ..... dwilson7657@netzero.net

## Allan's Musings

I just have to say, this comes around as quickly as credit card bills. It seems like I just get up from straining my poor little brain composing an article for the newsletter, and bang, Doug tells me I am late with the next enthralling edition of my *Musings*.

Actually there is something to say in this month's extravaganza. A lot of you were aware that the District meeting was held in Fresno during January. This year we had a good turn of CA2Q folk. Our group consisted of Linda and Bill Andrews, Mark Kratz, Steve Foster, Bob Hole and I were to show our colors.

One of the items that came up was, this year the previous district game was revived. Once again, "steal a mascot" is back. Not many of the rules have changed and those that have been changed will be discussed at our next chapter meeting.

This month Kay and I hosted the chapter officers and interested parties meeting in our home. The turn out was excellent, and many ideas were floated. We have a new mascot. It is a rather large, and I am told, cuddly "Q"oala (I refrained from voting on this one). Linda Andrews is in the process of outfitting him in the appropriate attire. Bless you Linda!!

We will be conducting some ice cream / pie rides during the year along with at least one picnic. We also discussed the possibility of movie nights and motorcycle maintenance training. As you can see we are trying to set up lots of events that all our members may be willing to participate in, and would appreciate your input. We would love to see as many of you as possible when we get them organized.

We have also agreed to participate in the GWRRA Couple of the Year and Individual of the Year program. As I explained at our last chapter meeting and again at the officers meeting, this is a way for the chapter to recognize those within our ranks for their contributions to the chapter and a huge way to say thank you to those that are nominated. We also explained that if the recipients do not wish to participate in the competitions at district, region or national levels, then that is fine. Again, it is a way for the chapter to express their gratitude for the efforts these folk make, and we surely do have some worthy couples and individuals within our ranks.

As for the meeting location this month, I spoke to the manager at Athens Burgers last week and he was unsure if the site will be ready in time. I will check back on Friday 6<sup>th</sup> and proceed as necessary. As soon as the issue is resolved, I will forward and e-mail to all members and have Bill Andrews place the location on the web site. If anyone knows of a good breakfast eatery that has a room that can handle up to 45 people, that information would be greatly appreciated. Kay has been looking through the yellow pages and we have tried a few, but to no avail. We have been informed that both CA2K and the "cow people" from down south will be here at the next meeting to steal our new mascot. So, we need to find a place to accommodate all of these people.

Here is some less than good news: after being a member of GWRRA for MANY years, Debbie Pendergast has decided not to renew her membership. As members of CA2Q, both her and Mike had held every position within the chapter. She leaves not only as the sunshine lady, her contributions to the chapter over the years has been unsurpassed. Her sheer presence during all the activities will be sorely missed. I know that each and every member will agree with me that we thank her for all her efforts and extend an open invitation for her to join in on any activity the chapter is hosting. Thank you Debbie!

Well there it is in its entirety, so until next time, ride safe and enjoy life; it can all be too short.

*Allan*

*Edited for U.S. reading by Kay.*

## Golden State Gems

WOW, what a fantastic weekend!!!

Did you wonder where your Chapter Officers were over the weekend of January 17th and 18th? In case you didn't already know, they were in Fresno attending the California District Officers meeting with about 165 of their closest friends. Rick and I were quite pleased with the turnout for our first meeting with all of our District Staff and we want to thank everyone who participated, shared and helped to make the meeting a huge success.

We discussed some new financial requirements, but I'm sure you don't really want to know about all that boring stuff do you? I didn't think so. That's why they get paid the big bucks. ☺

Rick and I talked about some goals for the District and how much FUN we're going to have this year. Each Chapter got some time to talk and we hope the ideas that were shared will help your Chapter have more fun. There certainly were a lot of them flying around the room! We've got some multi Chapter Bar-B-Qs and picnics coming up and all kinds of poker runs, so get out your calendars and make some plans because we are going to be busy!

Back by popular demand this year is the 'Steal A Mascot' game. We did this a couple of years ago and it was a great way to get to know other chapters and engage in some friendly competition. Prizes will be awarded for the top three winners. Another exciting thing we are going to do is have a 'Photo Contest'. There will be monthly winners and we plan to use the winning photos in a calendar that will be available at the District Rally in Tahoe. More details will be available soon, so fire up those digital cameras and get ready to share.

Speaking of Tahoe, we had a wonderful presentation by Sarah and Adam from Northstar Resort. There are still many rooms available and they are working on alternate lodging in the area just in case they sell out. Make your plans now for the Labor Day weekend. The average temperature is in the 70s during the day and the 50s at night.

Some of our northern Chapters are putting together rides in the area and they are sure to be great! There are many beautiful roads in the Tahoe area and lots of twisties. The resort has many amenities: hiking, a rock climbing wall, a 50 person Jacuzzi, 2 pools and a children's pool, mountain biking and a work out facility. Now I know how we Wingers can't wait to get to that treadmill in the morning, so it will be waiting for you! There are restaurants, a gas station, a small convenience store and a golf course on the property with grocery stores just a short distance away. There is lots of shopping in nearby Truckee and Kings Beach. It's going to be a fantastic event, so make sure you don't miss it.

Until we meet: Ride safe, live each day to it's fullest and don't look back.

***Joyce and Rick Elmore***  
***California District Directors***

## Rider Education

by  
Mark Kratz  
CA2Q Educator

One of my personal goals for this year is to get my MSF certification as a Rider Coach/Instructor. I hope this will enable me to provide you easier access to G.W.R.R.A. recognized rider training, such as the Experienced and Advanced Rider Courses. Another goal is to encourage each and every one of you, to achieve one of the Levels in the Rider Education Program, or at least, build, or hone your current riding skills. Unfortunately, you need to take some form of riding course to do this and thus, there is a method to my madness.

Another requirement is First Aid and CPR training. In order to help us achieve these goals and to further better our Chapter, I have conned, I mean persuaded Dennis Madsen to volunteer as our Assistant Chapter Educator. Dennis is an excellent trainer and I am hoping that as a First Sergeant to a Military Medical Unit, he can get us easier access to the First Aid Training. Either way, I know Dennis will be an added bonus to our Chapter.

Below is information on the Rider Education Levels and their requirements. I will have more on this at the next meeting. C'ya then.

### CA2Q Rider Education Information

#### GWRRA RIDER EDUCATION SAFETY LEVELS

#### SUMMARY OF REQUIREMENTS

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##### Level I - Safety by Commitment

- Be current GWRRA member.
- Expressed commitment of Rider and/or Co-Rider to being a safe rider. Display the patches.
- Submit REP form to a GWRRA Officer. CA1R pays fee.

##### Level II - Safety by Education

- Be current GWRRA member.
- Be enrolled in Level I of the REP and have 5,000 safe miles.
- Have a current motorcycle license endorsement if required.
- Have completed an approved Rider course within the past two years. (Rider)
- Have completed an approved Rider course or GWRRA Co-Rider course or seminar within the past two years. (Co-Rider)
- Submit REP form to a GWRRA Officer for verification. CA1R pays fee.

##### Level III - Safety By Preparedness

- Be current GWRRA member.
- Be enrolled in Level I and current in Level II of the REP.
- Maintain current First Aid or CPR certifications.

- Wear protective clothing while riding.
- Carry a First Aid kit on the motorcycle. (Rider)
- Submit REP form to a GWRRA Officer for verification. CA1R pays fee.

#### Level IV - Safety by Enhanced Commitment and Preparedness

- Be current GWRRA member.
- Completed Level III of REP and have been current in Level III for one year minimum.
- Have ridden a minimum of 25,000 safe miles.
- Current in both First Aid and CPR certifications.
- Have completed an approved Rider course within 2 years. (Rider)
- Have completed an approved Rider course or GWRRA Co-Rider course or seminar within the past two years. (Co-Rider)
- Wear protective clothing while riding.
- Must carry First Aid kit on motorcycle. (Rider)

Submit Master Tour Rider/Co-Rider Application form with written recommendation from the Chapter Educator or other validating GWRRA Officer along with the fee of \$35.00.

<http://rider-ed.gwrra-ca.org/index.html>

<http://www.gwrra.org/regional/ridered/index.html>

For Applications or more information, contact your Chapter Educator:

MARK KRATZ, (510) 713-7677, or email at: [Balistx@comcast.net](mailto:Balistx@comcast.net)



**Amish gone bad**

*[Editor's note: true or not, it is good reading, especially regarding the solid safety advice in the first 5 paragraphs]*

## **The Squirrel Grenade**

pvpforums.com

Jan 18, 2004

by T-Duck

I never dreamed that slowly cruising through a residential neighborhood could be so incredibly dangerous! Studies have shown that motorcycling requires more decisions per second and more sheer data processing than nearly any other common activity or sport. The reactions and accurate decision making abilities needed have been likened to the reactions of fighter pilots! The consequences of bad decisions or poor situational awareness are pretty much the same for both groups too.

Occasionally, as a rider I have caught myself starting to make bad or late decisions while riding. In flight training, my instructors called this being "behind the power curve". It is a mark of experience that when this begins to happen, the rider recognizes the situation, and more importantly, does something about it. A short break, a meal, or even a gas stop can set things right again as it gives the brain a chance to catch up.

Good, accurate, and timely decisions are essential when riding a motorcycle - at least if you want to remain among the living. In short, the brain needs to keep up with the machine.

I had been banging around the roads of east Texas and as I headed back into Dallas, found myself in very heavy, high-speed traffic on the freeways. Normally, this is not a problem, I commute in these conditions daily, but suddenly I was nearly run down by a cage that decided it needed my lane more than I did. This is not normally a big deal either, as it happens around here often, but usually I can accurately predict which drivers are not paying attention and avoid them before we are even close. This one I missed seeing until it was nearly too late, and as I took evasive action I nearly broadsided another car that I was not even aware was there!

Two bad decisions and insufficient situational awareness... all within seconds... I was behind the power curve. Time to get off the freeway. I hit the next exit, and as I was in an area I knew pretty well, headed through a few big residential neighborhoods as a new route home. As I turned onto the nearly empty streets I opened the visor on my full-face helmet to help get some air. I figured some slow riding through the quiet surface streets would give me time to relax, think, and regain that "edge" so frequently required when riding. Little did I suspect...

As I passed an oncoming car, a brown furry missile shot out from under it and tumbled to a stop immediately in front of me. It was a squirrel, and must have been trying to run across the road when it encountered the car. I really was not going very fast, but there was no time to brake or avoid it-it was that close.

I hate to run over animals and I really hate it on a motorcycle, but a squirrel should pose no danger to me. I barely had time to brace for the impact.

Animal lovers never fear. Squirrels can take care of themselves!

Inches before impact, the squirrel flipped to his feet. He was standing on his hind legs and facing the

oncoming Valkyrie with steadfast resolve in his little beady eyes. His mouth opened, and at the last possible second, he screamed and leapt! I am pretty sure the scream was squirrel for, "Banzai!" or maybe, "Die you gravy-sucking, heathen scum!" as the leap was spectacular and he flew over the windshield and impacted me squarely in the chest.

Instantly he set upon me. If I did not know better I would have sworn he brought twenty of his little buddies along for the attack. Snarling, hissing, and tearing at my clothes, he was a frenzy of activity. As I was dressed only in a light t-shirt, summer riding gloves, and jeans this was a bit of a cause for concern. This furry little tornado was doing some damage!

Picture a large man on a huge black and chrome cruiser, dressed in jeans, a t-shirt, and leather gloves pattering maybe 25mph down a quiet residential street, and in the fight of his life with a squirrel... And losing.

I grabbed for him with my left hand and managed to snag his tail. With all my strength I flung the evil rodent off the left of the bike, almost running into the right curb as I recoiled from the throw.

That should have done it. The matter should have ended right there. It really should have. The squirrel could have sailed into one of the pristinely kept yards and gone on about his business, and I could have headed home. No one would have been the wiser. But this was no ordinary squirrel. This was not even an ordinary pissed-off squirrel. This was an evil attack squirrel of death!

Somehow he caught my gloved finger with one of his little hands, and with the force of the throw swung around and with a resounding thump and an amazing impact he landed square on my back and resumed his rather anti-social and extremely distracting activities. He also managed to take my left glove with him!

The situation was not improved. Not improved at all. His attacks were continuing, and now I could not reach him. I was startled to say the least. The combination of the force of the throw, only having one hand (the throttle hand) on the handlebars, and my jerking back unfortunately put a healthy twist through my right hand and into the throttle. A healthy twist on the throttle of a Valkyrie can only have one result. Torque. This is what the Valkyrie is made for, and she is very, very good at it. The engine roared as the front wheel left the pavement. The squirrel screamed in anger. The Valkyrie screamed in ecstasy. I screamed in, well, I just plain screamed.

Now picture a large man on a huge black and chrome cruiser, dressed in jeans, a slightly squirrel torn t-shirt, and only one leather glove roaring at maybe 70mph and rapidly accelerating down a quiet residential street on one wheel and with a demonic squirrel on his back. The man and the squirrel are both screaming bloody murder.

With the sudden acceleration I was forced to put my other hand back on the handlebars and try to get control of the bike. This was leaving the mutant squirrel to his own devices, but I really did not want to crash into somebody's tree, house, or parked car. Also, I had not yet figured out how to release the throttle; my brain was just simply overloaded. I did manage to mash the back brake, but it had little effect against the massive power of the big cruiser.

About this time the squirrel decided that I was not paying sufficient attention to this very serious battle (maybe he is a Scottish attack squirrel of death), and he came around my neck and got IN my full-

face helmet with me. As the faceplate closed partway and he began hissing in my face I am quite sure my screaming changed tone and intensity. It seemed to have little effect on the squirrel however. The rpm's on The Dragon maxed out (I was not concerned about shifting at the moment) and her front end started to drop. Now picture the large man on the huge black and chrome cruiser, dressed in jeans, a very ragged torn t-shirt, and wearing one leather glove, roaring at probably 80mph, still on one wheel, with a large puffy squirrel's tail sticking out his mostly closed full-face helmet. By now the screams are probably getting a little hoarse.

Finally I got the upper hand. I managed to grab his tail again, pulled him out of my helmet, and slung him to the left as hard as I could. This time it worked... sort-of... Spectacularly sort-of... So to speak...

Picture the scene. You are a cop. You and your partner have pulled off on a quiet residential street and parked with your windows down to do some paperwork.

Suddenly a large man on a huge black and chrome cruiser, dressed in jeans, a torn t-shirt flapping in the breeze, and wearing one leather glove, moving at probably 80mph on one wheel, and screaming bloody murder roars by and with all his strength throws a live squirrel grenade directly into your police car.

I heard screams. They weren't mine.

I managed to get the big motorcycle under directional control and dropped the front wheel to the ground. I then used maximum braking and skidded to a stop in a cloud of tire smoke at the stop sign at a busy cross street.

I would have returned to fess up (and to get my glove back). I really would have. Really. But for two things. First, the cops did not seem interested or the slightest bit concerned about me at the moment. One of them was on his back in the front yard of the house they had been parked in front of and was rapidly crabbing backwards away from the patrol car. The other was standing in the street and was training a riot shotgun on the police cruiser.

So the cops were not interested in me. They often insist to "let the professionals handle it" anyway. That was one thing. The other? Well, I swear I could see the squirrel, standing in the back window of the patrol car among shredded and flying pieces of foam and upholstery, and shaking his little fist at me. I think he was shooting me the finger. That is one dangerous squirrel.

And now he has a patrol car.

I took a deep breath, turned on my turn-signal, made an easy right turn, and sedately left the neighborhood. As for my easy and slow drive home? Screw it. Faced with a choice of 80mph cars and inattentive drivers, or the evil, demonic, attack squirrel of death, I'll take my chances with the freeway. Every time.

And I'll buy myself a new pair of gloves.



## Joint GWRRA Region F/CA District Rally Totally Tahoe Lake Tahoe, CA September 2, 3, 4, 5, 2004



**Location:** Northstar at Tahoe, 100 Northstar Dr., Truckee, CA 96161 **1-800-466-6784** ask for GWRRA rate. Rates are \$79 for a Studio up to \$299 for a 4 Bedroom 2 bath condo. Great opportunity for friends to stay together. Call hotel for details.

Rider Education Dinner Cruise will be Thursday 2 Sept. 6pm. You will cruise Lake Tahoe on the MS Dixie and feast on an all you eat buffet. Band and dancing too.

Area camping information can be found at the following websites.

<http://tahoevacation.biz/actcamping.htm> and  
<http://www.flyline.com/shops.htm#camping>

### CELEBRITY SEMINARS

The renown **Fred Rau**, senior editor of Motorcycle Consumer News, will be available to present his humorous and sometimes serious aspects of motorcycling.

### \$1000 CASH GRAND PRIZE

### BEST-DRESSED COMPETITIONS

### DAILY 50/25/25

### FREE CONCERT WITH A LIVE BAND ON SATURDAY NIGHT.

### BIKE GAMES

### RIDER EDUCATION COURSES INCLUDING: ERC, GROUP RIDING, CPR, FIRST AID, CO-RIDER, ROAD CAPTAIN AND MANY MORE!!!

### CERTIFIED REP INSTRUCTOR SEMINAR

### SKILLS GAMES INCLUDING TOP GUN

### RALLY PINS AND DOOR PRIZES

### JB CYCLES MAINTENANCE SEMINAR

### SAFETY CHROME VENDORS/CO-RIDER VENDORS

Registration Fees*	Cost	Qty	Total
GWRRA Members	\$30	\$	\$
Non Members	\$32	\$	\$
Day Passes ** - Members \$15, Non Members \$18 (15 years old & under - Free **)			
<b>Pre-Registration Ticket Specials</b>			
\$1000 Grand Prize	2 for \$1	\$	\$
(\$1.00 each at rally)			
50/25/25 - Strips of 10	\$ 5 X	\$	\$
50/25/25 - Strips of 100	\$20 X	\$	\$
<b>Classes (no refunds)</b>			
CPR/FA - \$20/each or both for	\$35 X	\$	\$
ERC (1 Up)	\$25 X	\$	\$
ERC (2 up)	\$25 X	\$	\$
Trike Safety Course	\$25 X	\$	\$
<b>Rally T-shirt with Logo</b>	\$16 X	\$	\$
Sizes Sml Med Large XL 2XL 3XL 2X & larger add \$4.00			
<b>Rider Education Dinner Cruise</b>	\$43 X	\$	\$
Masters #'s			
TOTAL ENCLOSED: \$ _____			
<b>Make Checks/Money Orders payable to: "GWRRA Region F"</b>			
* <b>Onsite and late registrations \$5.00 more except day passes</b>			
**Does not include Pre-Registration Tickets for Grand Prize, Door Prizes or Rally Pin - armband only.			
<ul style="list-style-type: none"> <li>• No refunds after Aug. 15th. \$5.00 charge on all refunds. *</li> <li>• All pre-registrations must be received by 18 August. *</li> </ul>			

Rider: \_\_\_\_\_ GWRRA # \_\_\_\_\_

Address: \_\_\_\_\_ Chapter: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Co-Rider: \_\_\_\_\_ GWRRA # \_\_\_\_\_

Address: \_\_\_\_\_ Chapter: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

I agree to hold harmless the GWRRA, the sponsoring organization and any property owners for any loss or injury to myself by reason of my participation in this rally.

Rider Signature: \_\_\_\_\_

Co-Rider Signature: \_\_\_\_\_

Registrations are to be mailed to:

Terri Stiles  
6207 East Breton Circle  
Orange, CA 92869  
E-Mail: TerriStiles@sbcglobal.com

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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	<b>CA1I</b>	Dale Sutherland 626-335-1313	Covina Bowl 1060 W. San Bernadino Rd, Covina
1st Sun 7:30 AM	<b>CA1R</b>	Ron Fogelsong 949-951-5291	Knowlwoods Resturant 14952 Sand Canyon, Irvine
1st Sun 8:30 AM	<b>CA1Y</b>	Pennye Sasaki 805-735-4641	Elk's Lodge 905 E. Ocean Av, Lompoc
1st Tue 7:00 PM 6:00 PM Dinner	<b>CA2S</b>	Ron Peck 408-225-4161	Holders Country Kitchen 998 So. De Anza Blvd., Cupertino
1st Sat 9:00 AM 8:00 AM Breakfast	<b>CA1A</b>	Joseph Callaway 661-274-0835	Denny's 2005 West Avenue "K", Lancaster
1st Sat 8:00 AM 7:00 AM Breakfast	<b>CA2A</b>	Daniel Rhoten 559-562-6676	Ryan's Restaurant 1161 E. Tulare Ave., Tulare
1st Sat 9:00 AM 8:00 AM Breakfast	<b>CA1Z</b>	Mick Herod 909-628-2431	Marie Callenders, 29363 Rancho California Road, Temecula
2 <sup>nd</sup> Sat 8:00 AM 7:00am Breakfast	<b>CA1M</b>	Del Britton 909-485-1866	Bluffs Restaurant 1231 E. Washington, Colton
2nd Sun 8:00 AM	<b>CA1Q</b>	Charlie Sento 562-926-5420	Hof's Hut 7005 Knott Ave., Buena Park
1st Sat 9:00 AM 8:00 AM Breakfast	<b>CA2R</b>	John Langton 408-779-2670	Giant Artichoke Restaurant 11241 Merritt St. Castroville
2nd Wed 7:00 PM 6:30 PM Dinner	<b>CA2E</b>	Jim Peterson 559-431-6847	Carrows Restaurant 1484 E. Shaw Ave., Fresno
2nd Sat 8:30 AM 8:00 AM Breakfast	<b>CA1F</b>	Anita Alkire 619-264-2845	Broken Yolk Café 1851 Garnet Ave., San Diego (Pacific Beach)
2nd Sat 8:00 AM	<b>CA2J</b>	Mike Gregory 925-776-5411	Brentwood Cafe 8500 Brentwood Blvd. Brentwood
2nd Sat 9:00 AM 7:30 AM Breakfast	<b>CA2N</b>	Tony Phillips 209-834-9880	Your Place 14715 Mono Way, Sonora (Just off Hwy 108)
3 <sup>rd</sup> Sun 8:00 AM 7:15 AM Breakfast	<b>CA-C</b>	Vasilios Kalaitzidis 916-722-9392	Denny's 925 Third Street, Sacramento.
3rd Sun 8:00 AM	<b>CA1D</b>	David McNeal 562-428-4447	Paramount Elks Lodge 8108 E. Alondra Blvd, Paramount
3rd Sun 8:00 AM 7:30 AM Breakfast	<b>CA1V</b>	Curtis Matson 760-949-3990	Don's Family Restaurant 14403 7th St., Victorville
3rd Sat 8:30 AM 8:00 AM Breakfast	<b>CA2Q</b>	Allan Freebody 510-925-0919	Coco's Bakery Restaurant, 7944 Dublin Boulevard, Dublin, CA 94568, 925-829-4779
3rd Sat 9:00 AM 8:00 AM Breakfast	<b>CA1N</b>	James Pratt 760-945-7894	Gramma BB's 539 Vista Bella, Oceanside.
3rd Sat 8:30 AM 8:00 AM Breakfast	<b>CA1S</b>	David Golden 805-985-8810	Marie Callender's 1295 S. Victoria Ave., Ventura
4th Sun 9:00 AM 8:00 AM Breakfast	<b>CA2K</b>	Bill Johnson 707-429-2920	Country Waffle 2390 North Texas Street, Fairfield
4th Sun 9:00 AM	<b>CA2U</b>	Bill Joe Davis 209-634-1346	Granny's Pantry 1221 Broadway, Atwater
4th Sat 8:30 AM 8:00 AM Breakfast	<b>CA1L</b>	Robert Dowdy 805-462-1140	Players Restaurant 8845 El Camino Real, Atascadero
4th Sat 9:00 AM 8:15 AM Breakfast	<b>CA2G</b>	Linda Morrison 530-671-7400	Ruthy's Restaurant 229 Clark Ave., Yuba City
Last Sat 9:00 AM 8:30 AM Breakfast	<b>CA1K</b>	Bill Simmonds 818-882-0037	Lulu's Café 818-988-0707 16900 Roscoe Blvd., Van Nuys, CA 91406

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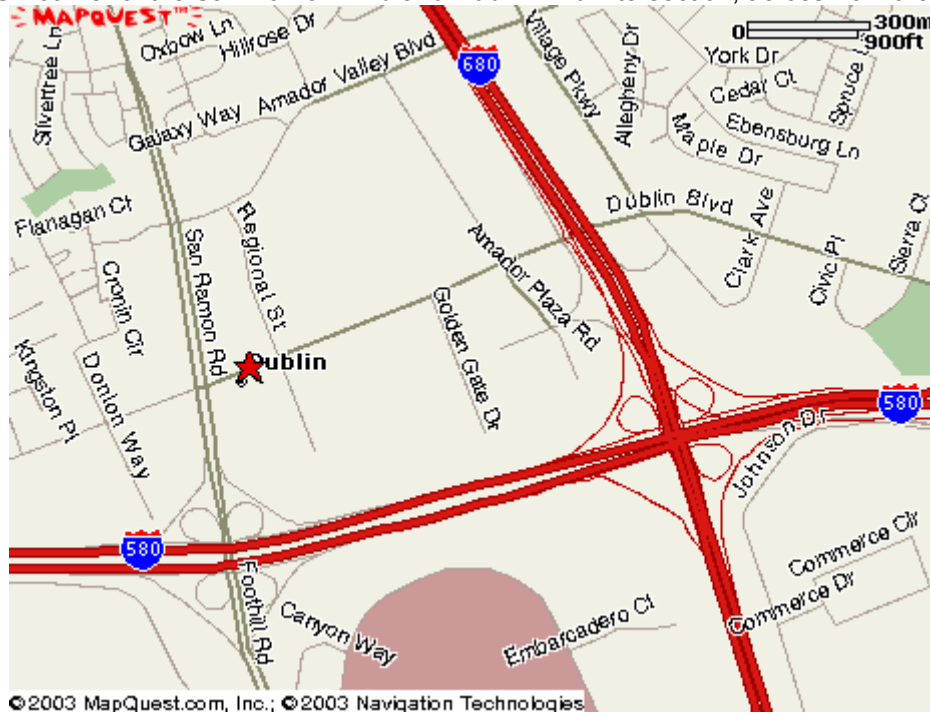


The Sport TRIKE is the result of Gold Wing riders' requests. It is in a sense, the ultimate Gold Wing accessory.

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

Location: Coco's Bakery Restaurant, 7944 Dublin Boulevard, Dublin, CA 94568, 925-829-4779

Location: At the SE corner of the San Ramon Blvd and Dublin Blvd intersection, across from the Chevron station.



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

