



CA2Q Tri-Valley Cross-Road Wings

October 2004



2004 Ride Calendar

Bold items are CA2Q events

- Oct 3 Ride for Kids
2Q members that are going as a group can meet at McDonalds on Santa Rita at 0600
- Oct 16 CA2Q Meeting**
- Nov 20 CA2Q Meeting**
- Dec 18 CA2Q Meeting**

CHAPTER MEETINGS

Third Saturday of the month at Gianna's
See the last page of this newsletter for the location and time.

In This Issue

Chapter email list.....	3
Allan's Musings.....	6
Golden State Gems	8
Motorcycle Glossary.....	9
Chapter Meeting Times and Locations.....	15



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

Chapter Director Allan & Kay Freebody.....925-249-0919 realpro97@aol.com
 Ass't CD Dale Croy925 828-7126 croy@pacbell.net
 Chapter Educator..... Mark Kratz510-713-7677 balistx@comcast.net
 Membership Bob Tobin925-846-2887 bob.tobin@axt.com
 Newsletter Editor Doug Elmer925-484-2431 doug.elmer@comcast.net
 Newsletter Prod. Allan & Kay Freebody.....510-278-6914 realpro97@aol.com
 Treasurer Linda Andrews.....925-606-1559 linda@androws.com
 Chapter Store Kay Freebody925-249-0919 Comstar6@aol.com
 Tour Director..... Gary Cooper925 846-7861 Raybancop@sbcglobal.net
 Special Events (vacant)
 50/50 Sales Jacque Foster.....925-829-3747 jfgoldwing@comcast.net
 Webmaster Bill Andrews.....925 606-1559 bill@androws.com
 Phone Tree (vacant)
 Birthdays..... Karen Kruse netkrusen@cs.com

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

District Directors Joyce and Rick Elmore.....858-748-1385 jelmore@cox.net
 Educator Jim Scorse and Micky Maxwell 949-248-7864
 grrr8js@aol.com
 Trainer Rick & Patricia Hinrichs760-723-7765 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 Rick & Sandy Dyer(714) 970-6801.... gwcadd@aol.com
 Educator Carl & Becky Manning - (303) 932-9517 cmann87917@aol.com
 Trainer Jerry and Patricia Borge...(209) 694-8656.... crzn2up@sonnet.com
 Member
 Enhancement..... Richard Shields(480) 391-7018.... cd_azs@earthlink.net
 Webmaster Paul & Linda Fenton.....(949) 597-0232
 COY Coordinator Rich & Linda Fuller(970) 874-8830.... mlwing@juno.com

Current Advertising Rates

Ad Size	Half Year	Full Year
Business Card	\$25.00	\$40.00
1/3 page	\$35.00	\$60.00
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 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.

CA2Q Chapter Email List

Alexander	Michael & Elaine	
Aloe	Robert	
Anderson	Ronald	
Androws	Bill	bill@androws.com
Androws	Linda	linda@androws.com
Androwsky	Vincent	
Androwsky	Ruth	
Androwsky	Stephen	
Androwsky	Donna	
Ballard	John & Kathee	ggwing@pacbell.net
Barlow	Bruce	bbarlow188@aol.com
Bearrows	Russ	
Biondich	Donald	mcyclebum@aol.com
Black	Cliff	Plesureu1st@aol.com
Blagrove	Darryl	
Blatnik	Gregory	
Bongiovanni	Joesph	joeb@bswf.com
Bonner	Edward	
Boyd	Glen	dcs@thegrid.net
Brown	Samuel	
Brown	Eugene	
Brown	Dennis	raaddmom@aol.com
Brown	Andrea	
Brown III	Sam	
Bush	Keith	busahwacker1941@hotmail.com
Carter	Christopher	Concourman@msn.com
Cefalo	Ken	mstreet@pacbell.net
Cicinelli	Anthony	cicinelli@aol.com
Cooper	Gary	raybancop@sbcglobal.net
Cooper	Donald	
Crabtree	Robert	oudou723@hotmail.com
Crane	Robert	capbob@comcast.net
Crane	Ms	capbob@comcast.net
Croy	Dale	croy@pacbell.net
De Joy	Paul	dejoyfam@comcast.net
Dekeyrel	Aloysius	skip@lsil.com
Diston	Purcell	
Druckenmueller	Uwe	uwe@biguwe.com
Dykeman	Herb	
Edgren	Vern	edgrentv@sbcglobal.net
Edgren	Carol	edgrentv@aol.com
Edgren	Mark	edgrentv@aol.com
Elmer	Douglas	doug.elmer@comcast.net
English	William	adagio3737@aol.com
Evans	Marlin & Debra	debraje@aol.com
Evans	Joe	debraJE@aol.com
Flores	Phil	felipe_flores@sbcglobal.net
Flores	Esther	flores2254@yahoo.com
Fonseca	David	

Foster	Stephen	sgoldwing@comcast.net
Foster	Jacque	jfgoldwing@comcast.net
Freebody	Allan & Kay	realpro97@aol.com
Gifoss	Douglas	
Golden	Robert	golden@uclink4.berkeley.com
Gunnison	Nancy	
Haig	Russell	rdhadj@jps.net
Hampton	Robert	catkinson@ontool.com
Hannon	William	
Harbarth	Craig & Who	mtruck2203@aol.com
Head	Lee & Ardeth	leehead@comcast.net
Head	Vincent & Katherine	leehead@comcast.net
Hendrey	Tom	tom.hendrey@mwhglobal.com
Hendry	Tom	Tom.Hendry@mwhglobal.com
Higdon	Fred	fhigdon@ix.netcom.com
Hole	Robert	roberthole@aol.com
Howell	Glenn	glenhowell@aol.com
Jarumay	Alan	Shirleyalan@sbcglobal.net
Johnsen	Jon	jjohnsen@sonic.net
Justus	Gary	gjustus@inreach.com
Kohler Jr.	Walter	
Kositch	Jeff	jkositch@mission-elec.com
Kramer	Jerry	
Kratz	Mark	balistx@comcast.net
Kruse	Charles & Karen	netkrusen@cs.com
Kruse	Steve	Netkrusen@sbcglobal.net
LaFortune	Gary	caglaftne@aol.com
Lejender	Donald	lejender@aol.com
Lewis	Paula	goldwingtrikeer@aol.com
Loxley	Nicole	
Madsen	Dennis	dmadsen105@aol.com
Madsen	Sherry	dmadsen105@aol.com
Matthews	Spencer & Anne	buffalobuttrsm@aol.com
Mattos	Bill	bilmat@comcast.net
McCarthy	Joan	goldwingtrikeer@aol.com
McDonald	Craig	clmacdonald@comcast.net
Micheletti	Rich	silverbullet40@comcast.net
Mize	Harold	
Moon	Glenn	luna336@comcast.net
Moore	Leroy & Lee	Luckylee@sbcglobal.net
Moran	Jerry	
Morton	Mike	
Morton	Monette	
Murtaugh	Steve	Steve@murtaugh.com
Oeverndiek	Raymond	racao37199@aol.com
Oeverndiek	Carol	vacao37199@aol.com
Olievera	Michael	mikejmp@pacbell.net
Olivera	Mike	mikejmg@pacbell.net
Pendergast	Debra	mcpender@comcast.net
Phillips	Marcia	skip@lsil.com

Privett	Rodger	hard2fi9@sbcglobal.net
Radtke	Mark	radtke.m@pg.com
Radtke	Debi	LVJasmine@aol.com
Ramus	Thomas	
Raub	Hans	hpraub@aol.com
Rawlings	Edward & Patricia	
Reaves	Mike	Rmikereaves@cs.com
Rickey	Dennis	
Riebeling	Patricia	
Robbins	Charles & Rena	
Robinson	Ronald	
Rugg	Benjamin	brugg@pacbell.net
Runnells	Carl	waldo878@yahoo.com
Sabatini	Carl	sabatca@earthlink.com
Santolla	Tony	
Sautter	Larry	
Sautter	Nancy	
Schats	Dirk	dirk36@msn.com
Schmidt	Doug	firefly91@comcast.net
Schreiber	John & Jean	
Sciacqua	Rich	shockwa1@yahoo.com
Shelton	Robert	boxertoys@comcast.com
Sindle	Larry	LSind2@aol.com
Skjoldager	Don	
Smith	Daniel	dan@oaklandmc.org
Smoot	Mark	msmoot@comcast.net
Snider	Rich & Karen	re180017@ncr.com
Sokoloski	Walt	waltsokoloski@comcast.net
Sorrell	Ron	rsorell@comcast.net
Spurr	Robert	spurranch@earthlink.net
Teeter	Bob	
Teixeira	John	
Tobin	Robert & Jean	becmat13@comcast.net
Wagner	Dennis	denwagner@comcast.net
West	Doug	lawddaw2@aol.com
Wiley	Jim	
Williams	James	jwbmbwiker@msn.com
Wilson	Dave	JLWL@chevrontexaco.com
Wilson	Dale	dale.wilson@kp.org
Wolcott	Rod	
Wolcott	Patricia	
Woolery	William	mrwooman@aol.com

Allan's Musings

As those of you who were at the rally in North Star are aware, there was an accident involving 2 members from CA1M (those curious cow folk from Riverside).

The bad news is the Lady – Carol Hamm was transported to hospital via a life flight helicopter, unfortunately Carol passed away on September the 8th, I have no further update on the rider, other than he survived the wreck.

With all this in mind, I reflect on a number of things, especially the way I have been riding of late, I tend to use the wing as an escape from the constant pressures of today's business world and to be completely honest have been less than a picture of sanity and calmness. In actual fact I have been riding well above my ability and am amazed that I have gotten away with it.

There are a number of things that as riders we should but often do not do(Mark I apologize for stealing your thunder) Firstly, we should not ride faster than our Guardian Angel can fly, I am surely guilty of this one. Secondly as riders we are responsible for not only ourselves but also our loved ones who sit behind us and blindly trust our ability to get to the final destination (earthly) therefore if we are impaired or simply feel that we are not comfortable DON'T RIDE. We should be physically and emotionally capable of being in control of our precious machines, this is not as corny as it sounds. We are responsible for and to our passenger's well being, this includes their attire. As was the case in Tahoe, we must be aware of the safety clothing, the incident in Tahoe was the co-riders helmet come off after she initially bounced it on the road, I am not sure whether it was loose or not buckled at all, however the second time her head made contact with the roadway, there was no helmet to protect her from the jarring shock of impact. I am not fond of the quick release fittings for our helmets, I cannot understand why we would spend several hundred dollars for the things which include "D rings and then bypass one of the surest safety features on the things by installing a "Quick release" mechanism.

Well, I need to get off the "soap box" or Mark will be upset with my safety preaching. We are headed out of town to have a small break before the insane period running up to the end of year business, as soon as we return we will be headed to Sacramento for the ride for kids, as I expressed at this months meeting it is with out a doubt the most worthy of causes to be involved in, please mark your calendar for October the 3rd and join Kay and I on a well spent ride, for most it will be the last ride before bedding the bikes down for the winter months.

We have decided by popular vote that the Christmas event for this year will again be held at the Pleasanton Hotel, Kay will be making the arrangements and will keep all aware of the time and date, again this year we will not be having the gift exchange, but donating to the Toys for Tots program, there is one exception to the rule our chapter educator has made us aware that with no gift exchange he will miss out on a gift for Christmas, therefore just to keep him happy he will receive a gift from a designated "Santa" at the dinner. There is nothing worse than an unhappy educator unless of course he is a member of a local Police force.

So until then, ride safe and have fun.

Allan

Translated from Australian to American by: Kay Freebody



Ride For Kids

October 3rd - Ride for Kids, benefiting the Pediatric Brain Tumor Foundation.

NEW LOCATION: Yolo County Fairgrounds, 1125 East St., Woodland (enter on E. Gum Ave.)

Sign in from 7:30 to 9:30. Ride leaves at 10 a.m. sharp.

Entry fee: \$35, includes ride pin, continental breakfast and lunch. Volunteers and escorts are always needed. Contact 707-447-0860.

Thanks & hope to see you there,
Bill Neander - N. Cal. Ride for Kids Task Force

2Q members that are going as a group can meet at McDonalds on Santa Rita at 0600.

Golden State Gems

Whew! Well, the joint California District and Region F Rally in Lake Tahoe is now history. We hope all of you who attended had as good a time as we did. If you said hello to us and we didn't hear you, please accept our apology. To say we were REALLY busy would be a gross understatement. If it wasn't for the help of all of our staff, including many chapter members doing everything from registration to arm band security, it wouldn't have been possible. THANK YOU!

For those who are interested about such things, we had over 770 registrations which is a record for a California District Rally. We don't mind taking credit for that since there were not really that many people from the other Districts in attendance. One of the reasons is that Colorado had its District Rally the following weekend, so we certainly understand. We were so tired after the long weekend that we couldn't make it there, but Rick Dyer and Jim Zabler represented us.

Congratulations are in order for several people. First of all, congratulations to our new Couple Of the Year, Bob and Barb Dowdy from CA1L. Also to our new Individual Of the Year, Scott Alguire from CA1Y. CA1S took honors for best newsletter; way to go guys. The Mascot game winners were: CA1M – 1st place, CA2N – 2nd place and CA2K for 3rd place. Don't ask Bill Johnson how much money he spent to get the \$25 price for 3rd place! If you weren't there, just ask someone how much fun we had giving the awards out for the mascot game. As Rick says, some people get all the respect they deserve. Del Britton from CA1M is a perfect example of this saying. I'm hoping someone has pictures of a grown man dressed in a cow suit. Let's just say that you had to be there to fully appreciate it.

We knew this rally was going to be different and we hope you all got to ride enough. Unfortunately, it was pretty darn cold on the mountain on Friday night when comedian Eric Haines performed. If you didn't stay long enough to see Rick yodel, well... Remember that respect thing Rick likes to talk about? Let's just say he got all he deserved that night. ☺ Seriously though, if you didn't stay you can't really appreciate how talented Eric is. We're talking about someone who sings, plays guitar and banjo, rides a unicycle, juggles 3 foot long machetes and can dance on 6 foot stilts. Oh well, at least I can whistle better than him.

On Saturday it was much warmer and the Tommy Bell band played for several hours until everyone was all danced out. We also showed a video on the big screen of the recent 'Super Soaking' up north in Rancho Seco park. If your CD did not get a copy of the DVD, let Rick know and he'll send one out. We also got to see some of the pictures from the mascot game. Let's just say that some of you guys are very strange as the poor mascots were abused in many creative ways. We will also be getting a CD of the mascot pictures and other pictures from the rally to each chapter soon.

Well, like it hasn't been a busy enough month, we are now going on a cruise to Alaska with 30+ GWRRA friends. Ron Tolson set up the cruise and we're looking forward to seeing all the beautiful scenery. Ron promised that we wouldn't go hungry, since that is something cruises are known for. Hmmm, I wonder if they have a Dairy Queen on the ship. If not, I guess we'll just have to make do.

When we get back, we need to start working on a location for our rally next year. We have some ideas, but if you have any locations in mind, please let us know. Of course it will still be over Labor Day weekend, but will only be the California District. Region F will be in May over Memorial Day weekend in conjunction with Colorado's District Rally in Montrose, CO.

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

Joyce and Rick Elmore, California District Directors

Motorcycle Glossary

By Mark Kratz Chapter Educator

ABS — Antilock Brake System. A component added to the braking system that detects wheel lock up. The system then modulates the brakes at that point with the idea of stopping you faster than you could yourself.

AHRMA — American Historic Racing Motorcycle Association. Sanctioning body for vintage motorcycling competition, it's a member-owned non-profit association dedicated to enhancing the sport of historic motorcycle racing for the enjoyment of riders and spectators.

Aftermarket — Any items or accessories you buy that are not from the Original Equipment Manufacturer.

Apex — The middle or center point of a turn.

Anti-Dive system— A front-end suspension component that reduces how much the forks compress under braking, popular in the late 1980s, but seldom used now.

Bagger — A motorcycle with touring accessories like saddlebags, top box, a trunk, etc.

Boxer Twin — A horizontal engine configuration with the two pistons opposing each other, commonly found on BMW twin-cylinder motorcycles. The term comes from the resemblance of fists coming towards each other.

Brake Horsepower (BHP) — Although theoretically equal to standard horsepower, "brake" horsepower specifies that a specific engineering process was used to arrive at that horsepower number.

Cam — A metal shaft with oval "lobes" that rotates to open the valves in a four-stroke engine.

Carburetor — A mechanical device found on the intake side of the engine which mixes fuel and air to create the volatile mixture that gets ignited in the engine.

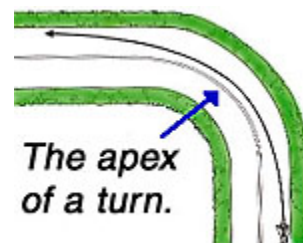


Chopper — Originally, a motorcycle that has had all non-essential parts removed (or "chopped") to make it lighter and faster. Today, this name generally applies to custom built motorcycles that may have a rigid frame (no rear suspension), an extended fork, and a stretched or elongated appearance.

Clip-ons — Handlebars that are clamped around the top of the fork tubes, rather than bolted to the top triple-tree. This lowers a rider's upper body on the front of the motorcycle for a racier body position.

Counterbalancer — A weight in the engine that spins with the rpm to smooth out engine vibrations.

Countersteering — The input a motorcyclist gives to the handlebars in order to steer: push the right handlebar to go right, or push the left handlebar to go left.



Cruiser — A style of motorcycle generally equipped with a low seat and pullback handlebars. This style of bike predominantly stems from the customizing of standard American motorcycles in the '60s and '70s.



Displacement — The size of the engine; specifically, the total volume found in the cylinders. This is usually expressed in cc (cubic centimeters) or ci (cubic inches). Generally, the larger the displacement, the more powerful the motor.

DOHC — Dual Over Head Cams. Two camshafts found in the head or top of the engine that open and close the valves. Two cams allow more precise control than one.

Dresser — (also full dresser) Typically, a large motorcycle that is designed for long-distance touring, especially with luggage and a windshield. (See also: Bagger)

Dual-sport — Street legal motorcycles that provide varying levels of off-road capabilities. Not as focused as pure off-road or pure street motorcycles. Also known as dual-purpose



Engine cut-off switch — Usually located on the right handlebar switch housing, this switch allows the motorcyclist to turn off the engine without removing his or her hand from the handlebar. Also known as the "kill switch."

Ergonomics — The study of body posture, and the positioning of instruments, to create a good human-to-machine interface. "Good ergonomics" refers to how well a motorcycle fits a rider for its intended use.

Fairing — Bodywork and/or windshield at the front of the motorcycle designed to deflect the wind. Also used to refer to side panels on, for example, sport bikes.



Flickable and Flickability — Used to describe the agility of a motorcycle, or how quickly a rider can "flick" the bike from side to side in turns.

Forks — The sprung metal tubes that connect the front wheel to the motorcycle triple-tree.

Four-stroke engine — This is the most common engine design found in street motorcycles today. It refers to the number of times a piston moves up and down through each power cycle. 1) A downward stroke brings in the fuel/air mixture; 2) an upward stroke compresses the fuel/air mixture; 3) a downward stroke results when that mixture is ignited and expands, and finally; 4) an upward stroke expels the exhaust gases.

Fuel-injection — (also EFI) A device that serves the same function as a carburetor, but uses computer-controlled jets to inject atomized fuel and air into the air stream going into the engine.

Gypsy Tour — A current AMA touring term that came from the early days of motorcycling, when riders all over the country suited up for a day-long ride to a favorite destination. The implication is that you are traveling without time or distance constraints.

High side — A type of crash resulting when the rear wheel starts to slide in a turn, then suddenly grips, flipping the bike sideways. (See also: low side)



Holeshot — In racing, the drive from a standing start up to racing speed. Generally, the rider who makes the strongest start is said to have gotten the "holeshot."

Horsepower — A unit of measurement used to describe an engine's strength. Typically, the more horsepower an engine produces, the faster the motorcycle can potentially go. (See also: Torque)

Kill switch — See engine cut-off switch.

Line (in relation to a turn) — The predicted or preferred path a motorcycle will make through a turn.

Low side — A crash that results from a wheel losing traction, allowing the bike to fall sideways. (See also: high side)

Motocross bike — A light-weight motorcycle specifically designed for racing on a track. As compared to off-road bikes, the suspension is able to handle harder hits, the power delivery is more explosive, and the gear ratios are different for riding on motocross or other closed-course tracks.



Naked Bikes — Sport or standard motorcycles with minimum bodywork, fairings or windshields.

Petcock — The fuel valve, usually found on the side of the gas tank.

Off-road bike — A motorcycle designed for use in the dirt or off-pavement. They are typically not street legal, but sometimes they have lights and larger gas tanks.

One-off — A product or part that is not designed to be mass produced. It can refer to a one-of-a-kind bolt-on or a fully customized motorcycle.

Pillion or P-Pad — A small cushion designed for carrying a passenger mounted behind a solo saddle.

Rake — The angle the forks are from perpendicular, usually expressed in degrees.

Rat Bike — A motorcycle that's been kept running by any means possible, usually with mismatched parts and minimal maintenance.

Redline — The maximum number of revolutions per minute an engine can run before damage occurs. The name is derived from the actual red line manufacturers typically put on the tachometer.



RPM — Revolutions per minute. A term used to describe how fast a motor is spinning. Also known as "revs."

Roost — The debris kicked up by a spinning rear wheel. Used as a verb, to leave someone behind.

Shaft drive — A final drive system on some motorcycles that utilizes a shaft to transmit power to the rear wheel, as opposed to a chain.



SOHC — Single Over Head Cam. A single cam shaft found in the head or top of the engine that activates the valves.

Sport-tourer — A motorcycle that combines some of the handling and power of a sportbike, with some of the amenities of a touring bike, like saddlebags, comfortable ergonomics, etc. Not as focused as either a pure sport bike or a pure tourer.



Sportbike — A focused motorcycle designed for speed and handling. These machines are usually equipped with aerodynamic bodywork.



Standard — A motorcycle intended for general, all-around street use, typically with an upright seating posture and higher handlebars.

Stretch — Used by customizers, an expression of how much a tank or frame has been elongated from its stock design.

Squid — A term generally associated with a new or reckless motorcyclist seen riding erratically and/or beyond his or her capabilities.



Supermoto — Generally, a style of motorcycle usually built around, and looking like, off-road machines with street tires. They tend to be very light, flickable machines, and are used in a new genre of racing that usually encompasses riding on a mixture of pavement and dirt surfaces.

Tachometer — A gauge that measures how fast an engine is spinning. The measurement is usually expressed in revolutions per minute. Also: "tach."

Tank-slapper — What happens in rare cases when a motorcycle's handlebars slap back and forth at high speed, often due to alignment or suspension issues.

Thumper — A single-cylinder, four-stroke motorcycle engine.

Torque — A unit of measure describing the twisting force, or leverage, an engine can exert on the rear wheel. Typically, an engine with a lot of torque will have the potential to speed up faster at lower rpms. (See also: horsepower)

Trail — The distance from the front axle's vertical position on the ground, to the spot in front of it created by drawing a straight line from the angle of the forks.

Triple tree — The two metal plates that connect the fork tubes to the steering stem, sometimes also used as a handlebar mount.

Two-stroke engine — A once-common type of engine now found almost exclusively in off-road motorcycles. A two-stroke motor fires once with every two strokes of the piston. 1) Once fired, the downward stroke of the piston delivers power and then draws in a mixture of fuel, air and oil which displaces the exhaust gases in the combustion chamber; 2) the upward stroke compresses the mixture for ignition.

Vintagenous — adj, adv. (from vintage). 1) Of or relating to a certain euphoria or wistfulness of the old times, which is sometimes strong enough to overcome one, possibly to the extent of causing the welling up of tears; 2) demonstrating a connection with the past.

“Seeing the high school yearbook photos of him on his Honda Super 90 in 1966 was a vintagenous moment for Fredrick.”

“The photo had a true vintagenous appearance, even though it had been digitally modified to appear torn, stained and abraded.

For Sale

2002 Pearl Orange Goldwing 10,700 miles, with 6 Disc CD Changer, Heated grips w/thermostat, Rear speaker set, Passenger audio controller, Accessory socket kit, Chrome sidestand, Chrome front fender extension, Fairing side air deflectors, Windshield air deflectors, Front fog lights, Iso wing highway pegs, Rear trunk spoiler w/brake light, K&N airfilter, Complete belly pan, New Metzler tires, Full custom honda cover, Custom heated Corbin seat, Two sets audio headsets for full and open helmets, Trunk vanity mirror, Shop service manual, Chrome Cobra license frame, Three yr factory warranty (includes accessories) good untill 01/17/05, Plus a four yr (transferable) extended warranty thru 01/17/09. All maintenance records, and documentation for everything concerning this bike. #1HFSC47062A100362 not affected by the frame weld recall. Overheat recall completed, mine was never a problem. You must see to appreciate this bike. Contact David Fonseca 209-836-4650 or dwfonseca@comcast.net \$ 16,000



Goldwing for Sale

1999 Goldwing SE, Silver, with arm rests, trunk and saddle lights, headlight and stop lamp Kisans, ergonomic foot pegs, original owner with 8,300 original miles.

This bike's condition is impeccable beyond excellent.

Asking Price is \$13,600.

Please note the asking price and the club member price (\$12,400 firm)

Contact Mike Oliveira (925) 872-9764 or email at mikejmg@pacbell.net (Danville area).



Chapter Meeting Times & Locations

See: <http://www.gwrracalif.bizland.com/id1.html>

Meeting Date & Time	Chapter	Chapter Director	E-MAIL	MeetingLocation
3rd Sun.Meeting 9:00am	CA-C	Felix Gonzales(916)967- 2347	felix@capitalcitywings.org	J.J. North's 5999 Florin Road, Sacramento
1st Saturday Brkfst 8:30am, Meeting 9:00am	CA1A	Joseph & Nancy Callaway (661)274-0835	joecallaway@earthlink.net	Greenhouse Café 1169 Commerce Center Lancaster, CA
3rd Sunday 8:00am	CA1D	Dan Brooks (562) 802-3669	brooksdhs@aol.com	Paramount Elks Lodge, 8108 E. Alondra Blvd. Paramount
2nd Saturday 8:00am Bkfst 8:30am Meeting	CA1F	Mike & Elma Maury (858) 485-7216	mmaury@san.rr.com	The Broken Yolk Cafe,1851 Garnet Ave. in San Diego, the Pacific Beach area (858) 270-9655
1st Sunday 8:00 am breakfast 8:30 meeting	CA1I	Dale & Sandra Sutherland (909) 335-1313	Houleboy@aol.com	Covina Bowl, 1060 W. San Bernardino Rd. Covina
Last Saturday 8:30 am breakfast 9:00 am meeting	CA1K	Ken & Michelle Freeland	kjfreeland@aol.com	Lulu's Cafe, 16900 Roscoe Blvd. Van Nuys , CA 91406 (818)988-0707
4th Saturday 8:00 am breakfast 8:30 meeting	CA1L	Bob & Barb Dowdy (805) 462-1140 (Seniors)	mcbob@charter.net	Corcoran Restaurant, 611 E. Grand Ave, Arroyo Grande, CA 805/805-481-3230
2nd Sunday 7:00am breakfast, Meeting at 8:00am	CA1M	Del & Joanne Britton (909)485-1866	deljowinging@aol.com	The Bluffs Restaurant, 1231 E. Washington, Colton, (909)825-7742
3rd Sat, 8:00am breakfast 9:00 am meeting	CA1N	James & Donna Pratt, (760) 722-2797	ca1n@cox.net	Gramma BB's 539 Vista Bella in Oceanside
2nd Sunday 8:00am	CA1Q	Charlie & Joan Sento (562) 926-5420	CSENTO@cs.com	Hof's Hut, 7005 Knott Ave. Buena Park
1st Sunday 7:30am breakfast 8:00 am meeting	CA1R	Steve & Linda England(949) 458- 0383	pearlwing9@aol.com	Knowlwoods Restaurant 14952 Sand Canyon, Irvine
3rd Saturday 8:00 am breakfast 8:30am meeting	CA1S	David Golden & Anne Speer (805) 985-8810 (Seniors)	ASPEERVAN@AOL.COM	Mike's Fiesta Restaurant. 2350 S. Victoria. Ventura. *Park in back*
3rd Sunday 7:30 breakfast 8:00 am meeting	CA1V	Curtis & Chris Matson (760) 949-3990	CM43son@aol.com	Don's Family Restaurant, 14403 7th St. Victorville

1st Sunday 8:30am	CA1Y	Tony & Sharon Cordero (805) 347- 9239	tcordero5@juno.com	Elk's Lodge, 905 E. Ocean Ave. Lompoc
1st Saturday 8:00am breakfast 9:00 Meeting	CA1Z	Robert & Nancy Bruns(909)765-9585	fan4x4@aol.com	Marie Callenders 29383 Rancho California Road, Temecula
1st Saturday, Brkfst at 8:00AM, Meeting at 9:00AM	CA2A	Danny & Sherry Rhoten (626)233-9982	rhoten@ocsnet.net Alt Telephone numbers (559) 542-0103, (559) 562- 6676	Neilson's Restaurant, 137 South M St., Tulare 559/688-8563
2nd Wednesday 7:00pm	CA2E	Curt & Adele Levinberg(559) 325- 2211	clevinberg@comcast.net	Carrows,1484 E. Shaw, Fresno
4th Saturday 8:00 am breakfast, 9:00 meeting	CA2G	Larry Taylor & Linda Morrison (530) 671-7400	linda@sunsetmoulding.com	Waffle Shop, 590 Colusa Ave., Yuba City. 530/790-7988
2nd Saturday, Breakfast 8:30am, Meeting 9:00am	CA2J	Mike & Deb Gregory (925) 776-5411	yewturn@comcast.net	J. J. North's 2050 Diamond Blvd. Concord, CA 94520
4th Sunday 8:00am breakfast 9:00am meeting	CA2K	Bill & Rene Johnson (707)429-2920	gwraca2k@sbcglobal.net	Country Waffles, 2390 N. Texas St. (707)425-1442
2nd Saturday 7:30 am breakfast 9:00 am meeting	CA2N	Tony & Carol Phillips, (209) 824-9880	tony.phillips@comcast.net	"Your Place", 14715 Mono Way, Sonora, CA
3rd Saturday 8:00am Breakfast,8:30 Meeting	CA2Q	Allan & Kay Freebody(510)925- 0919	Realpro97@aol.com	Gianna's Restaurant, 833 E. Stanley Blvd. Livermore, CA (925) 449- 1005
1st Saturday, Breakfast meeting, 9:30am	CA2R <	Mike Victorino & Kim Will (831) 449-1242	winger88@aol.com	Mt Madonna Inn, 1285 Hecker Pass Hwy (Hwy 152 West), Watsonville, 831/724-2275
2nd Saturday 9:00 am Breakfast, 10:00 am meeting	CA2S	Jim & Sherry Carr (408) 923-0740	supervalk1@aol.com	Carrow's, 3180 El Camino Real. Santa Clara, CA (408) 246- 6027
4th Sunday 9:00am	CA2U	Billy Joe Davis & Zelma Stohler (209) 634-1346	zstohler@jswest.com	Granny's Pantry, 1221 Broadway Atwater

ALL MOTORCYCLISTS ARE INVITED TO

HARVEST RUN

AN INVITATION FROM GWRRA
CHAPTER CAC SACRAMENTO
SATURDAY OCT 16 2004
CHECK IN FROM 9AM TO 11 AM
AT WING WORX IN RANCHO CORDOVA
3242 Luyung Drive Rancho Cordova. 916.852.0552

**Coffee and Donuts
Door Prizes !!
Steak and Beans Lunch
with registration**

**PREREGISTRATION EACH
GWRRA \$14 NON GWRRA \$15
AFTER SEPT 25
GWRRA \$15 NON GWRRA \$16**

**Raffle Prizes and
50\50**




**SPONSORED BY
WING WORX
RANCHO CORDOVA**

Mail to CAC Treasurer C/O Barbara Jefferies
9957 Wyatt Ranch Way, Sacramento, CA. 95829
Questions? Barbara Jefferies TJeffer293@aol.com

raffle tickets 1 dollar ea
50\50 tickets 10 for \$5
please calculate amount and
indicate amount in box

Rider _____ Co Rider _____
Address _____
City _____ State _____ Zip _____
GWRRA Chapter _____ GWRRA Member # _____ Other Club/Group _____

I/We agree to conform and comply with the ideals governing the event and I/We further agree to hold harmless the GWRRA, cosponsoring organizations and any property owner or owners for any loss or injury to self or property in which I/We may become involved by reason of participation in the event. I/We also assume responsibility for any property which I/we may damage. signed _____ rider _____ co-rider _____

WING NUT

Gold Wing Specialist

1642-A North Texas Street * Fairfield CA 94533

ph. 707-422-1698

fax 707-422-4520

www.goldwingspecialist.com

wingnut@goldwingspecialist.com



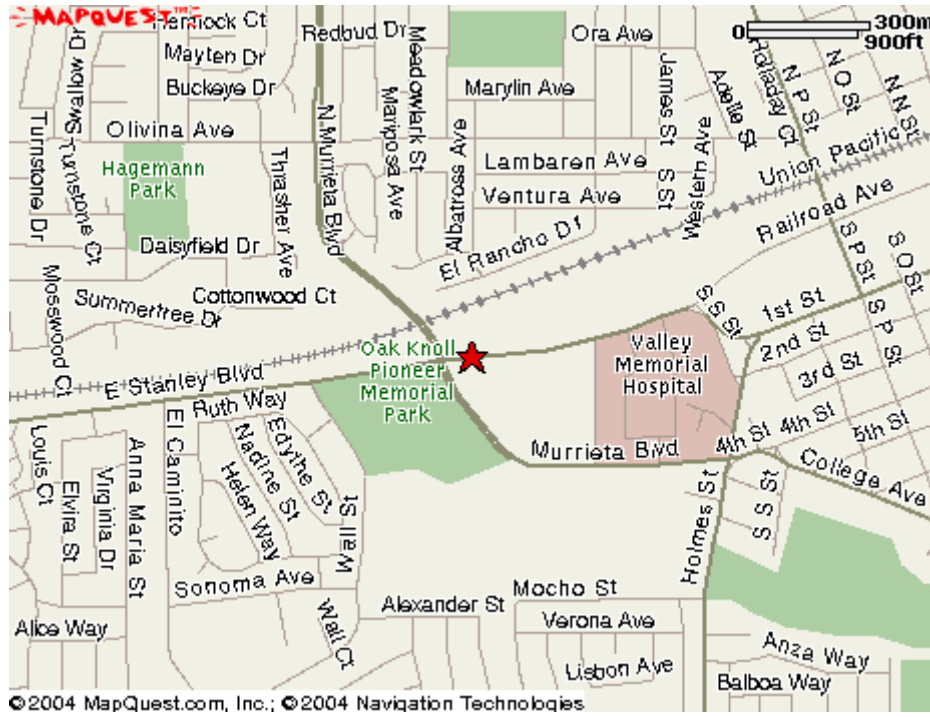
The Sport TRIKE is the result of Gold Wing riders' requests. It is in a sense, the ultimate Gold Wing accessory.

This page intentionally left blank.

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

Location: Gianna's Restaurant, 833 Stanley Blvd, Livermore, 94550, (925) 449-1005

How to get there: From I580, take Airway Blvd and go South to Stanley Blvd. Go East on Stanley. Turn right at the first driveway after Murrieta Blvd, Gianna's will be on the right side.



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

