



CA2Q Tri-Valley Cross-Road Wings



August 2009

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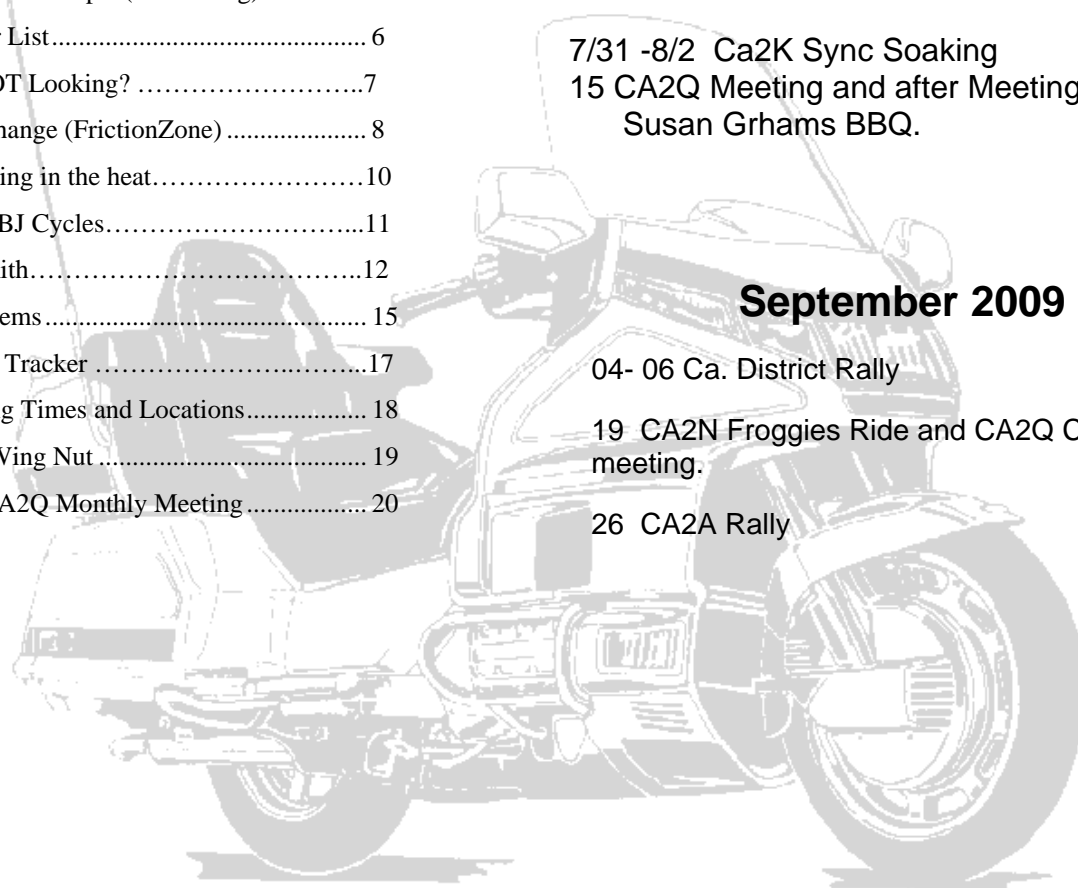
Ride Calendar

August 2009

7/31 -8/2 Ca2K Sync Soaking
 15 CA2Q Meeting and after Meeting ride
 Susan Grhams BBQ.

September 2009

04- 06 Ca. District Rally
 19 CA2N Froggies Ride and CA2Q Chapter
 meeting.
 26 CA2A Rally



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Updated 7/24/09

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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.



Chapter Director's Message

Alan & Shirley Jarumay



July's been a coming home of sort for a couple of our members. Jim Smith returned from his abbreviated sixty day "Ride of a lifetime" about the middle of the month. He was pretty much near the end of the trip anyway (a trip comparable to an odyssey), when he developed tendinitis on his left arm. It made for an interesting challenge using the clutch. I'm sure he's got a lot to say about the fun and misery he went through. Fun or "interesting", it'll be memories he'll fondly relive for a long time to come. Let's face it; we'd all love to have done it ourselves.

Joy Dutta is also on a trip around the country. He too is scheduled to get home by the end of the month. As all long trips go, you've got to expect the unexpected. Joy had his share including his riding companion's front fork oil leak and a nifty little trick he got from Susie Coles via texting. He wrapped paper around the fork then bouncing the seal over it. He had a mishap of his own having his rear tire go flat somewhere in Florida that he was unable to repair on his own. Luckily he brought along his trusty GWRRRA "GoldBook" and made contact with a local Chapter Director. The CD came to his rescue and brought along a spare wheel with tire to get him on the road and to the nearest Honda shop. If I understand correctly, the tire on the wheel was actually an automobile tire. It was an interesting experience that surprised him at how well it handled on the Wing.

We also have some changes to report; John & Edie Camacho have decided to step down as Assistant Chapter Directors. They wish to pursue a new path. We thank them for all the contributions and support they've given to CA2Q.

The Chapter Staff recently had a picnic dinner and meeting to review what he have planned and add to the rest of 2009. We came up with some great ideas that we'll be working on and will communicate to the rest of the membership as they get finalized. This would include a "FREE" First Aid/CPR class about the end of August. Jacque and Steve Foster are coordinating this event. It's a great education opportunity open to all and I strongly encourage everyone to sign-up and include your family and friends. The class is not designed for certification, so it will not meet the needs for Rider Education purposes but to learn skills to possibly save a life is invaluable.

Speaking of Rider Education, the District Rally is coming up Labor Day weekend. This would be the place to get a lot of those Rider Education courses taken and checked off your to do list. Steve Foster and I will be taking the Advance Rider Course (ARC) that Saturday. Then the next morning Shirley and I will be taking a re-certification of our "First Aid/CPR". There'll be many other classes/courses available to all members, so consider reviewing the offerings and come join us at this year's District Rally in Bakersfield's.

Ride safe,

Alan & Shirley

<http://www.ca2q-gwrra.org>



Historian's Happenings for August 2009

I don't have much more to add from the CD's message, so this month I'll tell you a story.

I just received my latest quilting magazine in the mail, and saw an article about a 59 yr-old dedicated Harley rider (Butch Myers aka Biker-Dude from Delaware) who started quilting 4 years ago. He did so in the hopes of breaking a 40-year smoking habit. Since then he's made 42 quilts! He submitted a picture of his latest quilt and him on his bike. He designed the pattern and called it his "a-MAZE-ment" quilt. He said he should have called it the "Maze of Life – between the start and the finish, life takes turns you don't know are coming". He continued to say that if someone would have told him a few years ago that he would be designing quilts, he would have laughed at them – just like the guys he rides with laugh at him! PS – he hasn't smoked since November 5, 2005!



I've seen a few quilts depicting motorcycles, the road, etc, and they're quite inspiring. I recently saw a quilt made from T-shirts obtained from several rallies. It was cool! Just thought I'd throw out that idea to save and "recycle" your rally shirts, as Christmas will be here in no time!

Your "Quilting" Happy Historian,
Lynda

Lynda

“Sunshine Corner” By Linda Sciacqua



Birthdays and Anniversaries: August and September

August Birthdays

05 Gary Cooper
12 Mike Reeves
14 Jim Smith
30 Mike Warren
19 Bill Johnson
22 Carlos Dias

August Anniversaries

12 Alan and Shirley Jarumay

September Birthdays

09 Linda Cooper
21 Joy Dutta
28 Allan Freebody

September Anniversaries

No Anniversaries

Know of someone who could use a card or a phone call from CA2Q for

*Get Well

*Congratulations

*Sympathy

*?????

Please email linda1@pacbell.net and she will take care of it.



CA2Q Chapter Member List		
Dublin	Mountain View	Sunnyvale
Mike Reaves	Susan Coles - IOY	Joy Dutta & Priti Hansia
Lee & Ardie Head		
Craig McDonald	Napa	Union City
	Ray Dodson	Dirk & Wilna Schats
Castro Valley		
Jack Fischer & Sunny Montgomery	Newark	Valley Springs
Larry Heisler	Herb & Carrie Dykeman	Vern & Carol Edgren
Fremont		
Alan & Shirley Jarumay	Pleasant Hill	Walnut Creek
BJ & Marilyn Johnson	Dan & Dodie Smith	Bob Hole
Bob Shelton		Sue Reynolds
John & Kathee Ballard	Pleasanton	
Steve Coppin	Bob & Jean Tobin	Arizona
	Phil & Ester Flores	Ray & Carol Oeverndiek, AZ
Hayward	Allan & Kay Freebody	
Mark Trademann	Gary & Linda Cooper	Missouri
	Norman & Iris Unwin	Mark Radtke
Livermore	Debbie Pendergast	
Bill & Linda Andrews		Nevada
Carlos Dias	Sacramento	Ed & Rosie West
Chuck Casey	Tom & Barbara Jefferies	
Joe & Debbie Evans		Texas
Scott & Denise Sanders	San Jose	Mark Kratz, TX
Walt Sokoloski	Keith & Jayne Herzog	
Steve & DonaLee Polovsky		Utah
	San Ramon	Dennis & Sherry Madsen
Manteca	Dale Croy	
John & Edie Camacho	Steve & Jacque Foster - COY	
	Rich & Linda Sciacqua	
Milpitas	Jim & Lynda Smith	
Pat & Paula McComas	Bruce & Susan Howland	
	Tim & Robin Hallock	as of 7/24/09
	Bill Range	

“Where am I NOT looking?”

By David & Dori Dirig; CA-1F

No matter what rider-training course you attend, the technique of scanning for hazards and dangers will be mentioned. So many times, we hear accident accounts in terms of “I never saw it coming;” “The vehicle/debris/pedestrian/animal came out of nowhere;” or “Traffic ahead of me was suddenly stopped.” You can’t react to a hazard if you don’t at least see it coming. Motorcycle Safety Foundation describes their method as SIPDE (Scan-Identify-Predict-Decide-Execute) or SPA (Seek-Plan-Act). The bottom line is to develop a scanning strategy so that you are prepared for developing situations. The process of scanning involves interrogating your environment for hazards, eye movement, avoiding target fixation, and reacting to this information. For now, let’s talk about scanning strategies and eye movement. While avoiding staring at any single point (target fixation) is critical, just moving your eyes around doesn’t help if you don’t have a strategy.

I don’t have a handy acronym; I just try to look everywhere at once. Of course, that’s impossible. As a compromise, I continually ask myself where I am NOT looking. My goal when I am riding is to be especially sensitive to hidden dangers that can come from any angle and to avoid any perceptual blind spots. Anyone can scan ahead the proscribed 4 second and 12 second intervals for hazards. While doing this though, “Where am I not looking?” If I am scanning left and right, near and far ahead of me, I make sure to also watch my mirrors for a glimpse of what’s behind me. If you are scanning the road ahead, your eyes can easily switch out and down a little to catch your mirrors during your visual passes.

Most of my daily commute consists of multi-lane interstates in San Diego, so just scanning my lane is not enough. I also need to worry about other lanes to my left and right as well as entrance/exit ramps. While I am watching my lane ahead (and scanning the mirrors as well), “Where am I not looking?” Debris in other lanes can easily be thrown into my lane or cause another vehicle to dodge into my lane. Fast traffic merging on and off the freeway can come from two or more lanes to either side and ‘suddenly’ appear ahead or behind me trying to get to the next exit. In a perfect world, signs will warn of up-coming construction or lane reductions, but this is not a perfect world. How easily can a single sign get knocked/blown down, setting up a ‘surprise’ lane merge? If I am worrying only about my lane, then hazards can come from where I’m not looking. My rapid eye movement and scanning technique extends beyond my lane to potential hazards across multiple lanes. Keep the eyes moving and keep asking yourself, “Where I am not looking?”

Rural and urban areas present different sets of hazards with driveways, sidewalks, and vehicles parked at the curb. Being aware of potential hazards and keeping your eyes moving is critical in this ‘target-rich’ environment. The hazards can come at you from all sides and involve vehicles, pedestrians, and animals. Being aware of one potential hazard should not prevent you from watching for others. Avoid target-fixation at all costs! As an example, I was coming home from work one day through a hospital zone where an ambulance was on-coming preparing to turn left with its emergency lights on. As I focused on this primary hazard ahead to my left (i.e. staring at it), a young mother and daughter (also watching the ambulance) stepped off the curb in front of me crossing from my right. “Where was I not looking?” I managed to stop and not run over the family, but it wouldn’t have required maximum braking if I had kept my eyes moving. It was where I wasn’t looking that the real primary hazard emerged.

Every traffic light also requires scanning all directions, whether the light is green or red. If you are stopping, you worry about traffic stopped in front of you, but you also need to watch traffic behind you. With a green light, what is the traffic from left and right doing? Is there an on-coming left turn arrow that someone may disregard and cross in front of you? What about your right? Is there a driver hurrying to turn right on red and pull out in front of you? “Where are you not looking?” Whether the light is red or green, you have multiple threat axes that need to be addressed before your entrance as well as during your passage through the intersection.

This rapid eye movement and scanning strategy is a technique that requires practice and constant refinement. It can and should be practiced anywhere and anytime. Whether you are riding or driving, simply ask yourself, “Where am I not looking?” You can only look in one direction at any given moment, so this question has multiple options as to where your eyes should scan next. If you are scanning left, look right. If scanning ahead, check your mirrors. The trick is to keep your eyes moving, don’t focus on any one threat axis, and remain vigilant for potential threats. I practice this everyday coming home through my neighborhood. Every driveway is a potential threat. Every four-way stop, a potential threat from 360 degrees around you. Keep your eyes moving, keep scanning and practicing, and be ready for anything that could happen. If something that you didn’t see or didn’t expect startles you, this tells you that your scanning technique/strategy needs some fine-tuning. For more information on this issue as well as other safety topics, consult the Motorcycle Safety Foundation Experienced RiderCourse classroom session and booklet.

Ride Safe & COAST (Concentrate On A Safe Trip)

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MOTORCYCLE TRAVEL AND INFORMATION

REPRINTED FROM JULY 2009

FRICITION ZONE IS A MONTHLY MOTORCYCLE MAGAZINE

ON THE SCENE

Unsafe Lane Change when Lanesplitting

by Officer Vincente Ramirez, California Highway Patrol

Editor's note—FRICITION ZONE draws no conclusions and assumes no liability for conclusions drawn by the reader. This report may be graphic in nature and may not be suitable for all readers.

ON A WARM SUMMER day, at the beginning of the afternoon commute, a rider was riding his late-model Honda VFR800 home on a major freeway. The sky was clear and traffic was light to moderate. On this section of the freeway, there are four lanes of traffic and one carpool lane proximal to the center divider in both directions. The carpool lane is separated from the number one lane by two sets of solid double yellow lines, which are approximately two feet apart.

Sequence

The rider was riding in the space between the carpool and the number one lanes, splitting traffic, at approximately 50 mph when he approached slower moving traffic ahead (Scene 1). At one point, the rider decided to move his bike completely within the carpool lane but failed to observe a pick-up truck traveling at 40

mph directly ahead of him in the carpool lane. The rider applied the brakes and laid his motorcycle on its right side in an attempt to avoid a collision with the truck (Scene 2). The rider was ejected onto the roadway and the motorcycle continued to travel in the carpool lane, colliding with the rear of the truck (Scene 3). The rider received serious injuries, subsequently succumbing to them.

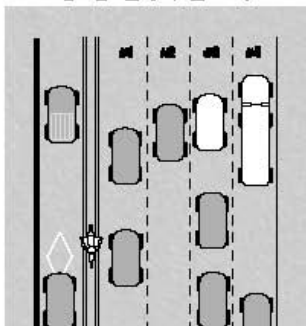
This collision was caused by the motorcyclist who was traveling at an unsafe speed for conditions, in violation of CVC Section 22350. The truck ahead of the rider was found to be traveling at an appropriate speed for traffic conditions.

Opinion

This incident illustrates the need for riders to be prepared for all types of changes in traffic speeds. This is especially true when riders are traveling between two lanes or when they prepare to make a lane change. While there is no law in California that specifically prohibits riders from traveling between lanes, riders must be prepared to be found at fault if there is enough evidence to indicate that the rider caused or was involved in a collision as a result of splitting lanes or making unsafe lane changes.

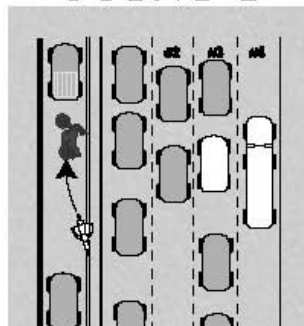
As a rule of thumb, many riders choose not to lanesplit when traffic is traveling faster than 30 mph. Faster-moving traffic means that a lanesplitter has to be moving even faster in order to pass it. As speed increases, the distance to perform maneuvers such

SCENE 1



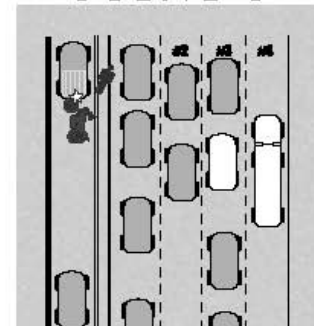
A rider illegally travels between the double yellows as he lanesplits at 50 mph.

SCENE 2



The rider approaches slower traffic and decides to ride in the carpool lane. He lays his bike down in order to avoid a slower-moving pick-up that he did not see.

SCENE 3



The rider is ejected from his bike and his motorcycle continues to slide in the carpool lane until it hits the truck. The rider succumbs to his injuries.

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ON THE **SCENE**

as braking or swerving also increases. This combination—high speed and more distance required for maneuvers—can be lethal in close quarters, and lanesplitting is about as close as it gets. Do yourself a favor by slowing down if you decide to lanesplit.

On another note, 'laying' your bike down should never be an option. Bikes are meant to be ridden upright. Do you know of any motorcycle classes that teach a rider how to crash? Once a bike is on its side, all control of the bike—and yourself—is gone. Maximum braking techniques and crash avoidance maneuvers should be practiced under controlled conditions so that they

become second nature in situations such as what this rider faced. In such situations, a rider should be thinking about braking and/or swerving, not crashing.

Finally, moving in and out of a carpool lane over double lines is a violation of CVC Section 21655.8(a). This also means that although there is space between the dual set of double lines that often separate carpool lanes from other traffic lanes, it is not legal to ride between these lines.

For further information on rider safety or to enroll in a rider safety course near you, please call 877.RIDE.411. **FZ**

RIDER ED 'GIMME 5'

TOPIC: Warm Weather Worries

Motorcycle riding is an activity that takes all of us outdoors. For many of us, the riding season is comprised of summer with some spring and some fall periods. For others, the best riding times are during the spring and fall seasons due to excessive heat in the summer months. For all of us, we are likely to be riding in hot weather at least some part of the year. Since too much heat can cause severe medical emergencies, it is important to know how to avoid becoming a victim of the heat. So how do we avoid heat stress, or more severe conditions like hyperthermia, to remain safe? Let's review some warm weather riding tips.

First, make sure you have gear appropriate for the weather. Consider what you will wear to cover your arms while riding in direct sunlight during daylight hours (if you are lucky enough to avoid the rain). If you have it, a mesh jacket provides unparalleled ventilation and abrasion resistance. A denim shirt is another alternative that is fairly light weight and offers better protection than t-shirt material. Protection is important, but keep in mind that when you are comfortable, you are able to focus on the act of riding. Denim is a common choice for long pants, but you might want to think about purchasing motorcycle-specific riding pants for extra protection. Gloves are the other area where the ambient temperature is usually factored into the decision of what to wear. Perforated leather gloves will breathe better than solid leather. Another good choice would be mesh gloves which, like the jackets made of similar material, provide great ventilation coupled with superior abrasion resistance. They are worth considering. Consider carrying a water absorbing collar that you can soak in water and wear around your neck to help keep you cool. Or be prepared to soak and wear your shirt or t-shirt at a rest stop in the hottest weather.

Second, plan to maintain your hydration level. Every time you stop for gas or a rest break in hot weather, take time to drink enough fluids to replace what you lose through perspiration. This should be at least eight ounces per hour during the heat of the day. You may think that your clothes are not holding an entire cup of sweat that you could wring out of them. And that is probably true. While you are riding, some of your perspiration is soaked up by your clothes and is carried away by the air flowing around you. And some moisture evaporates directly from your skin. It must all be replaced to keep your system hydrated. A simple way to determine if you are getting enough fluids is to monitor your output at rest stops. In short, if you are drinking frequently but don't have to go at each rest stop, then you probably are not drinking enough. Modify this as necessary for your own situation. Carry a bottle of water to drink from whenever you need it. Be sure to refill it at rest stops.

Third, remain aware of your own physical condition. Exposure to too much heat for too long can result in hyperthermia. This is the condition where your body cannot properly regulate your internal temperature and your temperature rises uncontrollably. If allowed to reach this state, it is a medical emergency requiring immediate medical attention. The key is to prevent your body from reaching this condition. Watch for symptoms like the absence of sweat in hot weather. This could mean your body has lost too much water and cannot produce any more sweat, the principal means of temperature regulation. Without the ability to sweat, the core temperature of the body will rise quickly. Other early warning symptoms include confusion, headache, dizziness, redness of the skin, often most noticeable on the face. If you notice any of these symptoms in yourself or those riding with you, find the nearest place to sit down, drink lots of water, and relax in the shade or an air conditioned space. Remove gear and loosen clothing to allow the body to cool itself. Increase the frequency of breaks during the hottest part of the day. And definitely get out the water absorbing collar or soak your shirt at this time. It will help bring your body temperature back down.

With the right gear and travel plans that include frequent breaks with plenty of water, you can enjoy riding safely even in the hottest weather.

Ride Smart & Be Safe!

Bruce & Melissa Thayer

Former MI Asst. District Rider Educators

brucethayer1@comcast.net

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Panic

There are stories of my recent trip that I'm happy to share with a large audience, and then there are those that I would just as soon forget ever happened. This is one of the latter. Riding a motorcycle is a daunting experience for most folks. Riding a motorcycle across this great country of ours is a very daunting experience for even experienced motorcycle riders. Riding a motorcycle across the USA and Canada is a pretty rare occurrence for most all motorcycle riders. I believe I qualify as a member of those special few. And then there are those riders that are off road – adventure – and truly adventurous – around the world kinda folks. I'm not one of them (yet).

I "Wanted" to ride all of Canada. From the East to the West – All the way. So I had to ride to Newfoundland. That was a given. There are options on getting to Newfoundland, but every option includes at least two Ferry rides. That's ok. I'm versed in the bike on a ferry routine, but I want to detail it here, because it isn't always as straight forward as it may appear. Early on I'd decided that I wanted to ride Newfoundland from the East to the West. So, that decision necessitated the decision to ride to North Sydney, Nova Scotia and board a ferry to Argentia, Newfoundland (about 80 miles from St. Johns). The ferry ride was scheduled as a 12 hour average ride – departing at 8:00 PM. Perfect timing to spend some time on the rugged East Coast of Newfoundland before heading inland !

For those unfamiliar with ferry crossings, allow me to do some instruction. First → I'm on a bike, The folks that run the ferry's have figured out that bike riders need some time to get their bikes on the ship, and to secure them for the voyage. If you're in a car or truck you pretty much pull on board, and then follow the traffic directors instructions, put the vehicle in Park, set the Parking brake, and head 'up top' to enjoy the amenities of the ship. Not so true on a bike.

For us, we need to tie the bike down to the deck – compress the front forks so they don't bounce around, make sure that the bike can't be tipped over to either the right or the left, nor that it can mysteriously move forward or backwards. This is usually accomplished by using the tie down's provided, leaving the bike parked 'in 1st gear' and wrapping a short bungee cord around the front brake. It's a routine. Easy to get used to. Complicated when towing a trailer – sure don't want that appendage bouncing around in rough seas, so it needs to be lashed down to the deck also. All in all at least 7 tie down's and usually more like 8. Takes time. Ok, I'm on the ferry – I'm all tied down. I'm also faced with a 12 hour overnight cruise and I'm still ATGATT. So, it's transfer time – off come the over pants, off comes the jacket, off comes the GPS, off comes the XM Radio, off comes the Helmet (ok it was already off), off comes the boots, gloves, sunglasses etc. Store them all, AND find real shoes, a jacket to wear on deck, book to read, keys to get back into everything, and money to pay for whatever enticements the ship had to offer. It is time consuming, and it can be quite hectic. Indeed Chaotic.

Two hours later I'm sitting in the ships bar enjoying a Newfoundland beer with my new friends from Ontario. Great conversation and the Celtic singer was actually pretty darn good. Bed came soon enough and the early morning even sooner. All night long I could feel the ship straining, it's something experienced cruisers feel automatically – we were going to be late arriving in Newfoundland. I was wandering the companionways by 6:00 Am. The Pursers office didn't open till 8:00 and that's when I saw out projected arrival time – 1:30 PM! That's 5 hours late!!

"Yeah, we had a lot of headwind last night.", was the most direct answer I got from the pursers office.

Ok, time to modify plans. I really 'had' to be in Port Aux Basques for the return ride to Sydney in exactly two days. So I knew that I would have to forego the St. Johns area and instead head directly toward the middle of the island, dang it, I'd really wanted to explore the St. Johns area in a bit more detail than Lyn and I were able to do in 2003 when we were last there. I could see my opportunities of getting "Screeched" fading quickly also (it's a good google search ☺). Ahh but it is a fine tradition!

A bit of breakfast and a lot of pacing around the deck – passing the pursers office frequently did finally find us arriving in Argentinia, NF a full 15 minutes earlier than predicted. Now, if you can refer back to the beginnings of this article you will remember that I said that even though the ferry's are really good at getting bikes on board first, it also takes us a long time to get everything tied down and ourselves presentable to the rest of the folks on the passenger decks --- It's even more stressful getting off the ship.

Imagine, if you will, a line of bikes BLOCKING the exit of the ship. There are quite a few tons of motorized vehicles behind us – all waiting (anxiously) to disembark and be on their way. Imagine then also the pressure that exists on those of us that are on two wheels. We need to get the tie downs off the bike (and trailer), off the deck shoes, on the boots, install the GPS and the XM, get out the mesh over pants and jacket, stow the book, find gloves, keys, lock stuff up and transfer all the 'stuff' from your pants and shirt to the riding gear --- quickly! Talk about stress! God help the guy that is the barnacle on the rear end of progress in this process.

As it happens I had to use the restroom just as the call to "return to your vehicles" call was made, so I was the last one to arrive at my bike ☹. So, I shifted it into overdrive and got the shoes and boots exchanged, gerbing jacket stowed, mesh gear out, electronics installed and tie downs removed and stowed helmet on and ready to roll in record time. Whew!! I wasn't going to be that pesky Barnacle! When the departing deck dropped onto the asphalt I was ready and even though I wasn't the first off I wasn't the last either.

Henrietta took over as soon as she had a clear view of the sky. I had to pull over and punch in "take me to Grand Falls – Windsor" instead of the original plan. Well she did as bid, and most of you know that the route she planned for me wasn't the best, and did indeed result in a blown left fork seal and a newfound respect for the word 'pothole'. I did eventually make it onto the Trans Canadian Highway and immediately turned West. Once on the TCH I was in good spirits, only 250 miles to go, I had filled the gas tank in Nova Scotia so I could just ride and enjoy. The highway was well traveled and quite beautiful, gas was plentiful and the weather nearly perfect.

So, 200 miles into the route I stopped for gas. Now, in Newfoundland getting gas isn't like buying gas around here where you have to use your ATM or credit card, or pay cash first. They trust you! Pull in, fill your tank then go inside and pay for it any way you want. So I did. I filled it - \$18.73 Canadian. I went inside to pay for it. Searched for my moneyclip and discovered that it was nowhere to be found. Gone was \$500.00 Canadian, my ATM Card, my credit card, my AAA card, my drivers license, etc. I was over 200 miles from the nearest town (of any size), I had about \$13.00 in Canadian Coin in my pocket, and a cell phone that wouldn't work.

"Ummmm I seem to have lost my wallet."

"OH? That's too bad – are you sure?"

"Yes, I always put in my right front pocket. I must have misplaced it when I got off the ferry" I explained. "Let me go check the bike, I might have dropped it when I was changing clothes".

So, out to the bike I went. Opened the trunk, searched the saddle bags, opened the trailer

searched the carry on's. Took my jacket off searched all the pockets inside and out. Dropped my mesh pants and searched my jeans – nope not there. As the fear matriculated from a simple 'oops' to a full fledged 'Oh my God, I'm in the middle of nowhere with no money, no credit card and no way of getting any real help.' Don't think I've ever felt that level of panic before. I was sure I'd tossed the money clip up on top of the trunk bag and forgotten it there in the hurried rush of getting off the ship. I could just see it bouncing off the bag even before I'd gotten off the ship, or, horrors – it'd fallen into the bay. It for sure wasn't anywhere where I was.

“Calm. Just calm down. Think. You have enough money in your pocket to pay for most of your gas, and you have plenty of ‘collateral’ to make up the difference. You should be able to get back to St. Johns. That's it! Ride back to St. John's , get a room, call Lynda, Cancel and re-issue the cards and I'm good to go..... Except I don't have any way of guaranteeing payment for a room, nor do I have any cash.”

Deep funk.

I repacked and closed the trunk lid, repacked and locked the trailer, buttoned up the saddlebags and pulled up and refastened my mesh pants – thinking the whole time. My best bet was for the gas station to allow me to make a collect call to Lynda and then camp waiting for replacement ‘stuff’.

As I headed back to the office to propose my solution I once again checked all of my pockets, this time remembering I had a hip pocket in my mesh pants, which I Never use, (causes discomfort on long rides when there is something in there), except this time. The money clip was in there, along with the \$500.00, the ATM Card, Credit Card, Drivers License, Parks Card etc. I don't recall when the last time was that I felt quite so relieved.

“I found it!” I announced as I walked back into the office.

“Oh, good! We were all so worried! –“ Indeed, the office must have had about 10 people in there all ready to help me out should I NOT been able to find the missing clip. I was truly humbled. Great folks!

Don't think I ever want to be that panicked again. Just goes to show ya that sometimes it does pay to be both efficient and thorough.

Jim



California District Golden State Gems

Anita and JR Alkire

Let's see, talk about Wing Ding or District Rally? I know that you really want to hear about both so here you go.

The Roaring 20's District Rally is growing and shaping up really well. We have beautiful trophies for the events and we have posted to the website the categories for the trophies for skills games and bike show. Ralph Richardson had us include a new category for skills games, so check it out. If you have a bike that is not covered by the trophies, let us know and we can include your category.

We have an awesome T-shirt design again for this year; check it out on the District website. The t-shirts will only be available by preorder so order yours now!

We have also posted to the website the tentative schedule for the rally. We are putting a call out to all the seminar presenters to attend a class just for you on Saturday to expand and update your training. Please plan on being there. Treasurers will have a forum with our District Treasurer with the new categories for expenses and the requirements to send in those annual financials. On Sunday morning we'll be having the CD/ACD forum and the CE/ACE forum with the District representatives. It's your time to ask questions of us and for us to update you on new news.

This year we are also offering the ARC and TRC classes. There is a separate registration form for those classes as well as the First Aid/CPR classes. That form is located on the District website. We will also be offering Rider Educations seminars and Leadership Training seminars. Look at the website for descriptions of the classes. Following the skills games on Sunday will be the bike games. The bike games are done 1 up and 2 up and with a trailer. They are fun skill games and are open to all to participate.

We are hoping that many of you will show up in costume. The Roarin' 20's was a fun time for clothes! We really want to see you properly dressed at the Speakeasy on Saturday night. Don't forget about the chapter films about the Roaring 20's they are due to us by August 20th, 2009. So get those creative juices going and let's have as much fun with this as we had last year with the talent show. We will be showing the films at the Speakeasy on Saturday night for all to see. Don't forget those table decorations. There is no requirement this year except that they should follow the Roarin' 20's theme. There will be judging so have fun!

The vendors are excited about coming back and we will get the links to their websites up so you can view their products and plan your budgets. As last year we'll have all the vendors inside with a couple of exceptions. WingStuff will be our major vendor and we appreciate their support.

Prizes will be the door prizes and then vendor sponsored prizes including a set of tires from JBJ and then you can purchase tickets for the \$1000.00 cash grand prize.

Don't forget to get your room reservations made at the DoubleTree and remember for each room night you book you'll get a bonus of \$10 of daily 50/25/25 tickets, just our way of saying thank you for staying at the host hotel. Hopefully you all have heard that we negotiated the rate down to \$87/night to make it more affordable.

So we'll see you soon and we can't wait, the rally will be one of a kind!

Our trip to Wing Ding started, no surprise here, with a hot first day. California can't travel east without a hot day through the desert and ours was 109! JR and I, Ralph and Crystal melted into Prescott for the night and did have a great dinner at the Firehouse Restaurant! Next day we took in the Grand Canyon and it was probably the clearest we have ever seen. We stayed so long we missed 4 Corners as we made our way to Cortez, CO. We took the next day to see Mesa Verde National Park and it was incredible as usual. Our National Parks never get old! We split ways as we left

Cortez, we went to Garden City, KS and Ralph and Crystal went to Sterling, OK. Even though we were on different paths we still got hit with the same storm. The wind was blowing so hard that as JR went to put his FrogTogg jacket on it caught in the antenna and ripped in half. So as we got pelted with rain blowing from all directions, sometimes so hard JR couldn't see over through the windshield, we carefully made our way through and arrived very wet and tired at the hotel. Our next day took us through Dodge City, KS and down to Tulsa, OK arriving just in time to grab our packets and head out to the opening night party.

We lucked out at Wing Ding as Larry and Donna Pickens flew in and rented an Explorer, large enough for all of us and we soooo appreciated that! The opening night party included seeing the play "*Oklahoma*", a Rogers and Hammerstein musical. I had done this musical when I was a junior in High School but we didn't have real horses or have real horses drawing that "surrey with the fringe on top" (I was in the orchestra pit). It's a great play but a very long first act! Wing Ding's attendance was a little over 9000 and there was a good variety of vendors. The venue was great as everything was right there. The entertainment was great and California's own Lou Caspary from CA1F did a great job at the talent show. On a cool personal note, I was awarded with my Masters Instructors patch from Leadership Training.

We left Tulsa with Nick Hoppner's group from Colorado heading for Dodge City. What an interesting place. We had a great dinner at Central Station (we highly recommend this restaurant, they even came and picked us up and took us back to the hotel!) with great new and old friends. We stayed the next day in Dodge to see the sights and then it was time to get out of Dodge! Our route home took us to 4 Corners, Wupatki National Monument, a gorgeous ride through Oak Creek Canyon into Sedona and then a very hot day to arrive home. Our puppy Denali was very happy to see us but I could tell he had had a great time with his puppy sitter and we are blessed to have him to watch Denali! As usual JR planned a great route for us and we had a fantastic trip. We are so blessed to live in this country and ride such unbelievable motorcycles that have opened our lives up to so many fantastic friends!

So that's it for now.....well almost. We have a new addition to the Alkire family and we are both so excited. Now don't let JR kid you, it does not belong to him, IT'S MY TRIKE!!! Yes, we are the proud owners of a new 2001 Illusion Red California SideCar Trike, thank you JBJ! JR has been giving me refresher training and I will be taking my TRC class with Hank Herrera very soon. So I'm not out terrorizing the roads yet, but just you wait, I'll be riding to see you soon. So be good, be safe and we'll see you soon!

Chapter CA2Q 2009 Mileage Tracker

July 2009

Name	2009 Starting Odometer Reading June	July Odometer	Miles Ridden in June
Androws, Bill	10456	11687	1231
Androws,Linda	10351	11687	1336
Coles, Sue IOY	44364	44364	0
Dutta, Joy	31750	31750	0
Dutta, Priti	31250	31250	0
Fischer, Jack	30750	30750	0
Foster, Steve COY	88778	88778	0
Foster, Jacque COY	88778	88778	0
Hallock, Tim	37127	38127	1000
Heisler, Larry	34530	34530	0
Hole, Bob	233253	233253	0
Howland, Bruce	17375	17836	461
Howland, Susan	17375	17836	461
Jarumay, Alan	96906	98500	1594
Jarumay, Shirley	92318	92638	320
Johnson, Bill (BJ)			0
McComas, Pat			0
Montgomery, Sunny	26713	26713	0
Pelovsky, Steve	7125	7125	0
Pelovsky, Donalee	7125	7125	0
Radtke, Mark	43300	44300	1000
Reaves, Mike	29786	29786	0
Sciacqua, Richard	74646	74646	0
Sciacqua, Linda	74646	74646	0
Smith, Jim	109985	129368	19383
Smith, Lynda	109985	109985	0
Trademan, Mark	8050	9600	1550
			0
			0
			0
Warren, Mike	8500	8500	0

California District's Chapter Meeting Times and Locations

Revised 7/16/09

Chapter	Time Breakfast/Meeting	Mtg. City (aka)	Meeting Place & Address	Chapter Directors	CD Phone
<i>First Saturday</i>					
CA1A	8:30 / 9:15	Lancaster	Greenhouse Café 1169 Commerce Center Dr.	Eugene & Evelyn Tiede	661-992-1800
CA1Z	8:00 / 9:00	Temecula	Home Town Buffet 40390 Margarita Rd.	Vince & Pamela Puterbaugh	951-453-6000
CA2A	8:00 / 9:00	Tulare	Neilson's Restaurant 137 South M St.	Sherry & Danny Rhoten	559-542-0103
CA2R	9:00 / 10:00	Salinas	Sang's 131 Main St.	Jeff Pennoni	831-444-0856
CA2W	8:30 / 9:30	Fresno (Clovis)	Brooks Ranch Restaurant 4131 S Chestnut Ave.	Ross & Paty Clyborne	559-635-0325
<i>First Sunday</i>					
CA1I	8:00 / 8:30	Covina	Covina Bowl 1060 W. Sand Bernardino Rd.	Don & Loraine Nunelly	626-622-3169
CA1R	7:00 / 8:00	Irvine	Knowlwood Restaurant 14952 San Canyon Ave.	Tom & Vicki Lorenz	714-968-4393
CA1Y	8:30	Lompac	Toco Roco 1140 North H Street	Pennye & Jeff Benda	805-735-4641
<i>Second Saturday</i>					
CA1F	8:00 / 8:30	Pacific Beach (San Diego)	Broken Yolk Café 1851 Garnet Ave.	Ed & Kay Carroll	858-695-8445
CA1L	8:00 / 8:30	San Luis Obispo	IHOP 212 Madonna Rd.	Kevin & Cindy Herrera	805-543-5456
CA2J	8:00 / 8:30	Concord	Hometown Buffet 2050 Diamond Blvd.	Pat Riley	925-685-2111
CA2N	8:00 / 9:00	Sonora (Angels Camp)	Pine Tree Restaurant 19601 Hess Ave.	Mike & Ruth Burke	209-536-1318
<i>Second Sunday</i>					
CA1M	8:00 / 9:00	Norco (San Bernardino)	Hidden Valley Golf Club 10 Clubhouse Dr.	Larry & Sheree Tegal	951-443-2891
CA1Q	7:30 / 8:00	Buena Park	Hof's Hut 7005 Knott Ave.	Roberta & Dave Lawrence	562-430-8244
<i>Third Saturday</i>					
CA1C	8:00 / 9:00	Rancho Mirage (Palm Springs)	Burgers N' Beer 72-733 Dinah Shore Drive	Sherman & Dorie Jared	760-989-7138
CA1N	7:00 / 8:30	Oceanside	Grandma BB's Cafe Pie Shoppe 539 Vista Bella	Gary & Kathleen Andrews	760-741-8230
CA1S	8:00 / 9:00	Ventura	Carrows 2401 Harbor Blvd.	Jo Jolitz	805-216-6661
CA2Q	7:00 / 8:30	Dublin	Carrows 7505 Dublin Blvd.	Alan & Shirley Jarumay	510-659-8239
CA2S	8:00 / 8:45	Milpitas	Hometown Buffet 212 Ranch Dr.	Robert & Irene Neitro	408-934-0408
<i>Third Sunday</i>					
CAC	7:30 / 8:30	Rancho Cordova (Sacramento)	Rancho Cordova Elks Lodge 11440 Elks Circle <i>(New location as of July '09)</i>	Rodney & Anita Brooks	916-422-8089
CA1D	8:00 / 8:30	Paramount	Paramount Elks Lodge 8108 E. Alondra Blvd.	Tim McShane	562-920-6564
CA1V	7:30 / 8:00	Victorville	The Grumpy Golfer 14144 Green Tree Blvd.	John & Lynda Baker	760-949-2186
<i>Fourth Sunday</i>					
CA2K	8:00 / 9:00	Fairfield	Jack & Linda's Country Café 2390 N. Texas St.	Nick & Kim Odell	707-643-4279
<i>Last Saturday</i>					
CA1K	8:30 / 9:00	Van Nuys	Lulu's Café 16900 Roscoe Blvd.	J. David Gilman	818-362-8925

If you are plan to visit a Chapter, it is highly recommended you phone the CD to be certain date, time and location have not changed.

WING NUT

Gold Wing Specialist

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ph. 707-422-1698

fax 707-422-4520

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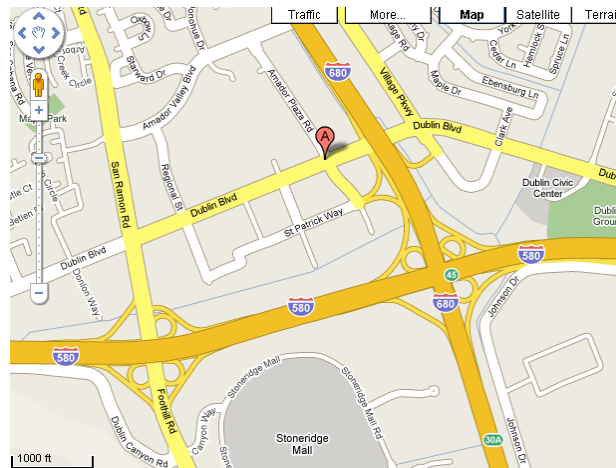


The Sport TRIKE is the result of Gold Wing riders' requests. It is in a sense, the ultimate Gold Wing accessory.

Chapter CA2Q meets on the 3rd Saturday of each month.

Carrows opens for breakfast at 7am with our meeting starting promptly at 8:30.

**[Carrows Restaurant](#)
7505 Dublin Blvd. Dublin, CA 94568
925-828-9725**



Directions:

From I-580, exit on the Dougherty Rd/Hopyard Rd ramp. Head north. Turn left at the Dublin Blvd signal light. Travel 1 mile to Carrows Restaurant on the right hand side. Carrows is located after the traffic light at Amador Plaza Rd. and just before the Basset Furniture Store. Take the driveway on the right, or enter by Basset. Park anywhere in the parking lot.

**[Alan & Shirley Jarumay](#)
[CA2Q Chapter Directors](#)
[42623 Queens Park Court](#)
[Fremont, CA 94538](#)**