



# CA2Q Tri-Valley Cross-Road Wings



*June 2009*

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## **Ride Calendar**

### **June 2009**

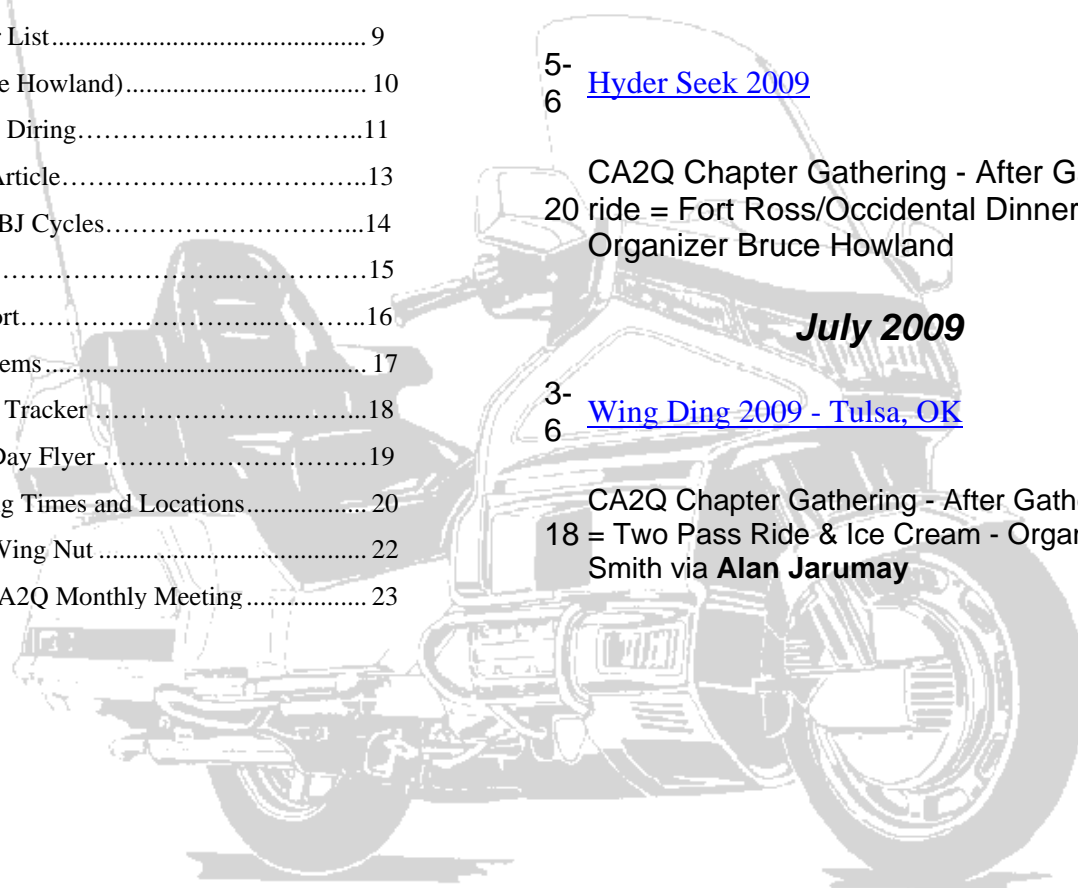
5- [Hyder Seek 2009](#)  
6

CA2Q Chapter Gathering - After Gathering  
20 ride = Fort Ross/Occidental Dinner -  
Organizer Bruce Howland

### **July 2009**

3- [Wing Ding 2009 - Tulsa, OK](#)  
6

CA2Q Chapter Gathering - After Gathering Ride  
18 = Two Pass Ride & Ice Cream - Organizer Jim  
Smith via **Alan Jarumay**



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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 emailed, on disk or camera ready with check to:

Alan Jarumay, CA2Q Director  
 42623 Queens Park Court  
 Fremont, Ca. 94538

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 Director's Message

Alan & Shirley Jarumay



During the month of May we celebrated Memorial Day which represents the traditional start of the summer and for many parts of the country, the beginning of the riding season. Of course for us here in California that season never really ends, but we do seem to be rejuvenated just the same. With our adventurous juices peaked we look over Google Maps and search for places and roads we have not yet been on. For some like Mr. Hole, it is quite a task to find untraveled roads, but revisited roads can be just as fun.

Our mate, Jim Smith, has already set out on a two month trip and we are enjoying his daily emails sharing his adventure. He has only been out about a week and a half but already there have been a few instances that would earn him Wing Nut nominations. However, as many of us have discovered, a ride without an incident or two would be boring. We all usually learn a lot from our experiences and the shared experiences of others. This past month we have had several great Chapter rides. Chapter CA2W in Fresno had their Rally. John & Edie Camacho, Susan Coles and Alan & I rode down to participate in the fun. The weather was a bit unsettled but it warmed up just in time for us to enjoy the great food and entertainment.

CA2Q also supported our local Star Chapter and attended their fund raiser in Vallejo early in the month. Jack & Sunny, Bruce, Steve & Jacque and Alan & I made the short ride to join them for an afternoon of some fantastic music provided by the Ghost Riders and a hog roast by Silver BBQ. Yum? It sure was good. Their Chapter President, Victor Tibbs was very pleased to announce that they raised \$1,000 for charity.

After our regular Chapter gathering, Jim Smith led us on a ride to Bridgeport to see two covered bridges. It was a hot day, but the ride was great heading through the Delta on our way north. We all enjoyed a picnic lunch at South Yuba River State Park to visit the 1<sup>st</sup> Covered Bridge. We left and went only a short distance where we visited a second covered bridge called Oregon Creek Covered Bridge. At the second covered bridge we had really heated up and several of us ladies decided to cool off with a water fight down at the water. Jacque, Lynda Smith and I walked a good way before we found a spot where we could easily get to the water's edge. After only a splash or two, Jacque declared I was being mean when I splashed her, so the water fight didn't last too long. You can see a video of us out on the Chapter website. Click on the *Pictures & Tour Write-ups* tab.

Bruce Howland planned another great ride to Columbia Historic State Park. The Sciacqua's arrived on their new Trike. What a beauty! Take a moment and go to our website to see the photos. The weather was perfect for riding and we truly enjoyed the day. We had a nice lunch at the Bakery & Café, and of course some ice cream to top off the visit. As always, I believe the ice cream may have been Bill Andrews favorite part of the day.

Coming up on June 28 is our *Bike Maintenance Day, Dutch Oven Cookout and Games*. We plan to offer CB calibration, how to plug a tire and an opportunity to share and learn from others. Larry & Rita Heisler will be providing their expertise and will prepare a Dutch Oven meal for the group. We will have several lawn games throughout the afternoon. Perhaps an impromptu tournament will develop. As we will need to know in advance if you will be attend so we have enough food, ***please RSVP to Jacque Foster by June 21 at [jfgoldwing@comcast.net](mailto:jfgoldwing@comcast.net)***. As we must pay for the facility and food, there is a \$10 per person charge.

Our June after Chapter Gathering ride is being planned for us by Bruce Howland. He is finalizing the route but I do know that it will include some winding roads north near the coast. I'm sure it will be fun so I hope you all are planning to join us.

Ride Safe!

Shirley Jarumay

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

### *Your Chapter ACD's June update by John & Edie Camacho*

The month of May started with clearance from the doctor for John to ride so it was off to the Cinco de Mayo Rally on the 2<sup>nd</sup> with CA2W the Wolf Pack out of Clovis, CA. Suzie along with Alan and Shirley gave us a five bike count going south to the rally. Good fun was had by all so if you have not visited our site to see the posted pictures we invite you to do so.



The rally ride proved too much for John's healing leg so he returned to bike restriction that won him a Wing Nut at the monthly meeting. We sat out on the after Chapter meeting ride to the Covered Bridge by grandbaby sitting JD who is 3 months old but the posted photo's looked to be a great time.



Linda Sciacqua's play *Spider Island* provided the perfect mid-month event to participate in via one of our four wheel



toys. The event was a blast!

Fear not John's back in the Saddle! as we did a shake down ride on Memorial Day. Just a quick run up to Tahoe.



With no ill effects from our shakedown ride we both joined the Columbia CA ride Bruce arranged for the Chapter and everything is returning to normal. Thank you for all of the well wishes over the past months in regards to John's lengthy recovery, your support is heart felt.

Ride Safe  
John & Edie



# Historians Happenings



## Historian's Happenings June 2009

Shirley beautifully summed up the events from May. The covered was very nice, but indeed an all day ride. Our tail-gunner (Steve) our group riding skills are improving, when he saw us get perfectly staggered formation to single file. This ride also served as a during the summertime we will be sharing the roads with which we saw hundreds of them. It was also super hot, and that need to stay hydrated on summer rides. Here's one way!!! Thanks Shirley for the lead to cool water.



bridges ride commented that aligned from a reminder that bicyclists, reinforced the Jacque and



(photo courtesy of Alan)



The ride to Columbia State Park was the inaugural ride for the Sciacqua's new trike. Congratulations! This ride destination looked like a lot of fun.



Looking to curl up with some summer reading? Looking for adventure? Looking for humor? Wanna be on the edge of your seat? Well then you need to read Jim's daily blogs as he travels the U.S. on "a Wing and a prayer". I must admit he's pretty funny, but very frank in detailing his experiences and journey – from camping, hauling his stuff from the trailer to the 2<sup>nd</sup> floor hotel room, encounters with aliens, the humidity, losing his Spot, etc. But then again you might prefer to wait for the movie coming soon to a theater near you (just kidding!) But I wish he had a film crew like "The Long Way Round." It would make for some great entertainment.



Enjoy the summer!  
Your Happy Historian

**“Sunshine Corner”** By Linda Sciacqua



**Birthdays and Anniversaries:  
June and July**

**June Birthdays**

**01 Wilna Schats  
06 Dirk Shats  
07 Dale Croy  
14 John Camacho  
19 Bill Johnson  
22 Carlos Dias**

**June Anniversaries**

**01 Lynda and Jim Smith  
03 Jean and Bob Tobin  
28 Marilyn and BJ Johnson**

**July Birthdays**

**12 Esther Flores  
17 Phil Flores  
21 Bob Tobin**

**July Anniversaries**

**08 Paula and Pat McComas  
10 Linda and Rich Sciacqua  
15 Sherry and Dennis Madsen  
24 Wilna and Dirk Schats  
28 Sunny Montgomery and Jack Fischer**

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

- \*Get Well
- \*Congratulations
- \*Sympathy
- \*?????

Please email [linda1@pacbell.net](mailto:linda1@pacbell.net) and she will take care of it.

## CA2Q Chapter Member List

### Dublin

Mike Reaves  
Lee & Ardie Head  
Craig McDonald

### Castro Valley

Jack Fischer & Sunny Montgomery  
Larry Heisler

### Fremont

Alan & Shirley Jarumay  
BJ & Marilyn Johnson  
Bob Shelton  
John & Kathee Ballard  
Steve Coppin

### Hayward

Mark Trademann

### Livermore

Bill & Linda Andrews  
Carlos Dias  
Chuck Casey  
Joe & Debbie Evans  
Scott & Denise Sanders  
Walt Sokoloski  
Steve Polovsky

### Manteca

John & Edie Camacho

### Milpitas

Pat & Paula McComas

### Mountain View

Susan Coles - **IOY**

### Napa

Ray Dodson

### Newark

Herb & Carrie Dykeman

### Pleasant Hill

Dan & Dodie Smith

### Pleasanton

Bob & Jean Tobin  
Phil & Ester Flores  
Allan & Kay Freebody  
Gary & Linda Cooper  
Norman & Iris Unwin  
Debbie Pendergast

### Sacramento

Tom & Barbara Jefferies

### San Jose

Keith & Jayne Herzog

### San Ramon

Dale Croy  
Steve & Jacque Foster - **COY**  
Rich & Linda Sciacqua  
Jim & Lynda Smith  
Bruce & Susan Howland  
Tim & Robin Hallock

### Sunnyvale

Joy Dutta & Priti Hansia

### Union City

Dirk & Wilna Schats

### Valley Springs

Vern & Carol Edgren

### Walnut Creek

Bob Hole  
Sue Reynolds

### Arizona

Ray & Carol Oeverndiek, AZ

### Missouri

Mark Radtke

### Nevada

Ed & Rosie West

### Texas

Mark Kratz, TX

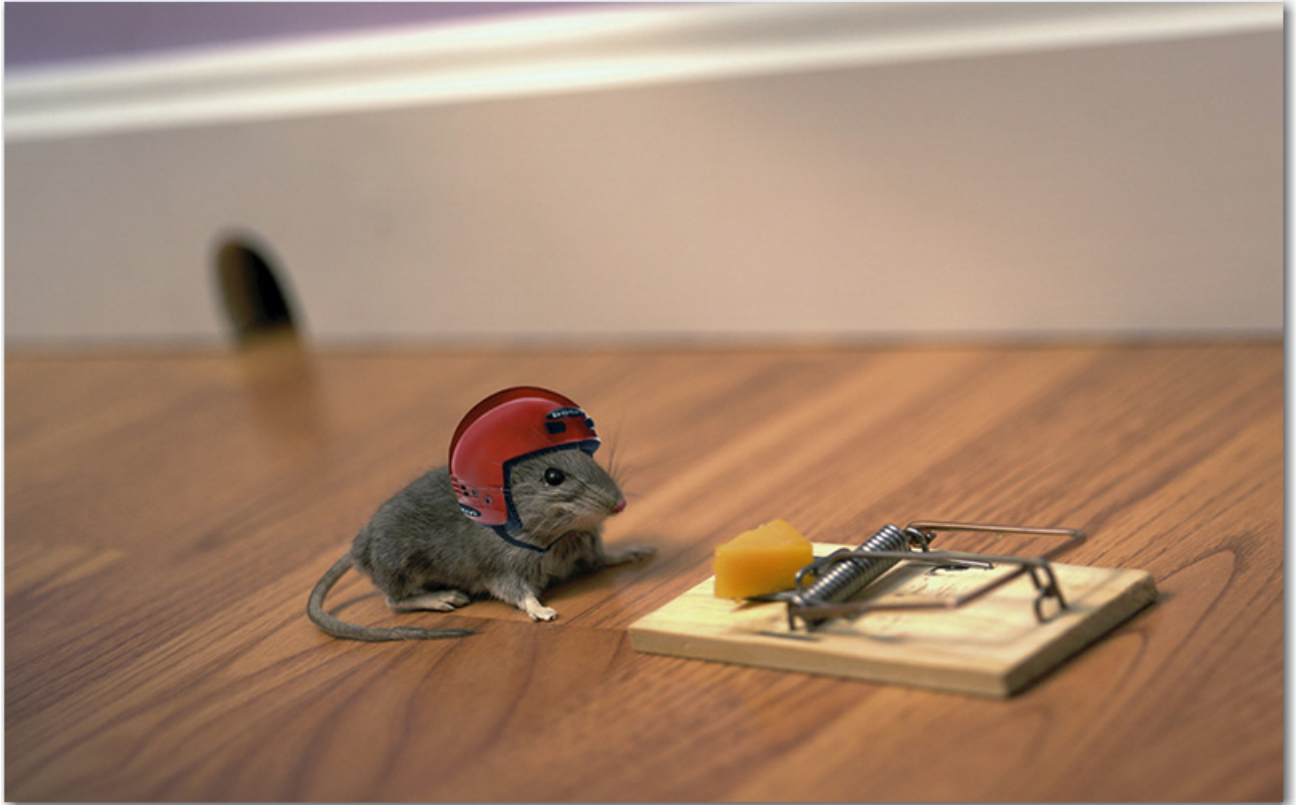
### Utah

Dennis & Sherry Madsen

AS OF 3/31/09

*Our AE (Assistant Educator Bruce Howland is ALWAYS on the lookout for an aid that will help teach us the importance of the gear we wear.*

*Case in Point →*



*From David and Dori Dirig –*  
(ed: Always good reading)

## **Team riding: Spacing without spacing out**

By David Dirig

First off, I want to welcome a number of new members that I have met at pie rides and parking lot practices (PLP's) over the past few months. Beyond hospitality, it's my obligation to make sure that everybody knows how the chapter rides together as a group for safety. Some of the things I am covering may seem like old hat to some of you, but it never hurts to revisit safety issues. If any of this is unclear, feel free to call me or email me at any time! Remember, the only bad question is the one that's not asked!

I would like to get away from the concept of group riding and have everybody think of it as Team Riding. We may have a group of 15-25 bikes heading to a restaurant or rally, but once we hit the road, each of you is an integral member of a 5 bike team. The goal of this team is to have fun and get where we're going. However, the number one priority of this team is to reduce the risk of injury or death to each team member by being out on the freeways with autos and other heavyweights. Each team member is important! The front and back door are obviously important, and I will discuss this more in the future. But what about those in the middle?

Bikes 2, 3, and 4; what's your role in the team? Front and back doors are making way for you, but they can't ride your bikes for you. Now, it cannot be stressed enough that each of us should always RIDE YOUR OWN RIDE and never try to go beyond our capabilities. Having said that, beyond responsibilities to yourself and your co-rider, each team member also has an obligation to reduce risks to the team. It's your role to keep the group organized as a tight team and also protect each other. This could be as simple as warning of road debris or telling the bike in front of you that their top bag isn't latched. But the most important role of these three bikes is to maintain the spacing of the group. If you're riding in staggered formation, you should keep a 2 second interval with the bike in your track. In other words, bike #3 should be in the left track of the lane 2 seconds behind the front door and #4 should be 2 seconds behind #2 in the right track. This puts individual bikes ~1 second apart. A good rule of thumb is that if you can see the face of the rider in front of you in his/her mirror, you are about 1 second apart. If you go to single file, you now allow a 2 second interval with the bike in front of you, so this doubles the amount of distance between each bike in the group (front and back doors; consider that this doubles the overall length of the group).

Why are these numbers important? Motorcycle Safety Foundation allows ~0.5 seconds for an individual's reaction time. This means you've eaten up half the distance to the bike in front of you and a quarter of the distance to the bike in your track before you realize anything is wrong! Okay, so let's make even more room -- why not give 3-5 seconds between bikes? Now, there's enough room to enable/invite cars to enter the group. If you are the #2 bike, and you allow too much room between you and #1, a car entering the team leaves the #1 bike by itself and you just became the leader of a 4 bike group. If you're in the #3 slot and don't keep proper spacing, now a car has split the team into groups of 2 and 3. Everybody's risk has been increased by a lack of proper spacing. By maintaining the recommended lane position and spacing, each rider is allowed enough time to avoid obstacles or troubles ahead without inviting other autos to join the group and endanger other team members. Beyond lane position and spacing, team members have different obligations/concerns, depending on

bike position.

Bike #2: If you don't have a radio or you are a new rider, you should be in the #2 position. Being a new rider doesn't just mean you just got on a bike. What if you just bought a new bike, or you just started riding 2-up? Wouldn't you like to have the increased reaction time of having no one in the right track ahead of you? Wouldn't you like to have the front door to follow in case the team gets split up? If you don't have a radio or any aspect of your riding could be considered new, the #2 position is where you should be.

Bike #3: Assuming that #2 is a new rider or without a radio, what happens if #1's radio goes out or you get split up by a traffic light or a car? The #3 position should be ready to take over for the front door in case of radio troubles OR be ready to lead the smaller group until the team can be re-united.

Bike #4: The same concept applies in case the back door has radio trouble or gets separated. This is actually more likely, as you may get 4 bikes through a light, but not have the back door get through (especially if you're riding single file). If the team is split up, the back door should notify the front door that bike #4 will be the back door until the team is re-united. If the back door has radio problems, its up to #4 to take over and communicate with the front door and safely change positions with the former back door.

So you see, each team member has important roles in making sure that the team gets where they're going safely. Beyond maintaining the proper spacing and lane position within the team, situational awareness is critical. If each member of the team is aware of their surroundings and knows what to do in different situations, this reduces the risk to the team overall. We will be having group/team riding seminars in the future, but until that time, PLEASE come to me or Dori with any questions or concerns. Lets all ride safe and have fun!

So until next month, COAST (Concentrate On A Safe Trip)

David & Dori Dirig

Editors Note: This Months Friction Zone Article..

# FRICITION ZONE

MOTORCYCLE TRAVEL AND INFORMATION

www.friction-zone.com

REPRINTED FROM OCTOBER 2008

FRICITION ZONE IS A MONTHLY MOTORCYCLE MAGAZINE

## CRASH SCIENCE

### The Importance of Awareness

by Dr. Voyko Banjac

WITH THE DRASTIC INCREASES in the price of gasoline this past year, more Americans are switching to two-wheeled motorized vehicles. According to recent newspaper articles, motorcycle sales in the US have increased close to 40 percent, while scooter and moped sales have gone up an almost unbelievable 70 percent. On the positive side, this means that there are a lot more riders out there on the streets, enjoying our sport. On the negative side, this means that there will most likely be a commensurate increase in the number of crashes involving two-wheeled vehicles—many of which will be the result of insufficient riding experience.

After a crash, some riders are quick to conclude that there was nothing they could have done—the car came from nowhere and they didn't have enough time to react, much less brake, swerve, or perform some other kind of avoidance maneuver. Novice riders are especially prone to such thinking, since they tend to adopt the 'bikes are cool, cages are dumb' attitude. On top of that, the two-wheeled community often supports and reinforces the stereotype of the blameless rider, making it even more of a gospel that a crash involving a two-wheeled vehicle is either unavoidable or someone else's fault.

In reality, such conclusions are somewhat rash. Certainly, some crashes happen in a split second, are completely unforeseeable, and there is nothing a rider could have done to avoid them. However, with proper training, experience, and keen awareness, a rider can avoid (or at least minimize the consequences of) a large number of crashes.

For both novice and experienced riders, one of the most important aspects of riding a two-wheeled vehicle should be awareness. The Motorcycle Safety Foundation (MSF) refers to it as 'Scan, Evaluate, and Execute' (SEE) and the authors of FRICTION ZONE's *On the Scene* articles often mention the concept of 'high visual horizon.' These concepts aim to instill in riders the importance of *above-average awareness*: looking as far ahead as possible, anticipating certain vehicles to move a certain way, predicting any unexpected/surprising/illogical maneuvers, and having a pre-planned response to anything that may happen. Such a mindset may literally mean the difference between a 'close call' and a serious crash.

Given all the possible traffic situations, what is the 'correct' value

associated with keen awareness? Most reliable sources indicate that a rider should observe traffic up to 12–14 seconds ahead of him. That means we should be keenly aware, and pay close attention to, everything that's going on in front of us for a distance equal to 12–14 seconds of our travel time. If we're going 35 mph along a busy downtown thoroughfare, we should scan roughly 600–700 feet ahead; on a 65 mph freeway, that distance increases to 1,100–1,300 feet. Anything that happens within that distance, any maneuvers made or about to be made by traffic in front of us, we should clearly observe, evaluate, and be ready to respond to.

Let's look at an illustrative example to get a better picture. Figure 1 shows a typical two-lane thoroughfare with side streets. Randy Rider is approaching an intersection at 35 mph. The traffic situation seemingly is quite calm. There are no vehicles in front of Randy except for a bicyclist, an opposing vehicle at a standstill waiting to turn left, two vehicles off to the side waiting to cross, and two pedestrians preparing to cross the street. A situation like this can even lull Randy into boredom, since he's used to busy freeways, off-ramps, rush-hour traffic, and other high-pressure events.

Let's freeze-frame the traffic for a split-second and overlay onto this picture the paths of the surrounding traffic (Figure 2). Now we see that each and every one of those other participants in traffic are about to enter into a conflict path with Randy, and that any one (or more) of them may make a wrong judgment about Randy's speed, time, and distance, forcing a direct collision with Randy.

The side-street right-turner may decide to dart out in front of Randy. The opposing driver waiting to turn left may well become 'Left-turn Larry' and cause a broadside collision. The bicyclist may be ready to move over to the middle of the road to turn left onto the side street. And the two pedestrians (especially the jay-walker in the middle of the street) may think they can make it across the street in front of Randy. Randy's safety rests on the ability of *all six* traffic participants to correctly evaluate vehicle motion and avoid a crash. If any one of them makes a bad call, then it's up to Randy to maneuver in time to prevent disaster.

Given this many complexities in such a seemingly sedate traffic situation, the best thing Randy can do for himself is to be keenly aware of everything that's going on around him. Scanning hundreds of feet ahead and to the side will give him the necessary time and distance cushion to maneuver out of the way should a conflict become imminent. **FZ**

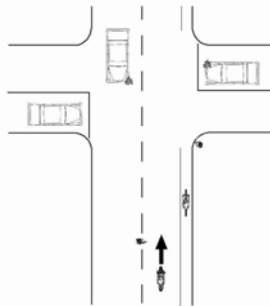


Figure 1 This is a typical intersection scenario that riders encounter every day.

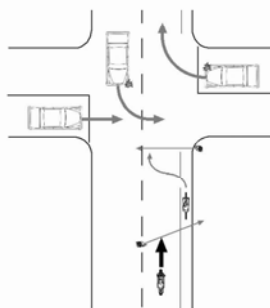


Figure 2 These are the paths the other vehicles/people want to take. If they misjudge the rider's speed or distance, the result could be a collision with the rider.

# **JB** CYCLES, Inc.

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## Tech Tips

**Really sorry folks. I've just not had the time to work on this month's Tech Tips. I'm hoping that by July's Newsletter I'll be ready....**

### **BUT:**

Just because I know a lot of you out there are wondering why on earth I'm replacing my trailer's tires so often –

Realize, they are 8" in diameter. The Bikes Tires are 16" in diameter. The Bike gets 'maybe' 13,000 miles from a rear tire, and probably more from the front; I mainly run Bridgestones, although I've been known to use a Metzler880 on the rear a time or two, and for sure the rubber compounds for a Motorcycle drive tire will be different than that of a passive support tire like a trailer tire.

So, if the rear wheel get's 13,000 miles and is 16" in diameter, it only stands to reason that the trailer tire would get something less – more like ½ that amount because it's ½ the diameter and therefore has to travel twice as far to cover the same ground.

Add in the caster, the camber, the load, the balance and all of the other physical demands put on that little Titanium Corvette, and you'll see why I'm at a tire dealership twice a month.

Ouch!!

## June's Ride Report →

Note -→ As the newsletter editor I am ALWAYS looking for content we can share with our membership and readers, Please, if you take a ride, won't you take a couple of minutes and document it for us? Pictures and words are all good ☺.

Now, I KNOW some of you have been out riding.

Come on, SHARE.

Editor.



## California District Golden State Gems

### Anita and JR Alkire

What a great month of May we've had! A terrific event with 2W's Cinco de Mayo theme and a beautiful route! Lunch was awesome as usual thanks to Mary cooking her tamales and Butch's tri-tip. Ross and staff put on a fun event, even if we had to ride in wind and rain to get there ☺. The next weekend 1K's Mother's Day started at Cycle Gear and then took off for a fantastic ride of twisty roads, ocean views and great weather and then ended at a great restaurant that opened just for us and served wonderful food. Denali enjoyed meeting all of you! The first half of the year has ended with two great events. Thanks to all the chapters that have put on events so far this year, you've all done fantastic jobs!

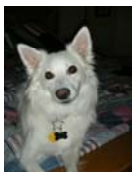
We had the exciting pleasure of joining 88 Winger family members at the opening of our newest chapter, CA1C in Rancho Mirage! The rumor started leaking and the next thing you know I was receiving emails about the event. What was slated to be the chapter's kick off business meeting turned out to be a really neat event. Sherman Jared, the Chapter Director of the new chapter, and his membership were overwhelmed at the turn out. I had told him to plan for 50 since he wanted to serve lunch, boy was I wrong ☺! Thanks to our fantastic Winger family, this chapter is off to a fantastic start! It was great that Marilyn and Rick Kasper, ACD's of CAC came down to help kick off the new chapter! As for the game, I decided to give everyone there an extra 5 points for attending the kick off. CA1C is planning their meetings for the 3<sup>rd</sup> Saturday of the month and the District website will reflect all their information very soon. Welcome aboard CA1C!

We have news about next year's Region Rally. It will follow the pattern set this year as it will be West Wing 2. The great news is that it is going to be on Memorial Day weekend and some fun news for California is that it will take place somewhere here in our own state. Although we will not be actually a host District, meaning we will not be "solely" responsible for assisting with all the events and planning, although we will help, the District will also not participate in a portion of the proceeds. We are not a District in need as other Districts in the Region are so it is hoped that other Districts who are in need will step up to assist and then benefit from their labors. So it could be that we'll just be there to have some fun! More as things develop including the exact location which has yet to be determined.

The District Rally is coming right along. We will be working on the website to update it with a picture of the t-shirt for this year, seminar information, the additional Rider Education registration form will be up so you can sign up for ARC or TRC classes as well as First Aid/CPR recert or full class, and a vendor list. Our major vendor this year will be WingStuff. Rick Arnoldo has promised a great spread of new and exciting stuff, and yes...plenty of chrome! As a thought, if you go onto his website and see something you like, you can order it and ask in the comments box for him to deliver it to the rally. This way if you have that special something that you want, you can be sure you'll get it.

As for those video's that each chapter can make with our Roarin' 20's theme, you can get those to us anytime prior to August 13<sup>th</sup> so we can start the judging and also get them together as we will be playing them throughout the rally. It's going to be one fun rally!

So next stop is Wing Ding, for all of you going please take my cell phone number with you and call us when you get there so we are sure to see all our wonderful California Wingers. Be safe, be happy, be well and love one another everyday! All aboard the Wing Ding train leaving San Diego on June 27<sup>th</sup>! Ride safely and have FUN!



## Chapter CA2Q 2009 Mileage Tracker As of May's Meeting 2009

Name	2009 Starting Odometer Reading April	May Odometer	Miles Ridden in March
Androws, Bill	8582	9518	936
Androws, Linda	8582	9518	936
Camacho, John	21203	23077	1874
Camacho, Edie	13571	15267	1696
Coles, Sue IOY	44172	44364	192
Dutta, Joy	31750	31750	0
Dutta, Priti	31250	31250	0
Fischer, Jack	29504	29643	139
Foster, Steve COY	87642	88778	1136
Foster, Jacque COY	87642	88778	1136
Hallock, Tim			0
Heisler, Larry	33300	33944	644
Hole, Bob	232300	233000	700
Howland, Bruce	15985	16505	520
Howland, Susan	15985	16505	520
Jarumay, Alan	92940	94797	1857
Jarumay, Shirley	90174	92031	1857
Johnson, Bill (BJ)			0
McComas, Pat			0
Montgomery, Sunny	26563	26563	0
Pelovsky, Steve	6100	6100	0
Pelovsky, Donalee	6100	6100	0
Radtke, Mark			0
Reaves, Mike	25615	25615	0
Sciacqua, Richard	74646	74646	0
Sciacqua, Linda	74646	74646	0
Smith, Jim	108240	109985	1745
Smith, Lynda	108240	109985	1745
Trademan, Mark	7434	8050	616
			0
			0
			0

# CA2Q

## Maintenance Day Dutch Oven Cookout & Games



**Date:** June 28<sup>th</sup> - Noon to 6:00 p.m.  
**Location:** San Ramon Senior Center - 9300 Alcosta Blvd. San Ramon, CA  
**Admission:** \$10 per person - Checks can be made payable to CA2Q  
*(Includes food, use of the grounds & facility)*

To insure we have enough food, you must RSVP by June 21st to Jacque Foster 925-829-3747 or email [JFgoldwing@comcast.net](mailto:JFgoldwing@comcast.net)

**Cycle Maintenance begins at Noon**

- CB Calibration
- Learn how to plug a tire
- Sharing of maintenance experiences
- No oil, transmission or other cycle fluids may be changed at this site



**Dutch Oven Meal at 4:00 p.m.**

- Prepared for us by Larry & Rita Heisler
- Salad, Chicken Jambalaya, Cobbler



**Games all day**

If it's a warm day bring your water gun!



This is a non-alcoholic event.

## California District's Chapter Meeting Times and Locations

Revised 5/27/09

Chapter	Time Breakfast/Meeting	City/Town	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	661-946-1409
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	
CA2R	9:00 / 10:00	Salina	Sang's 131 Main St.	Pat & Wendy O'Keefe	831-646-9815
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	909-592-1476
CA1R	8:00	Irvine	Knowlwood Restaurant 14952 San Canyon	Tom & Vicki Lorenz	714-968-4393
CA1Y	8:30	Lompac	Baker's Square 936 N. St.	Penny & 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>					
CA1N	7:00 / 8:30	Oceanside	Hide-a-Way Café 539 Vista Bella	Gary & Kathleen Andrews	760-741-8230
CA1S	8:00 / 8:30	Ventura	Carrows 2401 Harbor Blvd.	Joel Jolitz	
CA2Q	7:00 / 8:30	Dublin	Carrows 7505 Dublin Blvd.	Alan & Shirley Jarumay	510-659-8239
CA2S	8:00	Milpitas	Hometown Buffet 212 Ranch Dr.	Robert & Irene Neitro	408-934-0408
<i>Third Sunday</i>					
CAC	8:00 / 8:45	Sacramento	Denny's 7900 College Town Dr.	Rodney & Anita Brooks	916-422-8089
CA1D	8:00 / 8:30	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	Country Café 2390 N. Texas St.	Nick & Kim Odell	510-715-7692
CA1C New Chapter as of 5/09	TBD	Palm Springs	TBD	Sherman Jared	

<i>Last Saturday</i>					
CA1K	8:30 / 9:30	Van Nuys	Lulu's Café 16900 Roscoe Blvd.	J. David Gilman	818-362-8925

# WING NUT

*Gold Wing Specialist*

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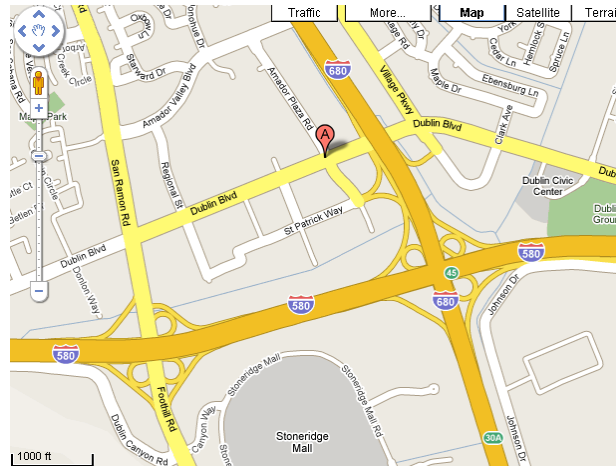


The Sport TRIKE is the result of Gold Wing riders' requests. It is in a sense, the ultimate Gold Wing accessory.

**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](#)**