



CA2Q Tri-Valley Cross-Road Wings



March 2009

In This Issue

CA2Q Staff.....	2
Chapter Director's Message	3
Historian's Happenings	5
Sunshine Corner	7
CA2Q Member List.....	8
Educators Message (Be Mentally Prepared).....	9
Advertising – JBJ Cycles.....	11
District Educators Message	12
Who IS it?.....	13
March ride report – Spring in Death Valley	14
Golden State Gems	18
CA2Q Mileage Tracker	19
Chapter Meeting Times and Locations.....	20
Advertising – Wing Nut	21
Directions to CA2Q Monthly Meeting.....	22

Ride Calendar

March 2009

- 01 Blossom Trail Ride – GWTA Fund Raising Rally*
- 07 – CA1A Bake Sale*
- 14 Staff Meeting @ Jarumay's Home – 1pm*
- 15 CA1M Bake Sale*
- 21 CA2Q Chapter Gathering ride to Monterey Bay Aquarium*
- 27 – 29 Rally in the Valley CA1R*

April 2009

- 11 Daffodil Hill Destination Ride – Shirley Jaurmay*
- 17 – 19 Region F Rally – West Wing*
- 18 – CA2Q Chapter Gathering – Ride to Yosemite*
- 21 – CA2Q Chapter Gathering –ride to Monterey Bay Aquarium*
- 25 – Filoli Gardens Destination Ride*
- 26 – CA1Q Rendezvous with Q*

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

Chapter Director..... Alan & Shirley Jarumay 510-659-8239.....shirleyalan@sbcglobal.net
 Assistant CD John & Edie Camacho 209-679-8059jnc61459@yahoo.com; edie0124@yahoo.com
 Chapter Educators Steve & Jacque Foster 925-829-3747.....sgoldwing@comcast.net ;
jfgoldwing@comcast.net
 Assist Chapter Educators Bruce & Susan Howland pogopsm@aol.com
 Tour Director..... Bruce Howland pogopsm@aol.com
 Sunshine Person Linda Sciacqua 925 830-9037linda1@pacbell.net
 Membership Linda & Rich Sciacqua 925 830-9037linda1@pacbell.net; shockwa1@yahoo.com;
 Newsletter Editor Jim Smith..... 925-829-7312js999jim@pacbell.net
 Treasurer Linda Andrews..... 925-449-1901linda@androws.com
 Chapter Store..... Paula McComas 408-263-3846.....maczip21@sbcglobal.net
 50/50 Sales Jacque Foster..... 925-829-3747jfgoldwing@comcast.net
 Chapter Historian Lynda Smith 925-829-7312lynda.smith@seagate.com
 Public Relations John & Edie Camacho..... 209-679-8059jnc61459@yahoo.com; edie0124@yahoo.com
 Senior Staff Advisor..... Susan Coles 650-464-6282.....pcwinger97@sbcglobal.net

California District Staff

<http://www.gwrracalif.bizland.com/id3.html>.

District Directors..... Anita & JR Alkire (619) 741-8893..... jralkire@cox.net
 Assistant District Directors (North).....
 Bill & Renee Johnson 707) 429-2920..... bill_johnson@gwrraca2k.org
 Assistant District Directors (Mid-State)
 Larry & Donna Pickens..... (661) 726-5145..... res0r1sy@verizon.net
 Assistant District Directors (South)
 Crystal J. Rush (619)-334-2574 crystal@infinite-healing.net
 Assistant District Director.Ken Freeland..... (818) 764-2296..... kjfreeland@aol.com
 District Educators..... John & Joan Garrett Jr. (951) 679-4987 john@garrett.bz
 Assistant District Educators (North)
 Dennis & Julia Kunter (209) 736-4564 djkunter@sbcglobal.net
 Ralph Richardson (959-541-1176 ralph.richardson@L-3com.com
 Hank & Cheryl Herrera (714) 542-5278 ralph.richardson@L-3com.com
 District Treasurer..... Elaine Archer..... (619) 258-0808..... toody99@cox.net

Region F Staff

<http://www.gwrra-regionf.org/regionstaff.htm>

Director, Pro Tem..... Melissa Eason (800) 843-9460 Ext 1212..... meason@gwrra.org
 Educator..... Ace Peterson (970) 240-9408..... acenpenny@bresnan.net
 Webmaster..... Paul & Linda Fenton (303) 933-6073 hookedondiz@aol.com
 Region Store Barb Jefferies (916) 682-3469 tjeffer293@aol.com
 Treasurer Pam White (505) 896-3879

Current Advertising Rates

<u>Ad Size</u>	<u>Half Year</u>	<u>Full Year</u>
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 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 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



Hard to believe it's March and the riding season is almost upon us. Well... of course this is California. There really isn't an end of season; maybe just a slow down during the cooler and wetter months. These days "wet" is good, our State can use all the rain we can get.

Quite a few of our northern California sister Chapters had leadership changes this past January. At CAC in Sacramento, Rodney and Anita Brooks took over for Neal and Ginny. Neal and Ginny as well as Denny (Ginny's husband) have taken on a new role at the District level as "Goodwill Ambassadors". They'll be representing our District in an "Official" capacity while they tour the country visiting local Chapters.

Because of family matters, Russ and Ally Canning had to step down from their leadership role with CA2K in Fairfield. Nick and Kim Odell have taken over and by the look and feel of their last gathering the transition was seamless. CA2S (Silicon Valley Wings) have changed their meeting place (Milpitas) as well as their meeting schedule (third Saturday) and CDs. Bob and Irene Neitro have taken over.

Our February meeting was a blast. We had Assistant District Directors Bill and Rene Johnson and a "murder" of 2K Krows come to visit. Barb and Tom Jefferies were also in attendance. And a special visit from a few long distance members in Sherry and Dennis Madsen all the way from Salt Lake City, Utah and Mark Kratz from just over the hill in Texas. Mark brought along a good friend in Cecilia Roberts

The Madsens also brought back our mascot "Qoala" but he didn't hang around for very long before Bill Johnson got his mits on him to take him back to 2K for a little dress-up party. We got him back the next day when a group of us went over to their gathering. I have to admit the dressing wasn't at all traumatic and actually kind of cool. Qoala now has a hidden holster for a squirt gun. Very nice 2K!



Also, Linda Sciacqua returned to once again be our "Sunshine Lady". Although not completely healed from her surgical procedures, she has improved remarkably. It's great to have her back.

There was also a secondary reason for the visit by Bill and Rene; we also had the installation of our Couple of the Year (COY) and Individual of the Year (IOY). The very deserving winners were Steve and Jacque Foster (COY) and Susie Coles (IOY).

Steve and Jacque had a phenomenal year. They took over as Chapter Educators and promptly put in place the process and procedures to get us back on track with our education programs. They drove our first Road Captain seminar, PLP

and took the necessary course to be certified seminar facilitators. They've been solid member citizens joining in almost all chapter functions including every "overnighter" rides in 2008. And most of all the unwavering support they give our Chapter.

Susie Coles was another "no-brainer" pick. She's well renowned for her support of GWRRA and fellow members. Always ready to lend a helping hand. Her knowledge and experience with motorcycles is a hidden resource. When it surfaced, it surprised and delighted a few lucky members. Most of all; she is another solid member citizen that has provided Shirley and me a wonderful resource of experience and knowledge.

My mother past away on January 26th and as you may imagine things were a bit cloudy for me for a good period after. I'd like to express my gratitude and thanks to everyone in our Chapter and friends around the District for their condolences and prayers. For me, it brings to perspective the good luck I've had in my relationship with our fine association.

Please be safe and enjoy the ride,

Alan & Shirley

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



Historians Happenings



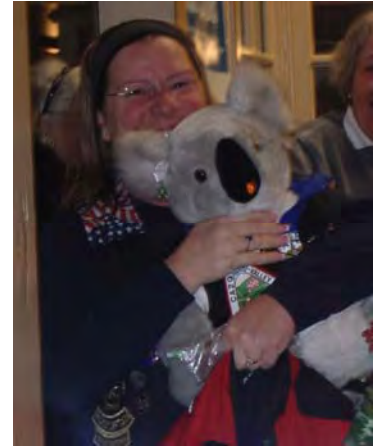
Historian's Happenings March 2009

Our February meeting was lively and fun. We had a huge turnout from our chapter (29 total), we had 2 visiting chapters (CA2K and CAC), and the Madsen's and Mark Kratz (with his co-rider Cecilia Roberts) came back to visit us. With all the laughter and banter, the Madsen's swore they wouldn't change chapters, even though they now live in Utah. Mark was in his typical humor when he stated he thought the CalTrans people came to our meeting! He was referring to the bright orange shirts worn by CA2K! Oops!

The couple-of-the-year and individual-of-the-year awards were presented. This year's recipients were Steve and Jacque Foster (COY) and Susan Coles (IOY). Congratulations! Joy Dutta, being a fantastic photographer, gave Susan a beautiful portrait of her motorcycle. Please see the photo below.



Dennis and Sherry brought back our mascot “Qoala”, after a long circuitous journey getting to them. Sherry told the story of how “he” is now a “she”, after the work CAC and CA2N did. Anyway we were glad to get it back, but it would seem for just a short time. Shirley watched in horror as Jean Tobin unwittingly gave it to Bill Johnson of CA2K, and he promptly held it hostage! Shirley busted Jean for letting it go, which led to Jean receiving the wingnut! Luckily, with some quick thinking and a sneaky hand, Edie Camacho was able to snatch it back, just as the meeting was adjourning!



But the story continues – it seems Bill Johnson was able to convince Edie to relinquish Qoala so he could have it overnight and adorn it. He promised to return it the next day (Sunday) during their CA2K chapter meeting. During Qoala’s overnight stay, 2K attached an inside holster and water pistol to the vest. Very cute, and they did return it. But at the CA2K meeting, our very own Shirley was able to grab their mascot (a “pink” Krow)! John and Edie will be taking Mr. Krow on their upcoming vacation, and visit several other chapters along the way. It will be interesting to see what the Camachos “add to his outfit” when 2K comes to retrieve it during our March meeting. So please be sure to attend!

There were 6 cycles on the after-meeting ride. It was a nice, dry ride through the hills behind San Ramon over to Castro Valley, then onto Redwood road, out Pinehurst to Moraga, then into Walnut Creek for lunch at Rocco's. They continued through Clayton, over to Livermore, and disbanded at Hwy 580.

Recently, these cold rainy days don’t lend themselves to scenic afternoon rides. So, it’s a good time to perform maintenance on your bike, but maybe not as involved as what Jim is doing. When I saw his bike stripped down to the frame, it hard to believe that this machine can really be a comfortable ride. Jim is planning a long cross-country ride this summer, so he’s upgrading the bike’s suspension, installing a new final drive and drive shaft, and performing all of the other regular maintenance items. Many thanks to Bill Andrews for the use of his special tools. And now Jim has also acquired many of his own. Thanks to all those who have given him advice on keeping his bike safe and reliable. I can’t wait till it’s all put back together! Our chapter has a wealth of knowledge, not just on rides and destinations, but also on the bike itself. So just wanted to say thanks for sharing!

Your Happy Historian,
Lynda



“Sunshine Corner” By Linda Sciacqua



**Birthdays and Anniversaries:
March and April**

March Birthdays

**05 Jean Tobin
11 Paula McComas
14 Linda Sciacqua
20 Marilyn Johnson**

March Anniversaries

We need to find a new member that was married in March

April Birthdays

None (Anyone know of a rider born in April?)

April Anniversaries

13 Gary and Linda Cooper

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

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

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 2/28/09

Be Mentally Prepared

by Trooper Mark Baker, Washington State Patrol

Editor's note—Friction 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.

O

n a cool, clear fall morning, a 41-year-old rider wearing

a DOT-approved half helmet, high-quality goggles, jeans, boots, and a leather jacket was riding his Harley-Davidson Sportster. He was heading eastbound on I-90 approximately ten miles west of Spokane in the right lane. The speed limit on this section of the interstate is 70 mph. It is divided by a grass median with two lanes in both directions. There are trees on both sides of the roadway. The interstate is straight and it was dry in the area where the collision occurred.

Sequence

The rider, who was traveling at 70 mph, had just seconds to react to a deer that was crossing the interstate left to right in front of him. According to the rider, this deer was traveling at full speed on a collision course with him. The rider recognized the initial hazard and started to slow, but a collision with the deer became imminent in his mind and he started braking very aggressively without locking up the brakes (Scene 1).

When the rider realized he was not going to be able to avoid the deer, he had thoughts of laying the bike down, but chose at the last moment to turn into the approaching deer with his head down, while easing off the brakes a little (Scene 2). The rider told investigators, "I decided to man up and just take the hit."

The rider estimated that he had his speed down to approximately 20 mph when the deer struck the left side of his motorcycle.

The deer spun off the front of his bike and came to rest in the right lane before getting up and struggling to the tree line. The rider maintained control of his motorcycle after the impact and moved to the inside shoulder, bringing his bike to a controlled stop (Scene 3). The rider went to put his left foot down on the ground and started to experience pain as he fell to the ground. He had broken his left leg during the impact with the deer. He was transported to a local hospital for treatment on his broken leg and injuries to his left shoulder. The motorcycle sustained extensive damage.

Opinion

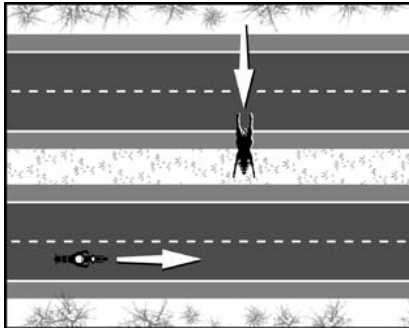
The rider felt he recognized the deer hazard as soon as possible and started to react immediately by slowing down. The rider estimated he had approximately three short seconds to react prior to being hit. Although he thought about laying the bike down to avoid a collision, in this case he wisely chose against it. The best practice is to get as much braking done as possible and maintain control of the motorcycle for as long as possible. Abrasions can sometimes be worse than the blunt force impact received, and laying down the motorcycle does not mean there will not be a blunt force impact. I think this rider ultimately made the right decision.

Reprinted from February 2009 Friction Zone is a monthly motorcycle magazine

ON THE SCENE

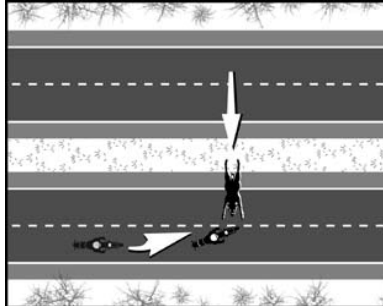
Reprinted with permission from Friction Zone, 60166 Hop Patch Spring Road, Mountain Center, CA 92561.

SCENE 1



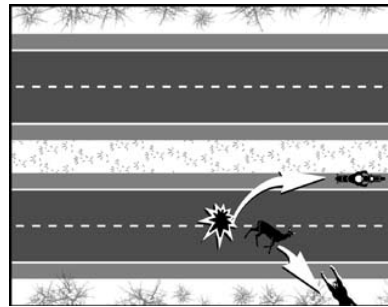
The rider sees that a deer is on track for a collision with him, so he slows down by braking aggressively without locking up the brakes.

SCENE 2



When the rider realizes he cannot avoid the deer, he turns into the deer.

SCENE 3



The deer hits the left side of his motorcycle and spins off. The rider maintains control of his motorcycle.

Reprinted from Friction Zone • February 2009

Reprinted with permission from Friction Zone, 60166 Hop Patch Spring Road, Mountain Center, CA 92561.

ON THE SCENE

This rider was “fired-up” about surviving this collision. He had a valid motorcycle endorsement and stated that he had been riding for several years. He also told investigators that with as much riding as he does, a collision with a deer was bound to happen to him some day. Because he was mentally prepared, he will be back. It was obvious he loves to ride.

This crash was a significant impact. This rider did a great job of saving his own life by being mentally prepared. Too many riders are not mentally prepared when riding. They do not anticipate or keep track of their surroundings. Some riders drink alcohol before riding, which slows their reaction time and impairs their thinking. Some ride too fast and do not think of escape routes.

When these riders encounter what this rider has been anticipating for years, sometimes they die or get hurt so badly that they never ride again. Every mile per hour counts when the unexpected does occur, and you must always be prepared for the unexpected.

This collision also reaffirms the need for riders to wear basic protective clothing. You just never know when you may be put in a situation where you might need it. I hope this rider’s story of survival encourages everyone to think of their own riding style. So ride safe, anticipate hazards, and always wear your safety gear.

JB **CYCLES, Inc.**
 1018 E. Chestnut Ave. — Unit I
 Santa Ana, CA 92701—(714) 836-8584
 Tuesday—Friday 8:30 am to 5:00 pm
 ***** Saturday 8:00 to 3:00 pm *****
 Closed Sun, Mon and LAST Sat of the month

*More Than Mechanics...We are Owners and Riders.
 Over 70 years and 1,500,000 miles combined experience.
Your independent Gold Wing, Valkyrie
 and Victory specialist!!*

**The Trikes are BACK!!!!
 California Sidecar and Champion
 Sidecar Trikes are California State
 approved. Order your kit now!**



- **We still offer:**
- **Full service maintenance**
- **Traxxon Dynamics suspension installer**
- **Collision/insurance repair**
- **Trailer sales**

We treat every bike as if it was our own!!

Visit Our Website at www.jbjcycles.com

FZ

BIKE DOWN!! BIKE DOWN!!

By David & Dori Dirig

We had a ride the other weekend where a chapter member went down, and I finally had to hear those fateful words. There was no co-rider, the rider was extremely lucky in the incident with minimal physical harm, and bike and rider were able to continue on. I won't go into the specifics of the incident, as I didn't see it. However, I will proceed from those four words, as I was the front door, and there were a number of developments after the rider went down that need to be addressed in the category of "what role does each of us play when someone goes down?"

The purpose of this article is not to fault or criticize anyone for what they did the other weekend. My sole purpose is to put forth a procedure so that all the chapter knows what to do and who to turn to in case such a thing happens again. For group members as well as front and back doors, this article should provide direction on what to do if someone goes down.

First off, the word "down" only has one meaning and usage during a ride; that is to designate that a rider has dumped his bike. Cars are 'stopped on the right,' they are not 'broken down.' If the call goes out that a bike has gone down, everyone should be primed to fulfill their role. This role varies depending on your position within the group. The bottom line is that once this call goes out, the non-involved groups (assuming multiple 5 member groups) should find a place to safely pull over and await further commands. There may be a need for further first aid kits, additional trained personnel, a cellular phone call for help, or people to direct traffic. Radio silence should be maintained to facilitate communication between the front and back door of the group involved in the incident as well as between the leaders of other groups.

If we take it from the call above, what happens and who calls the shots? The front and back door manage the situation, but it is the back door of the downed bike's group that is running the show. In the case of the other weekend, I had already gone around the next turn by the time the call went out, so I had no way to keep track of the situation except for CB communication with my back door (who did an excellent job of keeping us apprised of the situation). Your back door should naturally have a good CB and should be your best rider, carrying a first aid kit, and ideally be CPR and First Aid trained (Rider Ed. Level 3 or 4). Assuming there are multiple groups on the ride, the other groups should find place to pull off the road safely and await further developments. This doesn't necessarily mean pull over immediately, but the front doors of the non-involved groups should be looking for a safe resting place for their groups while they monitor the situation.

That's actually the key concept for everyone; get stopped safely and be available should the front and back door of the involved group need help, but staying put within your group if they don't. Communication is key here, and all should stay within radio range if at all possible. If not, arrange a meeting place up ahead or send a rider to scout ahead to find a good stopping place if the groups are unfamiliar with the area. The most important point is to stay calm and organized. No one should take off on their own or go back for the downed bike unless help is asked for by the leaders of the group managing the situation. The worst thing that could happen after an incident like this is to have someone take off on their own and get in trouble or become one more thing for those helping the downed biker to worry about.

Looking back on last weekend, there are a number of things that could have been done differently, but everyone pulled together, helped out our friend and got everyone back on the road safely. In a perfect world, we'll never have to worry about this procedure. However, this is not a perfect world, and we all enjoy an inherently dangerous hobby. If we do get into a similar situation, now everyone will know what to do, who to turn to, and how to handle the situation.

Until next month, Ride Safe and COAST (Concentrate on A Safe Trip)

D&D

David and Dori Dirig
ddirig@gwrra-ca1f.org

WHO IS IT??



March Ride Report: →

Well, once again it appears that no one in CA2Q has been doing any riding, or at least they haven't ridden and written it up so, I'll enlighten you all with my ride with the Pashnit'rs into Death Valley ; February 21, 22, 23, 24.

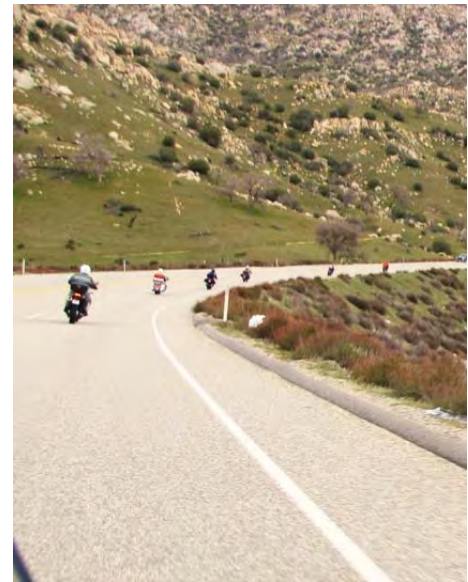
Reading and participating in on line forums is a fun way to gain knowledge and view different perspectives on a large variety of subjects. I enjoy reading and participating in several Motorcycle forums, one of which is www.pashnit.com. I know most all of the readers of this newsletter are very familiar with pashnit, but if you are not, it is a premier Motorcycling site that documents California Roads. The forum is a place where folks share ride experiences, photo's, and make plans for future group rides. This is how I discovered that a large group of Southern California riders were getting together in Bakersfield and riding over Walker Pass, via Trona and into Death Valley. I've only been on a few non GWRRA Group rides before and figured 'what the heck, it should be fun', so I signed up to ride along with them. I'm planning a very long ride this summer and am planning on camping as often as I can, so I really wanted to check out my camping ability – and comfort before committing to 40 days of it this summer. This ride seemed like a perfect time to do just that.

I rode down on the 20th and spent the night in Bakersfield at the Best Western, had another excellent meal at Buck Owens' Crystal Palace, turned in early and slept soundly in my king sized bed. We were to meet up at the Chevron station at the corner of 178 and Kern Canyon Road at 9:00. I got there at 8:40 and was the second bike there. By 9:00 there were about 20 of us. I had expected us to split into smaller groups, but nope – we all rode together up the Kern Canyon. Luckily there was very little traffic, and the ride was quite spirited. Matt, the organizer, insisted during the very brief ride meeting that we were all grown up and were to 'ride our own ride' – which we did. The ride up the canyon and into Lake Isabella was pretty quick and quite cool. Cool enough that I was glad I had my



Gerbings on. As we wound our way over Walker Pass it spit a little bit of snow at us, but not enough to be of any concern. The peaks all had a light

dusting of the white stuff, and an occasional patch alongside the road. We arrived in Ridgecrest about 11:15 and met the rest of the group, we were now well over 30 bikes. After the short stop in Ridgecrest we headed out toward Trona. With



that many bikes it felt a bit like I was in a parade. We certainly got some looks from the townspeople as we negotiated our way out of town. The funny thing is that when we got to Trona the gas station guy didn't even bat an eye as we all lined up to fill our tanks. Must be an everyday happening! The ride into the Panamint Valley was really beautiful; I wish we could have stopped to enjoy the view, but, these riders were much more interested in blasting through the curves. We did stop finally at the Death Valley Sign for a photo op, it was a pretty amazing site seeing that many bikes crowded around that sign. We finally turned right onto 190 and headed into Stovepipe Wells. The restaurant at Stovepipe was packed so we decided to go onto Furnace Creek and get checked in and eat there. While the rest of the folks were standing in line for food I went





to the Campgrounds and got checked in and then found my campsite. By the time I had the tent set up (20 Minutes), the air mattress blown up (10 minutes), sleeping bag unrolled and pillow placed I was too late for lunch. Oh well. As I pulled back into the Furnace Creek Parking lot they were pulling out and heading to Badwater. I followed. After the obligatory group photo at the Badwater Sign I said my farewells to the folks explaining that I had my own agenda for the rest of the weekend. I departed Badwater and rode back to Furnace Creek and grabbed some dinner then went to the general store and picked up some Ice and Firewood. Once back at the Campsite the sun quickly set and the temperature cooled equally as quickly. It was then that I discovered that I had neglected to pack matches, or a lighter, nor did I remember to bring my hatchet to make kindling, so, no fire for me

tonight. I crawled into my sleeping bag at 8:30 and tried to sleep. I don't recall when I finally did fall asleep, but I do know that 6:00 AM rolled around awfully fast.

Sunday morning got me up and out early. The first stop of the



day was Zabriski Point followed by the Ubehebe crater, where I did manage to hike up to the top and view the "little hebe creater". I was very impressed with the views on the hike up to the top, and someday want to take the hike

completely around the crater, which, I understand takes a little more than an hour to do. I can say that just getting up to the top in full riding gear was quite a challenge. The cool morning air sure helped keeping me cooled down from the exertion.



Riding back to camp I thought about making a visit to Rhyolite again, but decided against it, instead I rode up to Dantes View. By the time I got up there (I had to stop for some lunch), it was late mid afternoon and the lighting was



really spectacular. You could actually see the Amargosa River (It has been raining there the last couple of weeks). Pretty amazing! I'm glad I made the ride to the top. Next stop was the Artist Drive. This road was just opened after being closed for over a week because of flood damage. Not too many people were up there, I'm guessing because by this time the clouds had moved in and the resulting light was pretty poor, but I decided to take a few shots anyway. The day closed with me back at the Ranch for yet another hamburger followed by a



fire in my fire pit. Yes, I did stop by the General Store and picked up some paper and a lighter and managed to gather enough small kindling that getting the fire started was a breeze. I crawled into my sleeping bag about 10:00 and promptly fell asleep.

Monday I was up early and packing up the camp. I discovered that my new tent, while very spacious, is a major pain to fold and roll up. It took nearly an hour to break the camp down and get it all loaded back into the trailer. I'm hoping I can figure out a way to get that done faster, as taking a whole hour each day of my upcoming 40 days of camping can put a real crimp in my planning. Today I was leaving the valley and heading South, through the Mojave National Preserve and into Amboy, and eventually into Twentynine Palms. Badwater road eventually turns into 178 at the edge of the park and eventually intersects with 127 just a mile north of Shoshone. Eventually 127 will lead me into Baker where I stopped long enough for some overpriced gas, and some equally overpriced food at the Mad Greek's.

I had never ridden through the Mojave National Preserve before and now that I've done it once can say two things about it – one is that it's the most direct way from Death Valley into Twentynine Palms and the second is that there is no reason other than reason number one to ride through this road again. The little burg of Amboy sports a gas station with restrooms, a motel straight out of the early 60's, and a coffee shop that does not appear to have a kitchen attached to it (But hey, maybe there was a door that I missed... somewhere). Sights in the area?? The Amboy Crater, and the largest naturally occurring calcium chloride deposits in the states. I arrived in Twentynine Palms in the early afternoon and checked into the Best Western.. Camping those two days in Death Valley without shower facilities made taking one my first order of business upon getting into my room. I got cleaned up and walked 1 ¼ miles down to the Rib Co. for some desert BarBQue. Good stuff, ½ rack of house rub ribs, 2 sides and a beer, all for about 23 bucks. Yeah, it's a little pricey, but where else is there to go?

Tuesday I made my annual sojourn through Joshua Tree



National Park. This time I took a bit more time that I usually do in the Northern end of the park. I've been fascinated with



the way some of these trees have weathered fires that ravaged the park in the 90's. Some trees survived, but are naked of the shaggy bark, while others didn't fare so well, and still others are new growth. Lynda and I watched a tv show after I got back about Joshua Trees. I never knew why they grew the way they do – with all of the limbs going all different directions. Seems that there is boring beetle that is one of the culprits. The

other interesting thing I didn't realize about this park was that fallen trees house the world's smallest reptile – the Desert Night Lizard. By early afternoon I was on the road again, heading home. I made it to Bakersfield by late afternoon and decided to stay the night yet again at the Best Western. I made it home by 2:00 on Wednesday – after a 1200 mile desert adventure.

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
☺



California District Golden State Gems

Anita and JR Alkire

What a wonderful start to 2009 with the Valentine's Run put on by Chapter 11! Everyone in the chapter did a great job making the event such fun and the participation of so many chapters made it a successful event. It is so awesome to be a part of such a great organization, a family. It felt like a big family reunion, JR and I had to split our time with our GWRRA family and our "other" family as we had to leave early (before food, that was a mistake!) to celebrate the birthdays of our 20 year old nephew and 14 year old niece in Santa Monica. We can hardly wait for 1A's Bake and Craft sale on March 7th, 1M's Bake Sale on March 15th and then 1S's Leprechaun run on March 21st. Then we finish March with

Rally in the Valley, and event that 1R puts so much effort into and it is always so much fun! We are definitely up and running in the District!

So as we start heading off on our beautiful Wings it's time for us to pull out the T-CLOCS (yes it used to be T-CLOCK) and take a look at our bikes. Co-riders should do this right along with their riders to they know what this is all about as we are partners in this bike not pretty cargo ☺. So what is a TCLOCS? Good question and one that your Chapter Educator should be able to answer for you. Where do you find out about T-CLOCS? It's the N.17 form from rider education. So what does this all stand for?

T is for tires and wheels.

C is for controls, the levers, cables and hoses.

L is for lights, battery, lenses, reflectors, wiring and of course your headlamp.

O is for oil, checking levels and looking for leaks (what, GoldWings don't leak!).

C is for chassis, the frame, suspension (adjust for 2 riders if you're usually 1 up).

S is for side stand and center stand, what is their condition.

This is an important check before you head out and GWRRA has it in an actual checklist so you can go right down the sheet and check things off so you'll have confidence when you take off that all should be good and ready to go without any mishaps. What is cool is that Rider Education has a check sheet for trikes, side cars and trailers now as well so Educators download those forms and pass them out at your next Chapter Gathering, what a great way to assist your members!

Now that we are ready to go and we know where we are going to be going, what is next? Before you take off, do a personal check, are you ready for the ride? Do you have the right clothes for the ride, the right gloves, do your electrics work? There is nothing worse than getting all excited for a trip to be on the road and miserable because you're too cold or too hot! Be certain that you have invested in the proper riding apparel. That includes your over the ankle footwear and a great helmet. So look out for your personal safety and comfort so that your trip will feel as wonderful as riding the roads on a GoldWing truly is, there is nothing better than that!

A big trip that some of us will be taking will be to WingDing this year. A reminder that if you send in 10 registrations at the same time, same envelope each registration can take \$5.00 off. Appoint someone at your chapter to collect the registrations so they can bundle them up and send them 10 at a time so you'll get the discount (that's \$5.00 more to spend on safely chrome ☺). Be sure to get those registrations in well before the May 18th deadline so you can get the classes or tours that you want to sign up for as they are first come first serve.

Start saving your pennies and dollars now for all those wonderful vendors and just a suggestion...make a priority list of what you really want to buy at WingDing and then get that done first, then you'll know how much you have to spend on the "impulse" items. If you have never been to WingDing talk with someone who has gone before and let them guide you as the first time can be overwhelming!

So off we go on another great year full of exciting rides, great times and wonderful friends. So be safe, be happy, have fun and may the luck of the Irish be with you in this green month of March! Happy St. Patrick's Day to all and a pinch from me to you ☺!

CA2Q WHO'S Been Riding??

Chapter CA2Q 2009 Mileage Tracker**February 2009**

Name	2009 Starting Odometer Reading January	February Odometer	Miles Ridden in January
Androws, Bill	249228	249228	0
Androws,Linda	249228	249228	0
Camacho, John	19021	19730	709
Camacho, Edie	11800	12098	298
Coles, Sue	40724		-40724
Dutta, Joy	31250	31750	500
Dutta, Priti	31250		-31250
Fischer, Jack	25177	26654	1477
Foster, Steve	87429		-87429
Foster, Jacque	87429		-87429
Hallock, Tim			0
Heisler, Larry	31900	32300	400
Hole, Bob IOY	227000	228500	1500
Howland, Bruce	15039	15436	397
Howland, Susan	15039	15436	397
Jarumay, Alan	89424	90519	1095
Jarumay, Shirley	89424	89624	200
Johnson, Bill (BJ)			0
McComas, Pat			0
Montgomery, Sunny	25117	25650	533
Radtke, Mark			0
Reaves, Mike	25615		-25615
Sciacqua, Richard	74646		-74646
Sciacqua, Linda	74646		-74646
Smith, Jim COY	106078	106352	274
Smith, Lynda COY	106078	106078	0
Trademan, Mark			0

California District's Chapter Meeting Times and Locations

<u>Day & Time</u>	<u>City/Town</u>	<u>Meeting Place & Address</u>	<u>Chapter Directors</u>	<u>CD Phone</u>
First Saturday				
CA1A 8:30/9:15	Lancaster	Greenhouse Café, 1169 Commerce Center	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	Joe & Jeannie Akerman	559-594-5046
CA2R 9:00/10:00	Salinas	Sang's, 131 Main St	Pat & Wendy O'Keefe	831-646-9815
CA2W 8:30/9:30	Clovis	Home Town Buffet, 458 W. Shaw Ave	Ross & Paty Clyborne	559-635-0325
First Sunday				
CA1I 8:00/8:30	Covina	Covina Bowl, 1060 W. San Bernardino Rd	Don & Loraine Nunelly	909-592-1476
CA1R 8:00	Irvine	Knowlwood Restaurant, 14952 Sand Canyon	Tom & Vicki Lorenz	714-968-4393
CA1Y 8:30	Lompoc	Baker's Square, 936 North H St	Penny & Jeff Benda	805-735-4641
Second Saturday				
CA1F 8:00/8:30	San Diego	Broken Yolk Café, 1851 Garnet Ave	Robert & Eileen Callaway	858-581-3317
CA1L 8:00/8:30	San Luis Obispo	IHOP, 212 Madonna Road	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	Pine Tree Restaurant, 19601 Hess Ave	Mike & Ruth Burke	209-536-1318
Second Sunday				
CA1M 8:00/9:00	San Bernardino	Elks Lodge, 2055 Elks Drive	Larry & Sheree Tegel	951-443-2891
CA1Q 7:30/8:00	Buena Park	Hof's Hut, 7005 Knott Ave	Bob & Carolyn Montez	714-750-6067
Third Saturday				
CA1N 7:00/8:30	Oceanside	Grandma BB's, 539 Vista Bella	Gary & Kathleen Andrews	760-741-8230
CA1S 8:00/8:30	Ventura	Carrows, 2401 Harbor Blvd	Jim & Pat Moynagh	805-647-2924
CA2Q 7:00/8:30	Dublin	Carrows, 7505 Dublin Blvd	Alan & Shirley Jarumay	510-659-8239
CA2S 8:00	Milpitas	Marie Callenders, 333 S. Abbott Ave.	Robert & Irene Neitro	408-934-0408
Third Sunday				
CAC 8:00/8:45	Sacramento	Denny's, 7900 College Town Dr.	Neal Graham & Ginny Allison	916-454-5290
CA1D 8:00/8:30	Paramount	Elks Lodge, 8108 E. Alondra Blvd	Tim McShane	562-920-6564
CA1V 7:30/8:00	Victorville	Coco's, 15570 Park Ave	Karl & Lois Chavarria	760-244-4919
Fourth Sunday				
CA2K 8:00/9:00	Fairfield	Country Café, 2390 N. Texas St	Russ & Alley Caning	707-333-1249
Last Saturday				
CA1K 8:30/9:00	Van Nuys	Lulu's Café, 16900 Roscoe Blvd	J. David Gilman	818-362-8925

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.

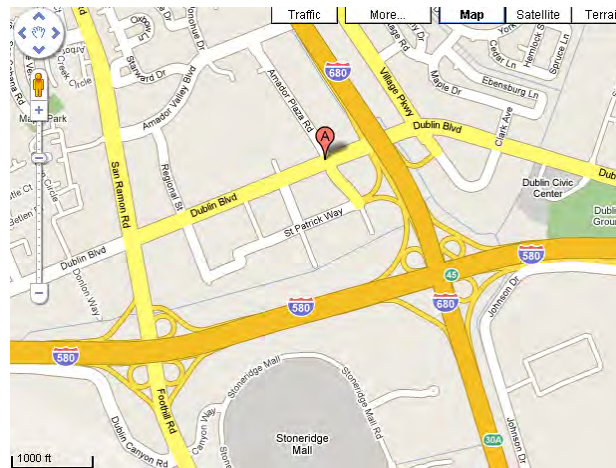
Chapter CA2Q meets on the 3rd Saturday of each month.

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](#)**