



CA2Q Tri-Valley Cross-Road Wings



May 2009

In This Issue

CA2Q Staff..... 2
 Chapter Director’s Message 3
 ACD Message.....4
 Historian’s Happenings 5
 Sunshine Corner 6
 CA2Q Member List..... 7
 Riding In Crosswinds (FrictionZone)..... 8
 Another View (Safety on the Road).....11
 Advertising – JBJ Cycles.....13
 Tech Tips (Setting your CB’s SWR.....14
 May Ride Report – The Westwing View.....18
 Golden State Gems 19
 CA2Q Mileage Tracker21
 Chapter Meeting Times and Locations..... 22
 Advertising – Wing Nut 23
 Directions to CA2Q Monthly Meeting 24

Ride Calendar

May 2009

- 02 CA2W Cinco De Mayo Rally
- 05 Cinco De Mayo
- 09 Star Motorcycle Group BBQ & Hog Roast
- 09 CA1K Rally
- 10 Mothers Day
- 16 CA2Q Chapter Meeting – 2 Bridges Ride
- 25 Memorial Day

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

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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



Hello folks!

The month of April had quite a few rides for us starting with the ride to Daffodil Hills. A beautiful area with... Daffodils everywhere!! We were joined by our friends from chapter CAC and CA2N. All told, there were over thirty bikes from our groups with the majority being CAC. But we held our own with ten. There were so many bikes I thought I was at a HOG ride... not really... it was too quiet.

Our April after-meeting ride to Yosemite was wonderful. It was a beautiful day with the roadway mostly clear making the ride that much more pleasurable. Because of his work schedule Gary Cooper hasn't been able to attend many chapter meetings the past few years but he was in attendance along with wife Linda. He also announced his retirement from the Fremont PD. Congratulations to Gary! They joined us for the ride and remarkable as it may be, Linda Cooper having lived in the Bay Area most of her life had never been to Yosemite. She was of course awed. I understand even more so with a special side tour provided by Bob Hole. There was also Rob Andrews (son of Bill & Linda) who joined us for the meeting and ride. He rode Bill's "Ole blue". A different experience for Rob who's more accustomed to his sport bike. Asked if he might be a convert... the answer was no surprise. The youthful blood wasn't quite settled enough for the embrace of a GoldWing.

We also had a ride to Mt Hamilton via Mines road and around to Calaveras road. A nice ride with a lot of twist and tight hairpin turns up and down the mountain. It's a great route to hone your skills. Not to mention the beautiful scenery. I was very impressed with one of our newest member Steve Pelovsky. His riding skill with his recently purchased 1500 has progressed very nicely. Steve hasn't really ridden motorcycles in quite a long time. He courageously took on a Goldwing but aptly decided to take the basic MSF course too. With Bill Andrews' mentoring and encouragement, he has come along quickly. It was a good ride for him up to Mt Hamilton but I'm sure it was a tense one. Nothing like butt time on the bike to help loosen our ride.

There was also the Region Rally "West Wing" held in Las Vegas this year. From all communications we've received it was a huge success. Our very own Susie Coles took third place in the Bike Show for the 1800 class. Congratulations Susie!!!

We've got a lot of events and rides scheduled for May including "Cinco de Mayo" with the "Wolfpack" of CA2W on the 2nd. There's the "STAR" motorcycle group's "Hog Roast" rally the following Saturday, our May meeting the next and a destination ride to "Columbia State Park" on the 30th put together for us by Pat & Paula McComas. Our Staff members are working hard on other events for the Chapter including a bike maintenance/picnic day. Information will be communicated as soon as details are nailed down.

Have a safe and trouble free riding everyone!

Alan & Shirley

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

*Your Chapter ACD's April update by John & Edie Camacho***Random thoughts from your ACD John.**

April started out with a short putt up to Daffodil Hill, a nice lunch and then to Clements for an ice cream stop at Choholics Store and Factory. There was a good selection of chocolate; however they were all out of chocolate ice cream. I am not sure how a choholics store and factory could run out of chocolate ice cream but they did, Rockyroad was the next best thing. Driving into work on Monday I get rear ended on Hwy 205, so it's off the bike for three weeks with a stiff neck and a banged up leg. So my riding partner and I have no riding stories for this month, but I will leave you with this.

You know it's time to wash your bike if...

The lawn mower is shinier than your bike.

The spray polish can has a ¼ inch layer of dust on it.

You're on a group ride and you get on Bob Hole's bike because it's cleaner than yours.

When your bike is so dirty you're told "that's an interesting paint job on your bike."

The amount of smashed bug on the nose of your bike looks like a relief map of the Rocky Mountains.

The nose of your bike is covered in ants eating the smashed bugs.

and one last word of wisdom just remember the last thing that passes through a bug's mind as it hits your bike is its butt.

Ride safe,
John

Ride Safe
John & Edie



Historian's Happenings May 2009

It seems our own CD, Alan, was the wing nut recipient for April, but I'm sure that winning the 50/50 pot helped ease the pain! As you have read from Alan's CD message, there's lots of folks riding, and lots of planned activities. But while the guys are riding, four girls spent an afternoon playing a very competitive round of miniature golf! Although it was dreadfully cold and windy, Linda A and Shirley both got a hole-in-one. Who-hoo! It was a leisurely afternoon, fun to laugh at ourselves, and enjoy the comraderie.



The May after-chapter-meeting ride will take you to South Yuba River State Park to see 2 historic covered bridges - Bridgeport (the longest covered bridge in California) and Freeman Crossing (a goldrush bridge). There will be a picnic lunch at the park, so you can either bring your own or buy a sandwich at the nearby Deli.

Jim Smith is leaving the end of May for an extended 2 month tour of the US and most Canadian provinces. He'll still continue to provide the monthly newsletter, but will also blog on Pashnit about his travel progress, interesting experiences, etc. I'll also follow him on the Spot Tracker.

Hope everyone is enjoying some beautiful springtime rides. Till next month, be safe!

Happy Riding,
Lynda

“Sunshine Corner” By Linda Sciacqua



**Birthdays and Anniversaries:
May and June**

May Birthdays

05 Linda Andrews

06 Kay Freebody

13 Sue Reynolds

May Anniversaries

25 Edie and John Camacho

26 Linda and Bill Andrews

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

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
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

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Ray & Carol Oeverndiek, AZ

Missouri

Mark Radtke

Nevada

Ed & Rosie West

Texas

Mark Kratz, TX

Utah

Dennis & Sherry Madsen

AS OF 3/31/09

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STREET SENSE

Riding in Gusty Crosswinds

by David L. Hough

I DON'T KNOW ANY motorcyclist who enjoys riding in gusty wind conditions. The wind slams the bike around in unexpected directions, and you have to be constantly on your guard to keep from being blown off the road or into oncoming traffic. At the end of a windy ride, I'm beat up, tired, and irritated. The problem is that I don't usually get the choice of riding or not riding on a windy day. Sometimes I'm out on the road when a storm blows through. To help you manage your bike in windy conditions, it's important to predict what the wind is going to do, and know how best to keep the bike under control.

You ordinarily can't see what the air is doing, but you can figure it out by studying the various 'tell tale signs' such as flags, tree branches, grass, or blowing dust. The direction of the wind dictates how it will affect the bike, and that determines what you'll need to do to keep it under control.

If you're out in open country with no windbreaks, you'll get the full force of the wind attempting to push the bike downwind. If it's a steady headwind, the affect is similar to riding at a much faster speed in still air. If you're doing 70 mph when you slam into a 50 mph wind gust, your wind speed will be 120 mph. You'll need to roll on a lot more throttle to maintain speed, and you'll burn a lot more fuel per mile.

Crossing the windy plains of South Dakota or Kansas, you may ride all day with the wind at the same relative angle. But when you're on a road that changes direction, you'll encounter the wind at different angles, and that affects the bike in different ways.

Staying in Your Lane

A gust from one side tends to push the bike over, and steer it downwind—which may be off the road or into the opposing lane. To stay in your lane, you need to regain balance. More specifically, you need to move the relative position of the contact

patches even farther downwind to balance wind force against gravity. And you need to do it quickly.

The most powerful way to control lean angle is by countersteering—steering the front wheel opposite the way you want to lean. So, if the wind from your left is pushing the bike over toward the right, you need to steer the front wheel even more toward the right (by pressing on the right grip) until you get the bike rebalanced.

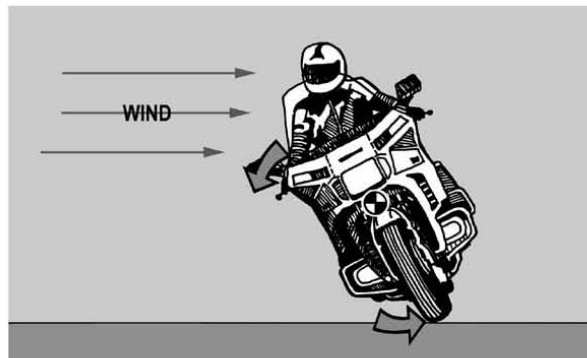
With the bike leaned over at an angle but going straight, it's going to feel 'funny' because the tire contact rings are more on the shoulders of the tread. Due to the geometry of the front end, the bike wants to steer itself back toward vertical, so you'll need to hold considerable

pressure on the upwind grip to keep the bike leaned upwind. In other words, to counter a strong wind from the left, you'll need to maintain pressure on the left grip.

If you haven't been paying much attention to this countersteering business until now, you'll probably have more trouble with gusting crosswinds. If you're in the habit of just thinking 'lean' and not consciously pressing on the grips, your response to a strong gust might be too little and too late. So, before you encounter a strong-wind day, I suggest you practice countersteering. We all countersteer, consciously or subconsciously. But to manage strong wind gusts it's necessary to make conscious, forceful, and quick steering corrections.

Of course, the wind is fickle. It can instantly change direction or force. If a strong gust from the side suddenly stops blowing, you'll need to quickly countersteer the bike upright to stay in your lane. For instance, you may be relieved when you ride out of a gusting wind into the still air in a tunnel, but you need to get the bike straightened out. And when you exit the tunnel you're likely to encounter a strong gust. It helps to plan ahead for the wind.

Even if the wind is strong and steady, you should expect the wind force and direction to change at the road level because of the way it bounces off obstructions. Air moves predictably over and around hills and large vehicles. For instance, if you have a

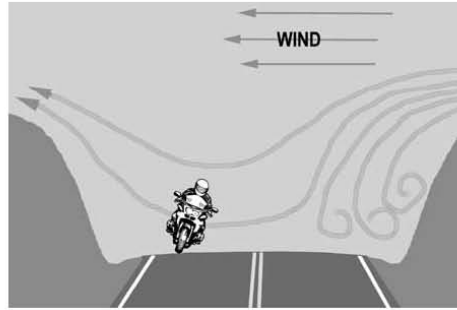


With the wind from the rider's right, pressing on the right grip steers the front wheel left until gravity is balanced against the force of the wind. Photos/illustrations by David L. Hough.

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STREET SENSE

hill on your right and the wind is from your right, there will be calmer air close to the hill, and more turbulence farther away. Even if you are in the lee of a windbreak, you shouldn't be surprised by the wind curling over and hitting the bike from the side that you assumed would be 'downwind.' If you are riding in the opposite direction, you should expect the wind to come over the top of the hill and slam into the bike just as if there were no windbreak.



Wind blowing over a hill tends to curl around and decelerate close to the hill, but blows up the opposite slope.

Trucks

Large vehicles (such as commercial trucks) can cause extreme turbulence. As with a hill, wind curls over and around a truck. If the truck is heading mostly upwind, the 'bow wave' of air spilling over the cab forces a blast that curls around the truck into a turbulent spiral on the downwind side. So, if you're riding alongside a truck and using it as a windbreak, use caution when attempting to pass it. You should expect a very strong and turbulent blast as you pull even with the cab.

If you are approaching an oncoming truck that's downwind of you, there won't be any surprises. But if the truck is upwind of you, expect a sudden, violent blast of air curling around the front of the cab as it passes you. The blast will be less violent farther from the cab, so move downwind as much as possible, get tucked in, and be prepared to quickly lean the bike upwind.

If you are riding into a strong headwind when an oncoming truck approaches, there will be almost no turbulence, since the truck is moving in the same direction as the wind.

The action of the wind can be extremely dangerous near cliffs. The wind bounces off the upwind face of a cliff and pushes laterally to allow the air to move around the obstruction. The reflected wind may be violent as it increases speed to move the compressed air mass. As you round a corner into a headwind, you should be prepared for an extreme blast bouncing off the cliff face.



A crosswind pushes the bow wave of air around the front of a truck to the downwind side.



If you're riding straight into the wind, an oncoming truck won't be pushing much air around, since it's moving in the same direction as the air. But the wind bouncing off that cliff on the right could be a big problem.

For example, let's say you are riding into a strong headwind on a road that winds around the cliffs along a river valley. You should be prepared for a strong wind blast just as you round the end of each cliff point. You might swear that the wind is malevolent and knows you are coming, but the reality is that the wind bounces off cliff faces whether a motorcycle is coming or not.

Avoiding Fatigue

It's easy to get fatigued riding through gusting winds. Part of that fatigue is from the physical strain of constantly pushing and pulling on the grips. Part is from the affect of wind noise on your hearing.

When you are fighting a gust, try to avoid 'strong-arming' the downwind grip. You need to use just enough muscle power to roll the bike into the wind. You don't want to be fighting yourself by resisting the steering input with the other hand. And you need to relax as much as possible to avoid overworking your arm or leg muscles. When a gust passes, intentionally flap your elbows to get your arms loosened up and wiggle your fingers on the grips to give them a moment of relaxation.

You should expect to become fatigued in fewer miles than when riding in still air. So, monitor your physical condition. If you notice that you are getting really tired, take a break somewhere to allow your muscles to relax. Don't forget to drink an adequate amount of water to replenish your system.

Wind buffeting your helmet will affect hearing, and hearing damage results in both fatigue and longer reaction times. Most riders are aware that wind buffeting causes a low frequency 'rumble' that gets louder with increased air speed, but not everyone realizes that wind noise can be as loud as a chainsaw.

Exposure to loud noise over time will typically cause fatigue. You may not be aware that you are being affected by the noise even when you feel irritable, angry, or disoriented. And your reaction time will be increased to about double your normal. For

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STREET SENSE

instance, if your normal reaction time is 0.75 seconds, your fatigued reaction time could be 1.5 seconds. At 60 mph, that's a difference of 66 feet—about the width of a typical intersection.

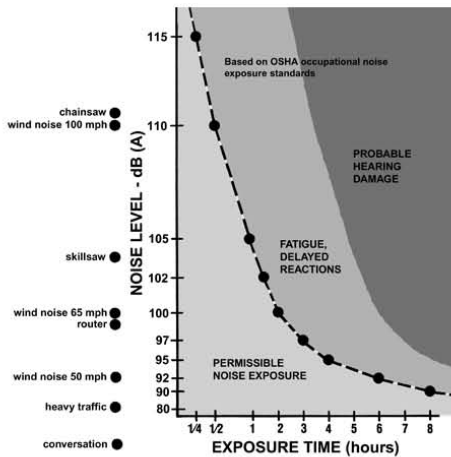
Since hearing damage is a function of both volume and time, there are some common sense exposure rules. Airspeed of over 60 mph for more than two hours will start to cause damage. If you're riding into a 30 mph headwind at a road speed of 60 mph, you'll be over the limit in less than an hour.

The most effective way to reduce wind noise is to wear earplugs in your ear canals. I wear earplugs on every ride, not just on windy days. There are a number of different styles of plugs, from throwaway foam to custom molded. The point is, be prepared ahead of time for the day when you get your turn to ride through a gusting crosswind. **FZ**



David L. Hough is a veteran motorcyclist, instructor, and journalist with more than a million miles of experience. Hough is one of the few motorcycle journalists who write about riding skills for public roads. He is the author of the best-selling book Proficient

Motorcycling, now in its second edition. Proficient Motorcycling is available at Barnes & Noble bookstores nationwide, from online retailers such as www.amazon.com and www.SoundRider.com, and directly from Bowtie Press (888.738.2665).



Noise exposure is a combination of loudness and time. You can tolerate a loud noise for a short time, or a low noise for a longer time. Good earplugs will reduce noise approximately one-third.

Editors Note: As most CA2Q chapter members know I participate in a number of motorcycle boards and ran across the following posting this last month. It's a fine reminder of things we all need to be aware of when we are on our scoots.

Another View

1. Assume you're invisible

Because to a lot of drivers, you are. Never make a move based on the assumption that another driver sees you, even if you've just made eye contact. Bikes don't always register in the four-wheel mind.

2. Be considerate

The consequences of strafing the jerk du jour or cutting him off start out bad and get worse. Pretend it was your grandma and think again.

3. Dress for the crash, not the pool or the prom

Sure, Joaquin's Fish Tacos is a 5-minute trip, but nobody plans to eat pavement. Modern mesh gear means 100-degree heat is no excuse for a T-shirt and board shorts.

4. Hope for the best, prepare for the worst

Assume that car across the intersection will turn across your bow when the light goes green, with or without a turn signal.

5. Leave your ego at home

The only people who really care if you were faster on the freeway will be the officer and the judge.

6. Pay attention

Yes, there is a half-naked girl on the billboard. That shock does feel squishy. Meanwhile, you could be drifting toward Big Trouble. Focus.

7. Mirrors only show you part of the picture

Never change direction without turning your head to make sure the coast really is clear.

Mirrors only show you part of the picture.

Mirrors only show you part of the picture.

8. Be patient

Always take another second or three before you pull out to pass, ride away from a curb or into freeway traffic from an on-ramp. It's what you don't see that gets you. That extra look could save your butt.

9. Watch your closing speed

Passing cars at twice their speed or changing lanes to shoot past a row of stopped cars is just asking for trouble.

10. Beware the verge and the merge

A lot of nasty surprises end up on the sides of the road: empty McDonald's bags, nails, TV antennas, ladders, you name it. Watch for potentially troublesome debris on both sides of the road.

11. Left-turning cars remain a leading killer of motorcyclists

Don't assume someone will wait for you to dart through the intersection. They're trying to beat

the light, too.

12. Beware of cars running traffic lights

The first few seconds after a signal light changes are the most perilous. Look both ways before barging into an intersection.

13. Check your mirrors

Do it every time you change lanes, slow down or stop. Be ready to move if another vehicle is about to occupy the space you'd planned to use.

Scan 12 seconds ahead for potential trouble.

Scan 12 seconds ahead for potential trouble.

14. Mind the gap

Remember Driver's Ed? One second's worth of distance per 10 mph is the old rule of thumb. Better still, scan the next 12 seconds ahead for potential trouble.

15. Beware of tuner cars

They're quick and their drivers tend to be aggressive. Don't assume you've beaten one away from a light or outpaced it in traffic and change lanes without looking. You could end up as a Nissan hood ornament.

16. Excessive entrance speed hurts

It's the leading cause of single-bike accidents on twisty roads and racetracks. In Slow, Out Fast is the old adage, and it still works. Dialing up corner speed is safer than scrubbing it off.

17. Don't trust that deer whistle

Ungulates and other feral beasts prowl at dawn and dusk, so heed those big yellow signs. If you're riding in a target-rich environment, slow down and watch the shoulders.

18. Learn to use both brakes

The front does most of your stopping, but a little rear brake on corner entry can calm a nervous chassis.

19. Keep the front brake covered--always

Save a single second of reaction time at 60 mph and you can stop 88 feet shorter. Think about that.

20. Look where you want to go

Use the miracle of target fixation to your advantage. The motorcycle goes where you look, so focus on the solution instead of the problem.

Check your mirrors every time you change lanes.

Check your mirrors every time you change lanes.

JB CYCLES, Inc.

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Tech Tips

Setting your CB's SWR

Setting the SWR of Your Antenna

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SWR (standing wave ratio), is a measurement of how efficiently your antenna system will radiate the power available from your radio. In simple terms, your radio would like to radiate all of its power, but can only do so if the other components cooperate. Bad coax and mounts, or inefficient antennas and ground plane can cause system bottlenecks. The easiest way to understand the concept is to think of it in terms of water flow. That is, if you put a one inch faucet on a two inch pipe, your potential output will be restricted by the one inch outlet. So goes antenna systems. Setting your antennas SWR will reduce the restriction of radiated power.

If all radios only transmitted on one channel, it would be a much easier task to design antennas. As it is, on CB alone, there are 40 channels to contend with. Mobile antennas can only be made to resonate at one specific frequency (channel). The goal of the antenna manufacturers is to build the antenna to resonate at a frequency in the middle of the available band (channel 19 on CB) and make it broad- banded enough to keep the off-frequency related SWR at the two extreme ends of the band below 2.0:1. It should be noted that if you communicate on one or two adjacent channels anywhere within the band, you can tune your antenna to achieve optimum performance on those channels. Most people, however, prefer to use the entire bandwidth when tuning.

IMPORTANT INFORMATION

Although the rubber tip on wire-wound antennas must be removed as part of the tuning procedure, it **MUST** be on the antenna and fully seated during **ALL** measurements of SWR. If you tune your antenna with the tip off and put it on afterwards, the SWR **WILL** change. To make the task of repetitive tip removal easier during the adjustment procedure, apply a soapy water solution at the first opportunity. After the SWR is set, remove the tip, wipe the antenna and inside the tip dry before final installation. You may also spray a light coat of common hair spray to the top of the antenna as a final step to help keep the tip in place during incidental contact with tree limbs.

THINGS YOU WILL NEED

1. Knowledge of what not to do read previous sections.
2. Properly installed antenna system (mount, coax and antenna) that was made for the type of radio you will be using and has been tested for shorts and opens in continuity. (See "Testing Continuity")
3. Functional radio.
4. SWR meter. (See "SWR Meter Hook-Up")
5. Short piece of coaxial cable (jumper) with PL-259 connectors on both end.

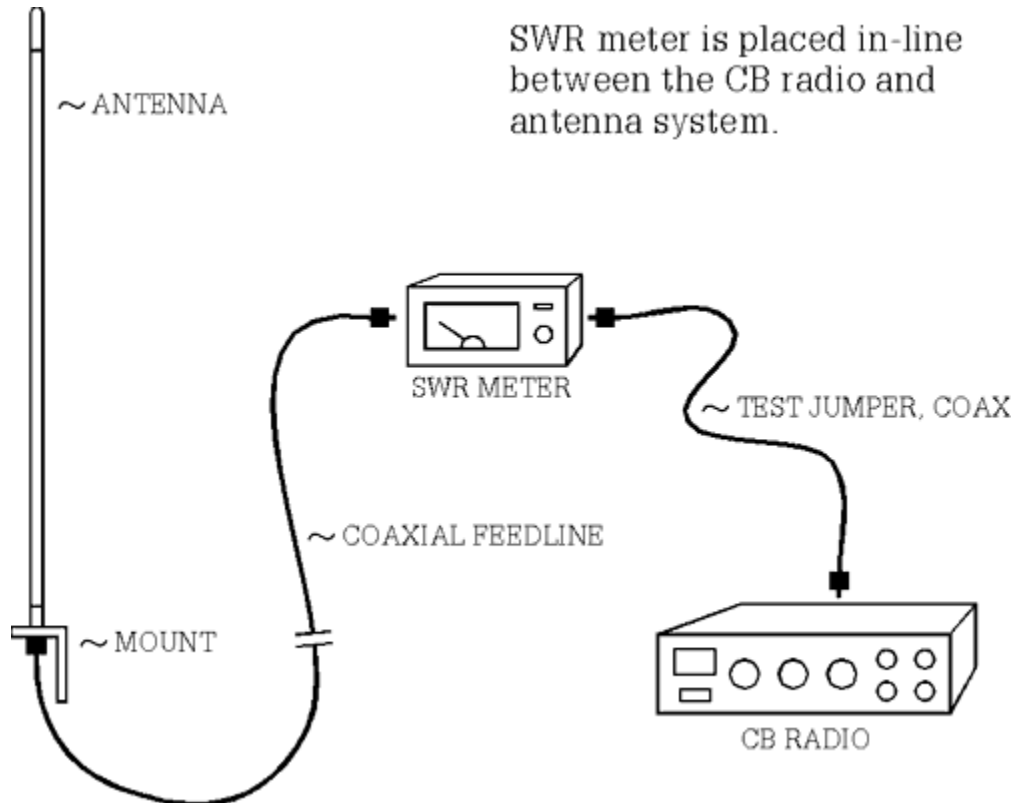
SWR METER HOOK-UP

The SWR of the antenna, without feedline, can be measured by placing the SWR meter in-line at the antenna instead of at the radio. However, the coax can help or hinder performance. In the end, your SWR should be checked at the radio end because all components will be a part of the final operational system being used.

SWR TESTING REMINDERS:

1. Remember to check for continuity, shorts and opens in your coax and mount installation first.
2. Take measurements in an open area with the vehicle's doors and hatches closed.
3. All measurements should be taken with antenna tip on, unless you do not plan to use the tip in normal use.

THE SET UP



If already connected, disconnect the coaxial cable from the radio. Connect the coax cable that normally connects to the back of the radio to the SWR meter connector marked "Antenna" or "Ant". Now, connect one end of the jumper cable to the back of the radio and the other end to the SWR meter connection marked "Transmitter" or "Xmit". Your SWR meter is now in series (in-line) with your radio and antenna.

Since you've already read the previous parts of this pamphlet, you should now have your vehicle in an open area, with all doors closed. Turn your radio on and tune to channel one or the lowest channel on your radio. If your radio has side band operation, make sure you are in AM mode before doing SWR tests.

The following assumes that your SWR meter has a standard set of switches, knobs and meters. That is, there will be at least one switch with the marking Forward (FWD) in one position and Reference (REF or SWR) in the other. There will also be a knob or sliding controller marked "Set" or "Adjust". Most meters come with full instructions. If the common configuration does not match your meter you will need to rely on the meters manual for assistance.

With the radio on the lowest channel (1 on CB) and the SWR meters switch in the Forward (FWD) position, depress the transmit switch (key up) located on the microphone. While holding the unit in this transmit mode, adjust the meter needle to the set position using the Set or Adjust knob on the meter. As soon as the needle is in alignment with the corresponding mark on the meter face, flip the switch to the Reference (REF) position. The meter is now showing your SWR on channel one. Note the value and quickly release the microphone switch. Record this reading on your paper to the nearest 1/10th. i.e. 1.8, 2.3, 2.7, 1.4, etc.

Now, switch your radio to the middle channel (19 on CB). Place the meter switch in the Forward (FWD) position, depress the microphone switch and adjust the meter to place the needle on the Set position of the meter face. Once in the set position, place the meter switch in the Reference (REF) position and note the reading. Release the microphone switch and write this value down to the nearest tenth of a point. Note: If your antenna system is closely matched to the radio you may get little or no movement from the meter needle on this channel. This is normal.

Finally, place your radio on the highest number channel (40 on CB). Place the meter switch in the Forward (FWD) position, depress the microphone switch and adjust the meter to place the needle on the Set position of the meter face. Once in the set position, place the meter switch in the Reference (REF) position and note the reading. Release the microphone switch and write this value down to the nearest tenth of a point.

With these three readings, you can determine many things about your system. For instance ...

- If SWR on channels 1, 19 & 40 is below 2.0, your radio can be safely operated on any channel without causing damage to the radio's circuitry.
- If SWR on all channels is above 2.0 but not in the "red zone" (normally over 3.0), you may be experiencing coaxial cable reaction (bad quality, wrong length, etc.), insufficient ground plane, or have an ungrounded antenna mount.
- If SWR is in the "red zone" on all channels, you probably have an electrical short in your coax connectors, or your mounting stud was installed incorrectly and is shorted. **DO NOT USE YOUR RADIO UNTIL YOU HAVE FOUND THE PROBLEM.**
- If SWR on the lowest channel is higher than it is on the highest channel, your antenna system appears to be electrically short. See the following section title "Adjusting Short Antennas".

ADJUSTING LONG ANTENNAS

If the SWR on channel 40 is greater than that on channel 1, your antenna is considered to be "LONG" and reduction of physical height and/or conductor length will correct this situation. Depending upon antenna model, this entails screwing down the tunable tip (Illustration #1: Firestik II, Firefly), or, removing the tip, making short slits in the plastic covering and unwinding and clipping off wire (Illustration #2: Firestik, Road Pal). Firestik Designer Series antennas require loosening the allen screws and lowering the metal whip (Illustration #3).

ADJUSTING SHORT ANTENNAS

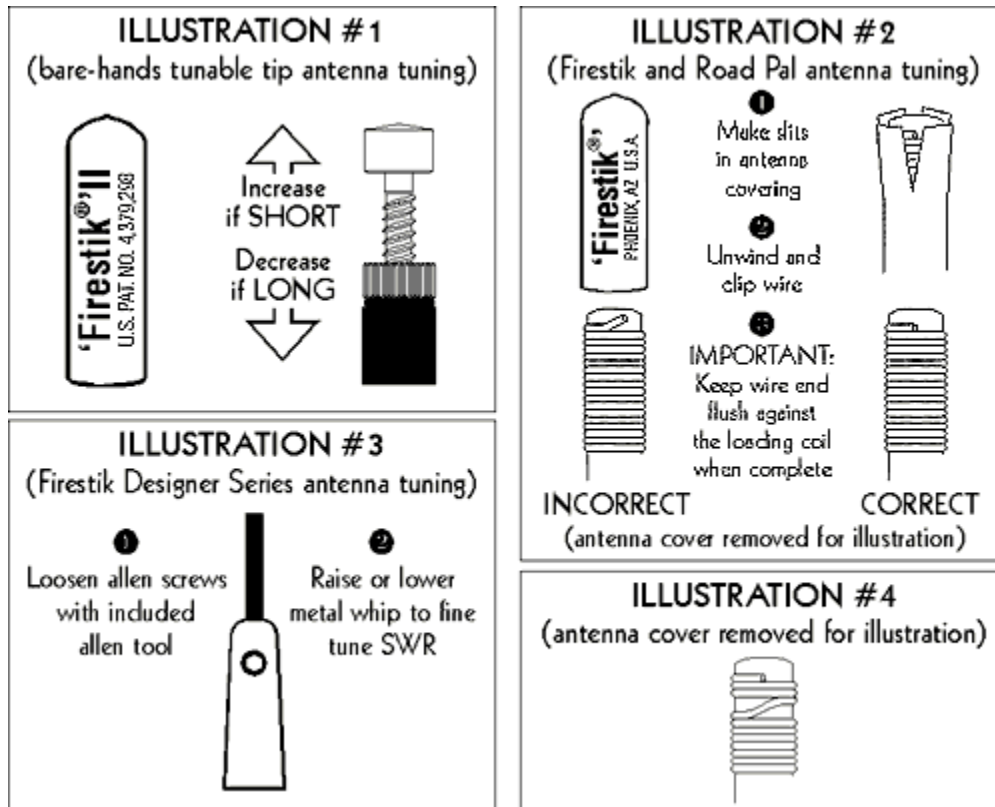
If SWR on channel 1 is greater than that on channel 40, your antenna is considered to be "SHORT" and increasing the physical and/or electrical length of the antenna is required to correct this situation. Because we make our antennas extra long, readings which indicate "Short" normally stem from ground plane deficiency (lack of vehicle metal surface for the antenna to reflect its signal rom). This condition is often corrected by adding a spring and/or quick disconnect to increase the physical height. Ground plane deficiencies can also be compensated for by using dual (co-phased) antennas or special no-ground-plane antenna kits.

Lengthening of the Firestik II and Firefly is accomplished by turning the tuning screw further out (Illustration #1). On Firestik and Road Pal models, it requires tip removal, short slits in the plastic covering and, the separation and upward repositioning of three or more wire turns (Illustration #4). Firestik Designer Series antennas require loosening the allen screws and raising the metal whip (Illustration #3).

NOTE: The shorter the antenna, the more sensitive it is to adjustments. For example, removing two wire turns on a 4 foot antenna might move the SWR by 0.3; the same amount removed from a 2 foot antenna may move the SWR by 1.0. Make smaller adjustments on shorter antennas.

DUAL ANTENNAS

Measurements and determination of short or long conditions are the same as the single antenna procedure. However, when tuning co-phased antennas, if you adjust one antenna, it is advisable to adjust the other in equal amounts to keep them in perfect balance.



A printed copy of the Firestik® catalog is available free. All we need is your request and a mailing address. Our 32 page booklet titled "Measuring SWR and Things Every CB'er Should Know" is available for \$3.00. Or, if you have a UPC from a Firestik® antenna or complete antenna kit, the booklet may be purchased for \$1.00 when sent with UPC.

Firestik Antenna Company - 2614 E Adams St - Phoenix, AZ 85034 - (Tel) 602-273-7151 - www.firestik.com

Last Revised: June 6, 2006

April Ride Report →

Susie Coles – Westwing Rally!

The Tuesday before the special weekend was the windiest ever, luckily the ride to Bakersfield the next day was pretty good with the wind at my back. The ride over the Tehachapi's was clear and cool and it finally got warm in Baker. It stayed cool enough to keep the jacket on but without the liner. Just over the last pass into Vegas is Nipton rd and because of road construction I took Nipton rd to hwy 95 and into Henderson.

The Sunsat Station casino is not just a casino hotel, it has everything in the way of entertainment. Food movie theaters, bowling, food, slot machines, gambling tables, a few shows and more food. My room was on the 11th floor but only half way up the tower. I could see down onto the bikes in the parking lot and the lights of the city were great. Quite a few vendors selling chrome and bike goodies along with pinstripers, shirts, jewelery and more. It was fun to walk in the lot and check out the bikes and trikes. I thought Tom Jefferies had a lot of lights but after seeing a nice champagne wing with even lights in the tail pipes, well, he had way more lights and it looked really good at night except there was no light parade. Another bike in the California Drill team had some cool lighting, strobes that flashed in sequence for the front and rear along with multi colored LED's everywhere.

The bike judging was not so good, instead of 3 classes for each wing they had one for 1500's one for 1800's and one for trikes along with an out rider class. I competed with other 1800's with murals and trailers. But the best part was the Semi-Pro talent show where all performers will be on the "America's got Talent" TV show. The drill team was a hit with a rider doing all kinds of tricks while the bike never stopped. No hands, sitting on the passenger seat, reading a magazine, pouring himself a drink and taking on passengers. Then the team went through their performance and with the ladies riding inbetween the bikes it was wuite a different show.

The only bad part was the closing on Sunday and the boring wait until 11. When it finally finished at around 1pm I got on the bike and got stuck in 3 parking lots trying to get out of Vegas and into California. Traffic at the state line was backed up, trying to get through the agriculture station made me split lanes for about 3 miles (with trailer) and another mile of almost stopped traffic getting into Barstow. I took the Old hwy 58 and breezed through with hardly anyone else. I finally got to check out the new Holiday Inn Express in Tahachapi and I had a very pleasant ride home on Monday. They said next year there will be a normal Regin Rally on Memorial weekend and another West Wing rally in Vegas.

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

So much is going on and so little time to do it all! That is certainly how we feel right now and we're sure you are feeling some of it as well. Rally in the Valley was as great as anticipated and they had a great turn out of approx. 275 Wingers! Great job to Chapter 1R and in particular, Cathy Diaz the event chairperson, CD's Tom and Vicki, ACD's Rick and CJ and to everyone else that helped to make it a great success. Multi-day events are a lot of work and the Chapter did a great job.

Then we had our multi-events weekend with CA1L and 1Y and the Region Rally. We want to thank Rene Johnson for being the District Representative at the Region Rally and to all those who helped her with the tasks. We want to congratulate CA1L for winning the Region website award, YEAH!!!! We want to let our California COY's, Pat and Bonnie Singer and IOY, Bud Budavari know how much we appreciate them and how proud we were to have them represent California in the competition for Region COY and IOY. Although they did not win (COY is from New Mexico and IOY from Arizona) we will always know that we really do have the best here in California! Thanks to all who went and supported the Region Rally.

As you were out in the desert, the rest of us were looking for Pirate treasure along the San Luis Obispo coast with CA1L. What a fantastic turn out and what a beautiful day, we couldn't have asked for more. During the fantastic bbq lunch, John and Joan Garrett, District Educator enlarged our staff by installing Keith and Susie Shirley as Assistant District Educators. We are getting such a great staff working all over the state that I know that we are making a difference one member at a time! As we left beautiful San Luis Obispo, Jeff Benda took us on a ride back to Lompoc. I hope that all of you from 1S, 1L and 1Y go out riding a lot as you have beautiful countryside to explore. We went to our traditional dinner at the Hitching Post in Casmalia and it was awesome! We woke to another beautiful day as we arrived at 1Y's Flower Ride. The flowers were out for us and the ride was excellent. The temperature was climbing a bit but the company was the best. For those of you who were there, you know that I won a baby ☺ and JR won tires, YEAH us!!! Pennye insisted that I give the baby back but I believe I still have visitation. JJ, our youngest Winger is a beautiful baby girl that Jeff and Pennye are adopting and we wish them well with their new family!

Coming up on the busy schedule will be the Lucy and Monte's dinner to benefit Ride for Kids on Sat. 4/25; Rendezvous with Q on Sunday 4/26; 2W's Cinco de Mayo event on 5/2; and then we get a break after riding the Malibu hills with 1K's Mother's Day ride on 5/9. Some of you who are newer to GWRRA may not understand why I promote the events and then support them. There are couple of great reasons: one is we get to visit with all of our great GWRRA friends that we don't live next door to so we don't get to see them often. If you are newer you haven't met all those great friends yet but all you have to do is to come to an event and you'll meet them, then you'll be an active part of the GWRRA family! The second reason is that this is the chapters fund raiser. This is how they make the money to continue what they offer at their local chapter and often times they also support a charity. We all have to do fund raisers, even the District with our District Rally on Sept.4-6, as there is no funding from National to run our Districts or our Chapters, we are self sufficient so these poker run/chapter and District events are critical to our survival. So we urge your support, but more importantly come out for the fun and the friendships as those are priceless!

I want to introduce you to a new policy that has been adopted at GWRRA. This policy effects our Rider Education program so in fact it effects all of us. I believe most of you know that GWRRA has a not for profit status and that is achieved through our education goals with Rider Education. This is what sets us aside from other organizations is our commitment to assisting each other with better riding habits and then through riding skills with our ARC and TRC classes (Advanced Rider Class and Trike Rider Class). To that end GWRRA has revised it's Rider Education manual and also came up with a PLP (Parking Lot Practice) Facilitators program. This will be a phased in program in California and we have chosen Ralph Richardson to head up the Facilitators. I am going to conclude my article with John Garret's

letter to all the Educators dated 3/27/09 so you will all become acquainted with our newest program.

We'll see you all at the next events and as always, be good to yourself, each other and give as many GWRRR happy hugs as you can, this will make a much happier world ☺

March 27, 2009

To: All California Chapter Educators, Chapter Directors, District Officers and Region F Educators.

From: John & Joan Garrett
CAL. District Educator
P. O. Box 887
Sun City, CA 92586
John's Cell: (951) 505-5335
Home: (951) 679-4987
Email: john@garrett.bz

Reference: GWRRR Rider Education Program Handbook, Ninth Edition, Dated March 2009, Sections H.2, H.2.1, H.2.2, and Sections I.2, I.2.1.1, I.2.1.2, I.2.2

Subject: GWRRR District California Parking Lot Practice (PLP) Facilitator Program startup letter.

Dear Members;

This letter hereby establishes the subject PLP Facilitator Program in the California District as it is defined in the Reference sections H.2, H.2.1. Section H.2.2 which defines Sanctioned PLP will not be used in California unless requested through the District Educator and approved by the Region Educator.

All chapters will continue to hold informal type PLP's with the following guidelines:

- All PLP's including the informal type must be held using the directions and range exercises identified in the Motorcycle/Trike PLP Guides. The Guides are located in the Educator's Toolbox under PLP Facilitator Program and are printable. The web site address is <http://www.gwrra.org/regional/ridered/officerpage.html>
- Absolutely no teaching or coaching is allowed on the range.
- PLP waiver forms must be filled out by all participants.
- All incidents must be recorded using the PLP Accident/Incident Report.
- PLP Student Evaluation forms need to be completed and sent to the District Educator.

On a temporary basis, we will continue to use the Chapter Educator, or a person that has been holding the PLP in the past, until Facilitators can be identified, trained and designated. The objective will be to have the people who are now giving the PLP's to become qualified Facilitators.

With the concurrence of the California District Educator, the California District Director and the Region F Educator, Ralph Richardson, California Assistant District Educator, has been selected to head up the PLP Facilitator Certification Program in accordance with the Reference sections I.2, I.2.1.1, I.2.1.2, I.2.2. He will be assisted by Gordon Flowers, Rick Kagamaster, and Mike Maury. After the three members of the PLP Facilitator Qualification Team are grandfathered by GWRRR National and briefed by Ralph Richardson, they will be empowered to qualify PLP Facilitators.

Ralph Richardson will prepare a program plan and schedule for the above activity as soon as is practical. This is being done to comply with the new requirements established by GWRRR Rider Education and to benefit and protect our membership. We appreciate your cooperation and if you have questions please contact me or Ralph Richardson at GWCAPLPGUY@GWRRR-CA.ORG.

Best Regards,

John Garrett
GWRRR California
District Educator

Chapter CA2Q 2009 Mileage Tracker

April 2009

Name	2009 Starting Odometer Reading February	March Odometer	Miles Ridden in February
Androws, Bill	249228	249228	0
Androws,Linda	249228	249228	0
Camacho, John	19730	21203	1473
Camacho, Edie	12098	13571	1473
Coles, Sue IOY	40724	40724	0
Dutta, Joy	31750	31750	0
Dutta, Priti	31250	31250	0
Fischer, Jack	26654	29704	3050
Foster, Steve COY	87429	87429	0
Foster, Jacque COY	87429	87429	0
Hallock, Tim			0
Heisler, Larry	32300	32828	528
Hole, Bob	228500	230700	2200
Howland, Bruce	15436	15635	199
Howland, Susan	15436	15635	199
Jarumay, Alan	90519	91460	941
Jarumay, Shirley	89624	89724	100
Johnson, Bill (BJ)			0
McComas, Pat			0
Montgomery, Sunny	25650	26563	913
Radtke, Mark			0
Reaves, Mike	25615	25615	0
Sciacqua, Richard	74646	74646	0
Sciacqua, Linda	74646	74646	0
Smith, Jim	106078	108240	2162
Smith, Lynda	106078	108240	2162
Trademan, Mark			0
			0
			0
			0
Warren, Mike	8500	8500	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	Fresno	Brooks Ranch Rest., 4131 S Chestnut 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	Taco Roco, 1140 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	Norco	Hidden Valley Golf Club, 10 Clubhouse Dr.	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

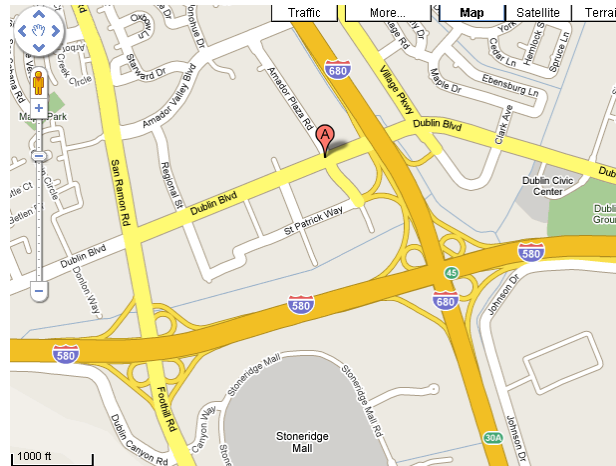


The Sport TRIKE is the result of Gold Wing riders' requests. It is in a sense, the ultimate Gold Wing accessory.

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