



CA2Q Tri-Valley Cross-Road Wings



October 2009

Ride Calendar

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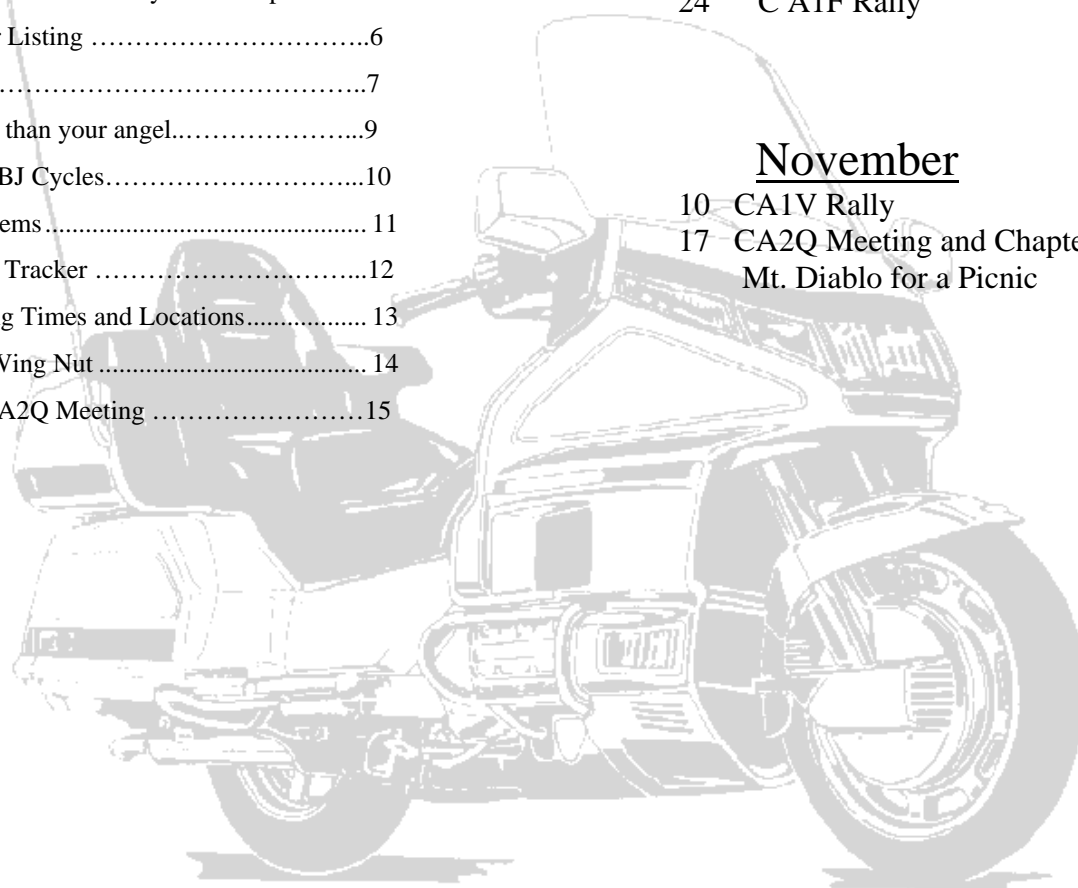
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October

- 01-10 Ride to Mark Kratz’s Ranch
- 03 CAC Rally
- 17 CA2Q Meeting and Ride
- 24 C A1F Rally

November

- 10 CA1V Rally
- 17 CA2Q Meeting and Chapter ride to Mt. Diablo for a Picnic





Chapter Director's Message

Alan & Shirley Jarumay



Fall has officially arrived and some spectacular rides are out there for us to enjoy. Just a year ago we had a Chapter ride over to Bishop, CA to see the fall colors. You can never tire of seeing the turning leaves so get out there and enjoy them.

The September Chapter meeting was lively as usual and many of our members shared experiences. Our friend Victor Tibbs of Star Chapter 186 came to visit and we always enjoy having him join us. He's been on the mend from a neck surgery doctors believe may be due to the riding position on his cruiser bike. Victor is giving some thought to possibly moving to a Wing for a more ergonomic and healthier riding position.

We started the meeting early to allow us extra travel time to ride over to take part in Chapter CA2N's rally. The Rally was held at Long Barn Lodge with an elevation of approximately 5,000 ft. The area was lush green with trees which we found to be very pleasant and seemed to have a calming effect on many of us. There was a large turnout for the event. The tri-tip was delicious and there were many homemade desserts to choose from. The bakers of CA2N out did themselves. As always there were a large number of door prizes and this year I would say Linda Andrews truly made a haul. I believe she had 4-5 prizes for Bill to fit onto the cycle to get home. Alan and I were quite happy as we were the proud winners of a beautiful water color painted by Ruth Burke. We managed to get it home with the help of Rich and Linda Sciacqua and will be hanging it in a special spot in our home.

The first week of October a contingent of some of our members are riding to Texas to see fall color along the way and to visit the ranch of Mark Kratz. I'm certain there will be fun stories to be told by the group when they return. Perhaps even a Wing Nut nomination. Also the first weekend of October there are two rides that some of our members will be participating in. October 3 is Chapter CAC's "Harvest Run" rally in Mather, CA. The very next morning is the Northern California's "Ride for Kids" event which is being held at Solano College in Fairfield. This year's ride route will be through Napa which should be beautiful.

You will certainly want to plan to join us for the ride after our Chapter meeting on October 17. We will be riding to High Hill Ranch in Placerville. The route will take us off main highways once we get to Stockton. High Hill Ranch offers a fun time with a general store, crafts, and of course, apples.

Last, everyone should begin thinking about rides they'd like to take next year. We will soon be scheduling a planning meeting and would love to have a large number of people come and help make plans for 2010. Everyone's input is important to planning a great riding season for the Chapter. Consider not only suggesting a ride, but planning the ride for the group as well. It really isn't difficult and there are many folks to help you set it up.

See you all on the road.

Shirley Jarumay

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



Historians Happenings

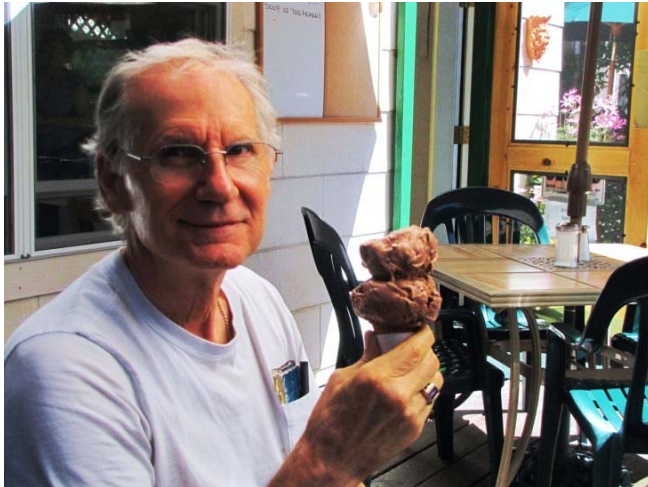


Historian's Happenings October 2009

One of my jobs as Chapter Historian is to report statistics, and other than mileage, milestones, and trips, there's one in particular that deserves mentioning. It seems that our CD Alan overwhelmingly won the wing nut at our last meeting. It was a simple case of "open mouth, insert wing nut"! There was a comment about when Alan rides, his feet are positioned on the highway pegs, and from the back, he looks like a "wide load". Alan's retort was that it was just Shirley! Yikes! Wing nut deserved! But none-the-less, this makes the 4th time inside of a year that Alan has had the honors. Do give him a call.

After about a year of planning a ride to visit Mark Kratz in Texas, the time is finally here. Quite a few members are making the trek, and we're looking forward to hearing the stories. Please don't adopt the saying – what happens in Texas, stays in Texas. We want to hear it all.

After replacing the alternator in Jim's bike, Bill and Jim took an



impromptu day ride over Ebbett's Pass to 89 to Markleeville. There they had lunch at Wolff Creek, and of course enjoyed an ice cream. They came back over Carson Pass, Hiway 88, they were just about a week too early to see spectacular fall color.

Linda Sciacqua and I signed up to take a BRC class (Basic Riders Course) in October. We'd welcome anyone else to join us. My Schwinn bicycle is the closest I've come to commanding 2 wheels, so I know I've got lots to learn.

Hope you'll all enjoy some beautiful fall rides.
Your Happy Historian,
Lynda

“Sunshine Corner” By Linda Sciacqua



**Birthdays and Anniversaries:
October and November**

October Birthdays

07 Lynda Smith

15 Susan Howland

October Anniversaries

01 Priti Hansia and Joy Duta

05 Bob Hole and Sue Reynolds

08 Keith and Jayne Herzog

November Birthdays

01 Jacque Foster

03 Bruce Howland

07 Pat McComas

No November Anniversaries.

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

*Get Well

*Congratulations

*Sympathy

*?????

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



CA2Q Chapter Member List

Dublin

Mike Reaves

Castro Valley

Jack Fischer & Sunny Montgomery
Larry & Rita Heisler

Fremont

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

Hayward

Mark Trademann

Livermore

Bill & Linda Andrews
Carlos Dias

Steve & DonaLee Polovsky

Milpitas

Pat & Paula McComas

Mountain View

Susan Coles - **IOY**

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 Ramon

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

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

Missouri

Mark Radtke

Texas

Mark Kratz

Utah

Dennis & Sherry Madsen

as of 09/27/09

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MOTORCYCLE TRAVEL AND INFORMATION

REPRINTED FROM AUGUST 2009

FRICITION ZONE IS A MONTHLY MOTORCYCLE MAGAZINE

STREET SENSE

Managing Edge Traps, Changing Surfaces, and Railroad Crossings

by David L. Hough

WHILE WAITING FOR A dealership to open, I struck up a conversation with two other riders. One was waiting to purchase some tune-up parts. The younger (and cockier) of the two explained that he was awaiting an estimate on his recently crashed bike. He explained that he had been motoring home on his usual route when he encountered a patch of loose gravel and crashed. It was after dark, the gravel wasn't there the previous day, and he was riding at his usual aggressive speed. He had been riding since he was 12 years old, and offered his opinion that he was a highly skilled rider.

As he explained the crash, the 18-year-old rider quickly morphed his tale of woe into a tirade. There should have been more warning signs, maybe even lights. The county shouldn't have spread gravel on a paved road. He intended to sue the county, the state, and anyone else he could find. And he kept repeating, "It wasn't my fault."

This same scenario repeats itself thousands of times each year all across the country. The recurring themes are, *I'm a good rider*, *The hazard shouldn't have been there*, and *It wasn't my fault*. Legally, we might not be at fault for crashing on unexpected hazards, but I suggest that avoiding pain and expense is the important issue. Whether it's legally your fault or someone else's is a moot point when you're being carted off to the ER after a crash. If you want to avoid the pain, indignity, and expense of a crash, it's necessary to take control of the situation. To put this another way, the responsible party is whoever is holding the handlebar grips at the moment.

When I'm riding the backroads, I probably expend half of my attention on the road surface. I know what the traction is like under my tires at the moment. What I *need* to know is what the traction is like several seconds *ahead* of the bike. The key is to

look for changes in the appearance of the surface. Specifically, I'm looking for changes in color or texture.

For instance, loose gravel will have a coarser texture and often a darker color. If the surface ahead has a different appearance, I reduce my traction demands (speed and/or lean angle) until

I get there and figure out what the appearance change really means. I can conserve traction by slowing, choosing a different line, and avoiding sudden control inputs. For what appears to be loose gravel, I try to pick a line that puts my tires on the most tractable surface. If it's in a corner, I reduce speed to reduce lean angle.

Some very hazardous surface problems are visible, but the danger may not be obvious. A raised pavement edge can be especially dangerous—say at the edges of a lane that has been prepared for repaving. A raised edge can trap the front tire and either allow it to slide along the edge or turn the wheel parallel to the edge. In either case, it's extremely difficult to maintain balance. Once your front wheel is trapped by the edge, there isn't much you can do to regain balance. It's all

but impossible to ease up over a raised edge at a narrow angle. The technique for crossing an edge trap is the same as for bouncing up over a curb. Swing away and then attack at a wider angle, preferably 45 degrees or more.

Railroad crossings and streetcar tracks also present some challenges. Remember, balancing a two-wheeler is a matter of steering the front wheel contact patch. If you lose steering, you lose balance. The slippery rails can allow your front tire to slide sideways or even catch in a slot between two rails. Railroad grade crossings have very obvious aprons on the sides of the rails to provide a smoother crossing, but it's not always obvious how treacherous the aprons can be for a two-wheeler.

The most hazardous grade crossing is when the tracks are parallel or nearly parallel to the traffic lane. There are many situations where the highway crosses the tracks in a curve, where normally a bike would be leaned over. To reduce the risk of a slideout, it's important to adjust your line to cross the rails at a greater angle.



If you see a change in the color or texture of the surface ahead, it's smart to conserve traction until you figure out what the appearance change really means. Actually, this is gooey road oil covered with a deep layer of loose gravel. Photos by David L. Hough.

REPRINTED FROM FRICTION ZONE • AUGUST 2009

STREET SENSE

The smooth texture of those steel rails hint at their slipperiness, but the wood or plastic aprons next to the rails typically have less traction than the pavement and can be especially treacherous when wet. You should also be aware of what the trains are carrying as cargo. For instance, cars carrying coal or gypsum can spread a layer of dust on the aprons that can be doubly slippery when wet.

In industrial areas, it's not uncommon for the tracks to have multiple sidings and switches. The big hazard for a bike here is catching a tire in any of the X or V traps formed by the switches. Since tracks in industrial areas are not a high priority, you can expect lots of slots, holes, and uneven pavement.

Lane markings such as lines and arrows can be slippery, and the slipperiness is different in different parts of the country due to different materials. In some states and cities, lanes are marked with a thick gritty paint that has acceptable traction. In other areas, lines and arrows are made by gluing down slick plastic that has much less traction than the pavement. That's a big concern for touring riders who pass through multiple states. The surface markings may be better than in your home state—or worse. My suggestion is to ride more conservatively in unfamiliar territory.

In parts of the country where rainfall is scarce, one big hazard is mud washed out onto the pavement from the occasional storm. The mud may be the same color as the road, and the smooth texture isn't immediately obvious as being slippery. When you're riding a road in a normally dry climate, be especially wary after a thunderstorm. Since you may not be able to see any differences in color or traction, you need to predict traction based on your observation of the landscape. For instance, where there is no ditch along the sides of the pavement, you should expect dirt or sand to be washed onto the pavement from banks on the higher side of the road.

Many bridges have grated steel decking rather than solid pave-



To get your front tire bounced up over a curb, swing away and then attack the raised edge at a wide angle, preferably 45 degrees or more. That's the way you should cross any raised pavement edge.



It's all but impossible to recover from a slideout while crossing rails. You can reduce the risks of a slideout on the shiny rails or slippery aprons by planning your line to cross the tracks at a greater angle. Wooden aprons get very slick when wet.

ment, to save weight. The top edges of the grates are polished by passing vehicle tires, reducing traction. The problem for a motorcyclist is that the steel grates cause a motorcycle's tires to slip from side to side. More than a few motorcyclists crash on grated bridge decks, typically from attempting a sudden change of speed or lane position. For instance, a rider suddenly realizes the vehicle ahead is slowing, attempts to brake, and slides out. The correct technique for crossing a grated surface is to maintain a conservative but steady speed and avoid any sudden changes in speed or direction. Focus on countersteering the front wheel to control your line, and ignore the rear tire as it hops from side to side. Some bridges have solid

pavement in the tire track areas—keep the bike centered over either paved strip.

It's always important to observe what's happening ahead, but it's even more important when you're riding in a hazardous situation. In traffic, give yourself more time to react by increasing your following distance to at least four seconds. Position yourself for the best view ahead and maintain your awareness of the road surface as well as other vehicles. Whatever happens, it's your responsibility to

manage the risks. **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 Boutie Press (888.738.2665).



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Don't Fly Faster Than Your Guardian Angel?

By David & Dori Dirig; CA-1F

How many people have heard or used this saying? I have seen angel pins on many vests and have heard it said quite frequently. I am of the opinion, however, that we should help ourselves and save our 'angel's' intervention for things beyond our control. It's tough in a non-religious organization to tell just how far I can this analogy of "helping those who help themselves....."

Let's keep it simple. Don't fly faster than you can stop! I had this lesson emphatically driven home to me last weekend. Riding through the mountains of San Diego County on one of my favorite roads (Banner Grade east of Julian), I discovered just how important stopping capacity could be. Rounding a blind hairpin turn at a <ahem> fairly good rate of speed, I came upon a long line of stopped traffic due to road construction. The transition from peg dragging to maximum braking prompted me to write this article. No harm was done; I stopped with room to spare, and my heart rate soon returned to normal. That I was riding within my limits is one of the reasons that I survived. I was riding aggressively to be sure on a road that I knew well and ride often. However, I was riding no faster than my ability to stop.

Braking capacity is more than a matter of applying the brakes in a proper manner and sequence. It is also a matter of reaction time and sight distance. In the example depicted above, I was canyon carving using a delayed-apex approach. This technique allowed me greater sight distance around the curves and the time needed to react, straighten the bike from a severe lean angle, and apply both brakes. Delaying the apex of the curve also gave me an escape route around the stopped traffic had I not been able to stop. If I had not taken a delayed-apex approach, I would have most likely have collided with or slid under the DOT truck stopped in the blind curve

Which brings up another issue in braking capacity, reaction time. How many times have we heard the phrase, "When I looked up, the traffic was stopped," or "I didn't have time to do anything." Following distance translates directly into reaction time and braking capacity. Whether in rural areas or urban, back roads or congested interstates, allowing enough following distance can give you the reaction time to make the difference. Beyond a 'standard' approach to following distance, changes in available traction also affect braking capacity. My return trip over the mountain to San Diego three days later emphasized this point as well. I rode the same route in a cold driving rain; the first significant rain that San Diego County had seen in over 6 months. There was so much crud and oil coming up out of the pavement that the water standing on the road was turned to foam! What do you think this did for traction and stopping distance? What could I do to address this issue?

First off, I could have NOT ridden and waited for the rain to stop. Given the fact that it was supposed to rain for the next 2 days, this was not an option. I did, however, wait for it to rain long enough to ideally wash the worst of the crud off the roads. Experts have written in other publications that the first 15 minutes of a rainstorm are the worst in terms of a slick emulsion coming up out of the road surface and reducing traction. I assume that the worst was passed by the time I was riding these roads in a driving rain, but there was still enough foam to make me nervous.

Nervousness and fear have very important functions. It kept my right wrist out of the throttle and made me increase my following distance. As the rain got worse and visibility dropped, I increased my following distance even more. One important point that often gets missed in discussions of following distance is to keep an eye on the following distance of those behind you. I call this 'inverse following distance.' It does little good to give yourself room to stop if the guy behind creams you! At times, I had to flash my brake lights to get the guy behind me to pay attention and back off. In the end however, I made it over the mountain no worse for wear, but man was I cold and soaked.

After a break for warmer and dryer clothes and a phone call home to tell Dori where I was (since I was on her bike), I proceeded home without event. Some will say that the angels were watching out for me in the mountains, and I certainly will not argue with them. Let's all try to do everything we can however to reduce those angels' workload. Ride no faster than your ability to stop.

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California District Golden State Gems

Anita and JR Alkire

We really did have an awesome District Rally! As we have looked back it was so great to see all the costumes, what a fun era for dress up, the fun with the games, the full bingo hall, classrooms overflowing with students and a spectacular closing banquet with very creative centerpieces depicting the Roaring 20's. We want to thank all of you who came to share the rally with us and we want to thank our incredible staff who all worked hard before, during and after to bring the fun to you.

So is it true and what does it mean? Yes, JR and I stepped up to the Region F Director position. Thanks to all of you for making California such a great District which resulted in our being asked to spread the fun and games that we have enjoyed over the past years with the rest of the region. What states are in the Southwest Region, California, Arizona, Nevada, Utah, Colorado, New Mexico and Hawaii. So our trips will be longer as we get to ride the great territory of the southwest, but we will continue to travel our great state as well and we'll get to as many poker runs and bake sales that we can. We are excited to step into this position and we'll work hard making sure that the region "makes a difference one member at a time".

So instead of putting on a District Rally, we'll be putting on Region F's Rally, West Wing 2, The Winger Family Beach Party. We lucked out as the rally location was already chosen before we stepped up and how nice it will be for it to be in our home state! The rally will be at the Orange County Hilton/Costa Mesa, a fantastic hotel and we'll have an early bird start day on Thursday, with bingo, a movie and free pizza. Opening ceremonies will be Friday followed by a pool party, beach style with free ice cream. On Saturday we'll have a banquet dinner and entertainment and then conclude the event on Sunday with an afternoon awards ceremony and in the evening we'll have our closing ceremonies along with a professional comedy talent show, similar to the talent show last year at West Wing 1 and that will be accompanied by a \$2.00 In-and-Out burger, chips and drink. All throughout the weekend we'll have great seminars and loads of vendors. The planning is exciting and we look forward to welcoming you! What the Region F website for more details.

We will be attending the New Mexico District rally while many of you will be enjoying Camp Nelson and 2A's famous spaghetti! We'll come home for a couple days and then head up to CAC's Harvest Run and on the 10th of October we'll attend the V Run. We'll take a family break to celebrate Dad's birthday and then at the end of the month we'll have 1F's Halloween run on the 24th followed by 1Z's Naked run on the 25th, another back to back weekend so you can travel and stay the night and get 2 rallies for 1 weekend. Then over Halloween we'll be at Lake Havasu for the Arizona District Rally. So October will be a busy month which will also include San Diego's Ride for Kids.

As our tenure with the District is winding down, Bill and Rene Johnson, your District Directors as of January 1, 2010 are busy winding up for their tenure. Bill has asked the Chapter Directors to ask all of you how you would feel about having next year's District Rally in Mammoth? This should be as much fun as Tahoe with a more affordable price tag. The accommodations will be condo style but in a single resort unlike Tahoe. There are 1 bedroom units which will be about \$140/night including taxes; a 2 bedroom unit will be about \$118/bedroom/night and the few 3 bedroom units will go for about \$110/bedroom/night, on all prices the taxes are included. It may sound expensive but being it's condo style you'll be able to cook a meal to offset some of the cost. Let's face it a breakfast at a hotel will run you about \$10/person and if there is 2 of you that's \$20/day savings that effectively reduces the room rate. So please let your Chapter Director know how you feel so they can get back to Bill so he'll know how to plan for next year's rally. Bill and Rene and their new staff will bring new and exciting fun to our District and we're so pleased that they will be taking over the reins in January. (just a thought you might invest in a squirt gun for safety ☺)

So as we head into fall and the leaves start to turn and it will get darker earlier be extra careful out there. Whether traveling by bike, trike or car, the shadows will change and we need to be extra alert so we can stay safe. It's probably time to go out and attend your chapter's PLP and brush up on some skills. Don't forget also that our clothing needs are going to change as well. Find those heavier gloves, neck warmers and test out your electrics so you're ready for that brisk temperature that some of the women around you will completely enjoy ☺ So plan ahead now so that your fall riding will be as pleasurable as you can make it and we'll see you on the road. Be safe, be happy and keep smiling!

Chapter CA2Q 2009 Mileage Tracker

September 2009

Name	2009 Starting Odometer Reading August	September Odometer	Miles Ridden in September
Androws, Bill	11957	12898	941
Androws, Linda	11723	11968	245
Coles, Sue IOY	47297	47297	0
Dutta, Joy	31750	31750	0
Dutta, Priti	31250	31250	0
Fischer, Jack	30750	30750	0
Foster, Steve COY	88778	88778	0
Foster, Jacque COY	88778	88778	0
Hallock, Tim	38127	38127	0
Heisler, Larry	34984	35682	698
Hole, Bob	233253	235250	1997
Howland, Bruce	18195	19203	1008
Howland, Susan	18195	19203	1008
Jarumay, Alan	100202	102914	2712
Jarumay, Shirley	92755	92805	50
Johnson, Bill (BJ)			0
McComas, Pat			0
Montgomery, Sunny	26713	26713	0
Pelovsky, Steve	7300	7300	0
Pelovsky, Donalee	7125	7125	0
Radtke, Mark	44300	44300	0
Reaves, Mike	29786	29786	0
Sciacqua, Richard	74646	74646	0
Sciacqua, Linda	74646	74646	0
Smith, Jim	128950	128950	0
Smith, Lynda	109985	109985	0
Trademan, Mark	9600	9600	0
			0
Warren, Mike	8500	8500	0

California District's Chapter Meeting Times and Locations

Revised 9/27/09

Chapter	Time Breakfast/Meeting	Mtg. City (aka)	Meeting Place & Address	Chapter Directors	CD Phone
<i>First Saturday</i>					
CA1A	8:30 / 9:15	Lancaster	Greenhouse Café 1169 Commerce Center Dr.	Eugene & Evelyn Tiede	661-992-1800
CA1Y	8:30	Lompac	Toco Roco 1140 North H Street	Pennye & Jeff Benda	805-735-4641
CA1Z	8:00 / 9:00	Temecula	Home Town Buffet 40390 Margarita Rd.	Vince & Pamela Puterbaugh	951-453-6000
CA2A	8:00 / 9:00	Tulare	Neilson's Restaurant 137 South M St.	Sherry & Danny Rhoten	559-542-0103
CA2R	9:00 / 10:00	Salinas	Sang's 131 Main St.	Jeff Pennoni	831-444-0856
CA2W	8:30 / 9:30	Fresno (Clovis)	Brooks Ranch Restaurant 4131 S Chestnut Ave.	Ross & Paty Clyborne	559-635-0325
<i>First Sunday</i>					
CA1I	8:00 / 8:30	Covina	Covina Bowl 1060 W. Sand Bernardino Rd.	Don & Loraine Nunelly	626-622-3169
CA1R	7:00 / 8:00	Irvine	Knowlwood Restaurant 14952 San Canyon Ave.	Tom & Vicki Lorenz	714-968-4393
<i>Second Saturday</i>					
CA1F	8:00 / 8:30	Pacific Beach (San Diego)	Broken Yolk Café 1851 Garnet Ave.	Ed & Kay Carroll	858-695-8445
CA1L	8:00 / 8:30	San Luis Obispo	IHOP 212 Madonna Rd.	Kevin & Cindy Herrera	805-543-5456
CA2J	8:00 / 8:30	Concord	Hometown Buffet 2050 Diamond Blvd.	Pat Riley	925-685-2111
CA2N	8:00 / 9:00	Sonora (Angels Camp)	Pine Tree Restaurant 19601 Hess Ave.	Mike & Ruth Burke	209-536-1318
<i>Second Sunday</i>					
CA1M	8:00 / 9:00	Norco (San Bernardino)	Hidden Valley Golf Club 10 Clubhouse Dr.	Larry & Sheree Tegal	951-443-2891
CA1Q	7:30 / 8:00	Buena Park	Hof's Hut 7005 Knott Ave.	Roberta & Dave Lawrence	562-430-8244
<i>Third Saturday</i>					
CA1C	8:00 / 9:00	Rancho Mirage (Palm Springs)	Burgers N' Beer 72-733 Dinah Shore Drive	Sherman & Dorie Jared	760-989-7138
CA1N	7:00 / 8:30	Oceanside	Grandma BB's Cafe Pie Shoppe 539 Vista Bella	Gary & Kathleen Andrews	760-741-8230
CA1S	8:00 / 9:00	Ventura	Carrows 2401 Harbor Blvd.	Jo Jolitz	805-216-6661
CA2Q	7:00 / 8:30	Dublin	Carrows 7505 Dublin Blvd.	Alan & Shirley Jarumay	510-659-8239
CA2S	8:00 / 8:45	Milpitas	Hometown Buffet 212 Ranch Dr.	Robert & Irene Neitro	408-934-0408
CA1E	8:00 / 9:00	Rancho Cucamonga	Home Town Buffet 10910 Foothill Blvd.	Kevin & Jackie Traschler	909-559-0191
<i>Third Sunday</i>					
CAC	7:30 / 8:30	Rancho Cordova (Sacramento)	Rancho Cordova Elks Lodge 11440 Elks Circle	Rodney & Anita Brooks	916-422-8089
CA1D	8:00 / 8:30	Paramount	Paramount Elks Lodge 8108 E. Alondra Blvd.	Tim McShane	562-920-6564
CA1V	7:30 / 8:00	Victorville	The Grumpy Golfer 14144 Green Tree Blvd.	John & Lynda Baker	760-949-2186
<i>Fourth Sunday</i>					
CA2K	8:00 / 9:00	Fairfield	Jack & Linda's Country Café 2390 N. Texas St.	Nick & Kim Odell	707-643-4279
<i>Last Saturday</i>					
CA1K	8:30 / 9:00	Van Nuys	Lulu's Café 16900 Roscoe Blvd.	J. David Gilman	818-362-8925

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

WING NUT

Gold Wing Specialist

1642-A North Texas Street * Fairfield CA 94533

ph. 707-422-1698

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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.

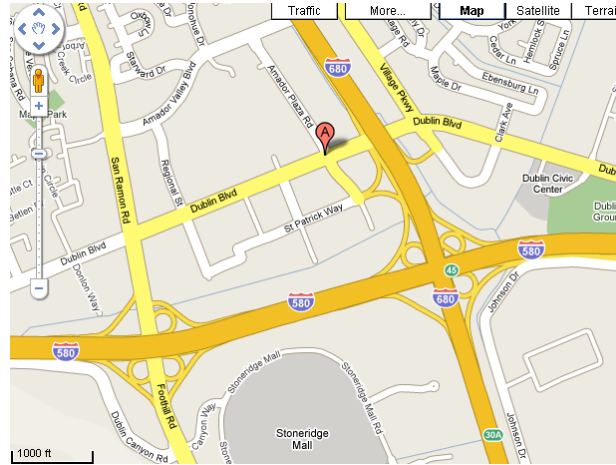
Chapter CA2Q meets on the 3rd Saturday of each month.

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**