
CA2S SHARK BYTES

Oct 2011



Chapter CA2S Silicon Valley Wings



Gold Wing Road Riders Association
Region F / California District

**Next
Chapter Meeting
Saturday, Oct 15
Hometown Buffet @
McCarthy Ranch, Milpitas
Breakfast @ 8 AM
Meeting @ 8:45 AM**

- Other upcoming rides and impromptu's – watch email for details.
- Things for sale, Pg 9
- WingDing experience, Part 3: Pgs 14-16
- *Who's got the 'WINGNUT' this month?* Roger Moraes

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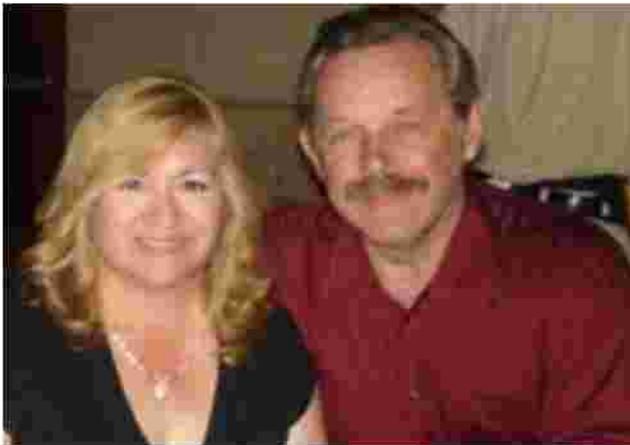
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Chapter Director's Message



I wish more months were like this last month. I can look back on September with a smile not because it brought us closer to Christmas but because of wonderful events like :

The birth of our 6th grandchild. Joshua Alexander came into the world on September 9th, weighing in at 9 lbs. 4 oz. The Oakland Raiders are already interested in him. San Francisco Giants, too !

The California District Convention at Mammoth. Many thanks to Bill Johnson and his crew for putting together what had to be one of the best conventions ever. Irene and I had so much fun. We rode up with Gary and Lori, going through Yosemite Valley on the way. We met Charlie & Deb and Les & Verdi upon our arrival. Although the elevation ruined my first day there, I bounced back and was fortunate enough to ride part of the Mayors Ride and the famous Woop Dee Do's....we never laughed and screamed so hard. Special thanks to Lennie for leading such a spectacular ride.

The Party at the Barn.

We closed out the month by attending the CA2N rally. The frogs were in great form that day and really showed everyone a great time. Larry Earl came home with more loot than he brought, winning a number of raffle prizes and part of the 50/50 jackpot.

Many more activities await us before close of the year. Hopefully many of you will be participating in the CAC Harvest Run, the Ride for Kids, and the Holiday Light Parade in Los Altos, just to name a few.

Look forward to seeing you on the rides,

Ride Safe and Ride Often

poohBOB and I.Wing



AN IRISH FRIENDSHIP WISH:

May there always be work for your hands to do;
May your purse always hold a coin or two;
May the sun always shine on your windowpane;
May a rainbow be certain to follow each rain;
May the hand of a friend always be near you;
May God fill your heart with gladness to cheer you.
and may you be in heaven a half hour before the devil
knows your'e dead.



Assistant Chapter Director's Message

Hi All,

Made it safe and sound to Mammoth Mountain for the District Convention. Stopped in Yosemite. First time for me and it was beautiful. We met up with other Goldwinger's and rode with them to the hotel. Also saw Bill Johnson and his crew. We're planning to go to Bodie and see the ghost town.

We got a great room! I showed the manager our license telling her it was both our birthdays this month and could she give us a free upgrade. She put us in a huge 1 bedroom corner condo over looking the pool and village.

Charlie @ Debra



CA2S News



October

Birthdays

Ron Nicholas	8
Doug Loyd	11
Nancy Hyett	21
Virg Midkiff	25

Anniversaries

Gary Ron & Dale Nicholas	1
Joe and Sydney Ross	19

Roger Moraes found and sent this on his trip back East. Seems we know why Sal and Patti spend so much time in Murfreesboro. They have a new thriving and yummy business to run.



Larry Rossi came to the last Chapter Meeting and looked to be doing pretty good, under the circumstances. Thanks to all his CA2S friends who had good thoughts and prayers for him.

And now a kind word for our sponsors:

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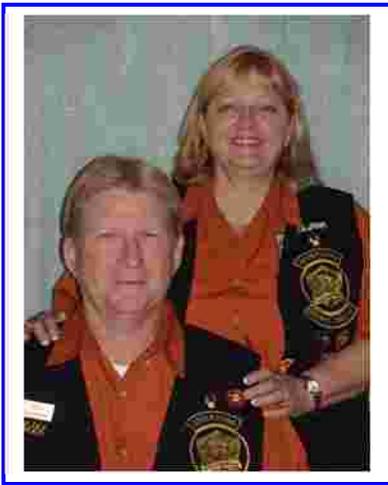
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District Director's Message



DD Review

Well, we survived the 2011 District Convention, and I must say I really had a great time. What better way to spend a vacation than being surrounded by 400 of our closest friends? Throw in some wonderful rides, beautiful sights, Ice Cream, and a light parade, and it just doesn't get any better than that.

As most of you know, my favorite charity is the Blue Star Mom's (BSM). These are the mothers, wives, and families members of our troops that are serving our country overseas. They collect items to remind our Troops know that they are not forgotten. You have no idea how nice a clean pair of socks can feel when you're out in the field for several weeks at a time. Well, as with last year, we held an auction at the District Convention, and raised over \$1,400 dollars for the BSM. I am always awestruck with our member's generosity.

Well, with the Convention over, before we start to relax in our favorite easy chairs, we realize that we still have several Chapter Rally's remaining this year. This past weekend, we attended CA-2N's "Party at the Barn" I must say, "the fox is afoot", or should I say, "The Mascot Game is afoot. It was fun to see a dozen Mascots' in attendance to kick off this year's District Game, "Shoot the Mascot". The instructions are simple, just show up to any GWRRA event with your Mascot, and have its picture taken with as many other mascots as possible. If a chapter forgets their Mascot, their CD must stand in to be shot (squirt guns are encouraged). The more Mascots at an event, the more points everyone gets. The only ones that don't collect any points are the Hosting Chapter. This is

intended to encourage everyone to get out and visit your buddies across town.

I'll keep this article short this month, but please watch for a complete Convention wrap up in our October edition of California Wing'in that can be found on the District Web page at: <http://www.gwrra-ca.org/newsletter/newsletter.html>.

Until we meet again, "Hang on - we're going for a ride".

Bill & Rene Johnson
GWRRA California District Directors

www.gwrra-ca.org

New Meanings [joke]

9 QUESTIONS THAT HAUNT ME!

If the professor on Gilligan's Island can make a radio out of a coconut, why can't he fix a hole in a boat?

Why does Goofy stand erect while Pluto remains on all fours? They're both dogs!

If Wile E. Coyote had enough money to buy all that ACME stuff, why didn't he just buy dinner?

If corn oil is made from corn, and vegetable oil is made from vegetables, what is baby oil made from?

If electricity comes from electrons, does morality come from morons?

Do the Alphabet song and Twinkle, Twinkle Little Star have the same tune?

Why did you just try singing the two songs above?

Why do they call it an asteroid when it's outside the hemisphere, but call it a hemorrhoid when it's in your rearend?

Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him for a car ride, he sticks his head out the window?

October 2011

Sunday	Mon day	Tues day	Wednes day	Thurs day	Friday	Saturday
						1 CA-C Harvest Run Meet at Omega. 7:00AM departure.
2 Ride For Kids In Fairfield Meet at Omega Restaurant 7:30AM Departure	3	4 Planning Meeting Meet at Holders Country Inn 6:45pm start Dinner 6:00	5	6	7	8
9	10	11	12	13	14	15 Chapter Meeting Meet at Hometown Buffet, 212 Ranch Dr. "McCarthy Ranch Shopping Center", Milpitas. Starts promptly at 8:45 AM, Breakfast 8:00 AM. Ride to the Corn Maze afterwards. In Lathrop
16 Workshop Carr's Garage 9AM Start	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

November 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 Planning Meeting Meet at Holders Country Inn 6:45pm start Dinner 6:00	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18 International Motorcycle Show @ San Mateo	19 Chapter Meeting Meet at Hometown Buffet, 212 Ranch Dr. "McCarthy Ranch Shopping Center", Milpitas. Starts promptly at 8:45 AM, Breakfast 8:00 AM. International Motorcycle Show @ San Mateo Likely to ride up after Chapter meeting Saturday.
20 International Motorcycle Show @ San Mateo	21	22	23	24	25 Cow Pie Ride Ride down CA-25 to Coalinga. Meet at Holiday Inn (Bernal & 101) 9am Depart	26
27 Los Altos Light Parade Meet at Burger King at ElCamino Real & Grant/237 and head to the staging area at 3:30 to decorate.	28	29	30			

Kuryakyn Irgo Iso Wing Highway Foot Rests. New in package but missing one foot pad. Will sell for \$75.00
Arai Helmet, White size small with J&M head set # HSECD2718 open face ALMOST NEW \$100.00
Arai Helmet, White size medium with J&M head set #HSECD584 open face \$100.00
J&M Head Set #HSECD 271 open face EARLIER MODEL, \$40.00
3 Patch Cords for Honda, upper & lower cords \$50.00 each
Upper Cord \$25.00
New GL1500 Drag Specialty/Baker Wind Wings/Smoke \$15.00
Call Virg Midkiff. San Jose, California. Home phone: (408) 252-7777. Cell phone: (408) 655-7630

1994 Goldwing 1500 Interstate, and matching trailer.
Both in excellent condition. Pearl Atlantic Blue in color.
Bike has 97233 miles. It's been well maintained and has numerous chrome accents.
J&M CB Radio, Progressive Front Springs, Air Horn, upgraded to Compu-fire alternator, accessory switch panel, Tulsa tall windshield, trailer hitch & wiring, cruising boards.
Built in intercom with passenger as well as AM/FM/Aux IN. Stock seat, driver footpegs, & passenger footboards. This bike does NOT have power reverse (just have to use your legs).
Trailer is a Trail-Mate I, and painted to match the color of the bike. 500# max cargo, 15 cu feet of storage.
Swivel hitch, ice chest, spare tire, lights & stand.
Clear titles.
Both for \$5500.00
email:fixitdano-gw1500@yahoo.com or call. Dan. 408.729-0548



I have quit working on cars and bikes and am ready to get rid of some nice tools and a Snap-On Box. There is a seven drawer Roll-Away with a Five drawer Top Box with seven 4 inch wide drawers on the right side. There is a 10"X18" side cabinet that hangs on one side of the Roll-Away. There are many Snap-On, Craftsman and other tools that fill the tool box. Many dollars have been spent and good care taken of the this. I am asking \$1,700.00 for everything. I do not want to split things up so it all has to go together. A great way for someone who might be thinking of buying tools and to save a couple thousand dollars. Call me at (408) 252-7777 or (408) 655-7630. Virg

Dunlop D250 Radial 130/70HR18, front tire for GL1800. \$90 (new MSRP \$212). Pulled off 2010 Wing at only 91 miles. Nothing wrong with tire except I do not like the tread design. Contact Douglas at ddloyd@cwnet.com

2001 GL1800 CB radio - \$200

This is just the CB Radio module and it is lacking the CB antenna and three filters. When you buy the complete radio kit for ~\$650, you get all this stuff. However, you can then buy the filters and the antenna new for another \$150 from Wingstuff, and get a whole CB Radio set-up for ~\$350. Big Savings of \$300!

The Corbin seat is gray. It has scuffs on it (unrelated to the accident) but no tears. It has a backrest and is heated. Mark bought it used from someone else when he first bought his GL1800, and this first owner had a sidecar on his GL1800. So, there is an interesting curve on one side of the seat to make room for the sidecar brace. But, it's no big deal. The seat costs about \$1500 new, I believe. Mark bought it used for \$900, and will make it available to a CA2S member for \$350. Other stuff, Owners manual, carpet inserts for trunk and saddlebag, OEM toolkit ...

Contact John Raser, 268-0367

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*cooler with cover

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Cycle Safety Information

What You Should Know About Motorcycle Helmets

Helmets Work

Most activities have their own suitable protective gear and equipment. Motorcycling is no exception. Every rider and passenger should wear over-the-ankle footwear, long pants, a long-sleeved jacket, full-fingered motorcycle gloves, and a helmet manufactured to meet DOT (U.S. Department of Transportation) standards.

Helmets work. Helmet effectiveness has been confirmed by responsible studies, while helmet myths – “helmets break necks, block vision and impair hearing” – have been consistently disproved. Safety-conscious riders wear helmets by deliberate choice every time they ride, we know that you will, too.

What a Helmet Does for You

First, it is the best protective gear you can wear while riding a motorcycle. Think of it at the same time you think of your ignition key: Pick up the key; pick up the helmet. They go together. Helmet use is not a “cure-all” for motorcycle safety, but in a crash, a helmet can help protect your brain, your face, and your life.

Combined with other protective gear, rider-education courses, proper licensing and public awareness, the use of helmets and protective gear is one way to reduce injury.

You hope you never have to “use” your helmet, just like you hope you won’t ever need to “use” the seatbelt in your car. But crashes do happen. We can’t predict when or what kind they will be. You should not say to yourself, “I’m just running down to the store,” and not wear your helmet. In any given year, a lot of people make good use of seatbelts, and a lot of riders give thanks that they were wearing helmets.

Second, a good helmet makes riding a motorcycle more fun, due to the comfort factor: another truth. It cuts down on wind noise roaring by your ears; on windblast on your face and eyes, and deflects bugs and other objects flying through the air. It even contributes to comfort from changing weather conditions and reduces rider fatigue.

Third, wearing a helmet shows that motorcyclists are responsible people; we take ourselves and motorcycling seriously. Wearing a helmet, no matter what the law says, is a projection of your attitude toward riding. And that attitude is plain to see by other riders and non-riders alike.

How and Why a Helmet Works

Different helmets do different things. There are hard hats on construction and heavy-industry heads; football helmets on athletes’ heads, and Kevlar® caps on military heads. None are interchangeable. Motorcycle riding helmets are very sophisticated and specialized for the activity. They’ve been developed carefully and scientifically over the years.

Four basic components work together to provide protection in the motorcycle helmet: an outer shell; an impact-absorbing liner; the comfort padding; and a good retention system.

What we see first is the **outer shell**, usually made from some family of fiber-reinforced composites or thermoplastics like polycarbonate. This is tough stuff, yet it’s designed and intended to compress when it hits anything hard. That action disperses energy from the impact to lessen the force before it reaches your head, but it doesn’t act alone to protect you.

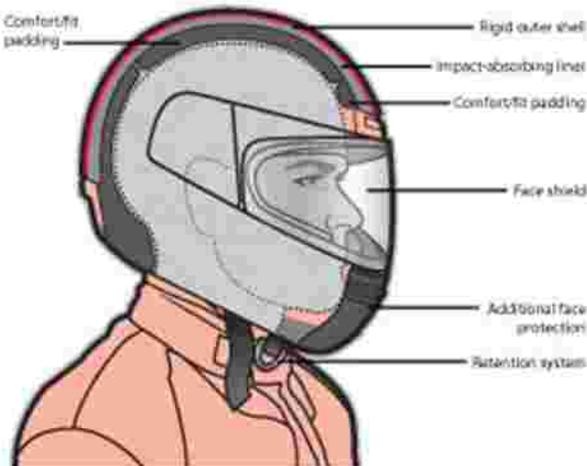
Inside the shell is the equally important **impact-absorbing liner**, usually made of expanded polystyrene (commonly thought of as Styrofoam). This dense layer cushions and absorbs the shock as the helmet stops and your head wants to keep on moving.

Both the shell and the liner compress if hit hard, spreading the forces of impact throughout the helmet material. The more impact energy deflected or absorbed, the less there is of it to reach your head and do damage. Some helmet shells delaminate on impact. Others may crack and break if forced to take a severe hit; this is one way a helmet acts to absorb shock. It is doing its intended job. Impact damage from a crash to the non-resilient liner may be invisible to the eye; it may look great, but it probably has little protective value left and should be replaced.

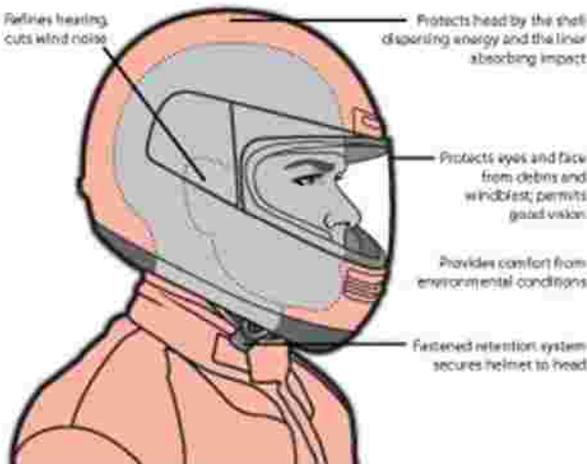
The **comfort padding** is the soft foam-and-cloth layer that sits next to your head. It helps keep you comfortable and the helmet fitting snugly. In some helmets, this padding can even be taken out for cleaning.

The **retention system**, or chin strap, is very important. It is the one piece that keeps the helmet on your head in a crash. A strap is connected to each side of the shell. Every time you put the helmet on, **fasten the strap securely**. It only takes a couple of seconds. To ride without your helmet secured would be as questionable as driving without your seatbelt fastened.

Basic Construction



Protective/Comfort Attributes



See and be seen. Be prepared. Enjoy the ride.



Choosing a Helmet

While color, design and price may be a part of your decision about which helmet to buy, think first about protection and comfort. A full-face helmet gives the most protection since it covers more of your face. It usually has a moveable face shield that protects the eyes when it is closed. Racers prefer full-face helmets for the added protection and comfort.

A three-quarter, open-face helmet is also a choice of some riders. It is constructed with the same basic components, but doesn't offer the face and chin protection of full-face helmets. If you use an open-face helmet, you should have a snap-on face shield in place when you ride, or buy a pair of goggles that can withstand the impact of a stone or other debris. Prescription eyeglasses or sunglasses are not sufficient protection, and they might move or fly off.

A "shorty" half-helmet protects even less of your head. It is more likely to come off your head upon impact. Therefore, "shorty" half-shell helmets are not recommended.

A lot of good helmets are available today, in a range of prices. One look around your dealer's helmet display will convince you that nearly any decoration you could want on a helmet is already available. Many manufacturers are color-coordinating their helmets with the newest motorcycle models. And the days of heavy or cumbersome helmets are over. They're made of lightweight, modern materials and are improved each year. Manufacturers are also working to make them less expensive, stronger and more comfortable.

What you must know when choosing a helmet is that it meets minimum safety standards. The way to find a well-made, reliable helmet is to look for the DOT and/or Snell sticker on the inside or outside of the helmet. The sticker means the helmet meets the safety test standards of the U.S. Department of Transportation and/or the Snell Memorial Foundation.

Each organization has rigid procedures for testing:

Impact – the shock-absorbing capacity of the helmet.

Penetration – the helmet's ability to withstand a blow from a sharp object.

Retention – the chin strap's ability to stay fastened without stretching or breaking.

Peripheral vision – the helmet must provide a minimum side vision of 105 degrees to each side. (Most people's usable peripheral vision is only about 90 degrees to each side.)

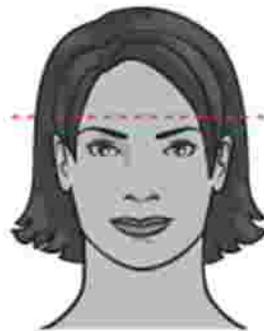
Since 1980, ALL adult-sized helmets for on-highway use must meet DOT standards. Helmet dealers and distributors must ensure that all the helmets they sell bear the DOT sticker. Whatever your helmet choice, be sure it has this certification. You don't want an inferior helmet or one designed for another purpose. If someone tries to sell you one without it, don't buy it. If your helmet has no DOT sticker, do not wear it, regardless of its age.

Snell has been testing helmets since the 1950s. The use of Snell standards by helmet manufacturers is voluntary. Unlike DOT standards, Snell testing is revised (most recently in 2000) as helmet design and technology improve.

Both agencies attempt to reproduce, under test conditions, the situations that are hazardous to motorcyclists. Their testing methods differ, but the intent is the same: to make certain any helmet they approve has life-saving, shock-absorbing minimums.

Since head injuries account for a majority of motorcycle fatalities, protection is vital. (Head injury was specified on 42 percent of the death certificates for motorcycle drivers and passengers in California in 1987-88; Romano PS, McLoughlin E, (1991); Helmet use and fatal motorcycle injuries in California, 1987-88. *Journal of Head Trauma Rehabilitation*, May 1991; 6(2):21-37.) Even the best helmet is no guarantee against injury. However, without a helmet you are more likely to have serious head injuries than a rider who is wearing one.

Getting the Right Fit



inches	cm	Hat Size
21 1/4	54	6 3/4
21 5/8	54.9	6 7/8
22	55.9	7
22 3/8	56.8	7 1/8
22 3/4	57.8	7 1/4
23 1/8	58.7	7 3/8
23 7/8	60.6	7 5/8
24 1/4	61.6	7 3/4
23 3/4	62.9	7 5/8

Size

There's more to fitting a helmet than just buying the one that matches your hat size or guessing at "small, medium or large." However, hat size is a good starting point. If you don't know your size, you can use the chart above. Measure your head at its largest circumference – usually just above your eyebrows in front, over your eyes and around in back. Try it several times so you know you've gotten the largest number. If your head size falls between the numbers listed, use the larger size. Most helmets are marked and sold as S, M, L or XL, so you may need to contact the manufacturer for size equivalents. Helmet sizes vary among manufacturers and model types.

The Best Way to Try on Your Helmet

- Hold it by the chin straps. The bottom of the helmet should face you with the front pointing down.
- Put your thumbs on the inside of the straps, balancing the helmet with your fingertips.
- Spread the sides of the helmet apart slightly and slip it down over your head using the chin straps.

The helmet should fit snugly and may even feel a bit too tight until it is in place correctly. Be sure it sits squarely on your head. It shouldn't be tilted back on your head like a hat. Remember, if your helmet is too large, several things could happen: it will move around and up and down on your head when you least want it to; it can be noisy and let in wind; worst of all, it may come off in a crash!

Once the helmet is on your head, make a few other fit checks before fastening the straps.

- The cheek pads should touch your cheeks without pressing uncomfortably.
- There should be no gaps between your temples and the brow pads.
- If the helmet has a neck roll, it shouldn't push the helmet away from the back of your neck.
- On full-face helmets, press on the chin piece. The helmet or face shield should not touch your nose or chin. If it does, it will surely do so at speed from wind pressure.

With the helmet still on and the straps securely fastened, move it from side to side and up and down with your hands. If it fits right, your skin should move as the helmet is moved. You should feel as if a slight, even pressure is being exerted all over your head. Remember, too, that a helmet loosens up a bit as the comfort liner compresses through use. A new helmet should be as tight as you can comfortably wear it.

Now, with the chin strap still securely fastened and your head straight, try rolling the helmet forward off your head. You shouldn't be able to pull it off. If you can, the helmet is too big.

Take off the helmet. Does your head feel sore anywhere? Are there any red spots on your forehead? Pressure points can be uncomfortable and can cause a headache after a long ride, so be sure your helmet isn't causing any. If it is, choose the next largest size or try a different brand of helmet. Human heads are not all the same shape, neither are helmets.

If you are still unsure about the helmet's fit, wear it around the store for a while to see if it remains comfortable. A helmet is an important investment, no matter what its price. Be sure the one you choose is right for you.



Helmet Care

Follow the manufacturer's care instructions for your helmet. Use only the mildest soap recommended. Avoid any petroleum-based cleaning fluids, especially if you own a polycarbonate helmet. Exposure to strong cleaning agents can cause the helmet to decompose and lose protective value.

Keep your helmet's face shield clean. Normally, mild soap and water with a soft cloth will do the job. If it gets scratched, replace it. A scratched face shield can be difficult to see through. At night, it could dangerously distort your vision and your view of oncoming lights.

A helmet looks tough and sturdy, but it should be handled as a fragile item. This means that you don't want to drop your helmet onto hard surfaces. It could ruin your helmet. Remember that its function is to absorb impacts.

It is not wise to store helmets near gasoline, cleaning fluids, exhaust fumes, or excessive heat. These factors can result in the degradation of helmet materials, and often the damage goes unnoticed by the wearer. Read the information that comes with the helmet so you know how to care for it.

Definitely read the instructions about painting, decorating, pinstriping, or applying decals to your helmet.

Never hang your helmet on the motorcycle's mirrors, turn signals, or backrest. The inner liner can easily be damaged from such handling. In fact, avoid carrying a spare helmet on your motorcycle, unless it's well protected or on your passenger's head. Even the bumps and jarring from normal riding can damage a spare. If it is strapped near hot engine parts or exhaust pipes, the inner liner may distort or melt at the hot spot. The outer shell may not show the damage, but if you've seen the effects of a foam drink cup placed too near excessive heat, you can understand what happens.

When you take your helmet off, find a flat, secure place for it. You could set it on the ground, secure it on a rack, or stow it on a shelf. On some bikes, putting it on the fuel tank may expose it to fumes. If you place it on the seat, make sure it won't fall off.

If you plan to use a CB radio when you ride, find a model that doesn't require drilling speaker holes in the outer shell. Before you purchase your speakers, check with your state's laws regulating their use in helmets. Some states prohibit them.

Replacing Your Helmet

Replace your helmet if it was involved in a crash; it probably absorbed some impact shock. Some helmet manufacturers will inspect and, when possible, repair a damaged helmet. If you drop your helmet and think it might be damaged, take advantage of this service.

Most helmet manufacturers recommend replacing your helmet every two to four years. If you notice any signs of damage before then, replace it sooner.

Why replace your helmet every few years if it doesn't appear damaged? Its protective qualities may deteriorate with time and wear. The chin strap may fray or loosen at its attaching points; the shell could be chipped or damaged. The best reason is that helmets keep improving. Chances are that the helmet you buy in a couple of years will be better – stronger, lighter, and more comfortable – than the one you own now. It might even cost less!

Can't remember when you bought your present helmet? Check the chin strap or permanent labeling. Since 1974, all helmets must have the month and date of production stamped on it. If there's no date at all, you should definitely replace your helmet – now!

State Helmet Requirements

Reflectivity

Many states require a specific amount of retroreflective material on a helmet. Thoroughly read the manufacturer's information. Your local motor-vehicle department can give you exact information on the location and number of square inches of retroreflective material required in your state.

Helmet Laws

Wearing a helmet properly strapped on your head is mandatory in many states. Laws are always changing, so double-check with the state department of motor vehicles for the most current information. Are you planning a tour through several states? Plan to wear your helmet in all states, regardless, and remember that laws apply to travelers as well as residents. Don't leave home without the information you need.

Getting More Information

You've now read that there are many things to consider when buying a helmet. Get all the information you can. Contact helmet manufacturers and read their literature. Consult recent motorcycle-enthusiast magazines for up-to-date information to help in your decision. Two authorities you may contact are:

National Highway Traffic Safety Administration

Office of Traffic Injury Control Programs
400 Seventh Street, SW, Room 5130
Washington, D.C. 20590
(202) 366-4913; www.nhtsa.dot.gov/

Snell Memorial Foundation, Inc.

3628 Madison Avenue, Suite 11
North Highlands, CA 95660
(916) 334-5073; www.smf.org; info@smf.org

While gathering information on protecting your head, why not get good tips on other personal protective gear? Read MSF's **Cycle Safety Information** (CSI) sheet, "Personal Protective Gear for the Motorcyclist," available from the MSF at no charge.

Wear your helmet, every time you ride.

The Motorcycle Safety Foundation is a national, not-for-profit organization promoting the safety of motorcyclists with programs in rider training, operator licensing and public information. For the Basic or Experienced *RiderCourse*™ nearest you, call the national toll-free telephone number: (800) 446-9227. The MSF is sponsored by the U.S. distributors and manufacturers of BMW, Ducati, Harley-Davidson, Honda, Kawasaki, Piaggio/Vespa, Suzuki, Victory and Yamaha motorcycles.

The information contained in this publication is offered for the benefit of those who have an interest in riding motorcycles. The information has been compiled from publications, interviews and observations of individuals and organizations familiar with the use of motorcycles, accessories and training. Because there are many

differences in product design, riding styles, and federal, state and local laws, there may be organizations that hold differing opinions. Consult your local regulatory agencies for information concerning the operation of motorcycles in your area. Although the Motorcycle Safety Foundation will continue to research, field test and publish responsible viewpoints on the subject, it disclaims any liability for the views expressed herein.



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Revised and Reprinted February 2002

Travels to Wing Ding and back, abbreviated version.

Route: San Jose, Las Vegas, El Paso, San Antonio, Corpus Christi, New Orleans, Memphis, Nashville, Knoxville, Detroit, Sault St Marie, St Cloud, Cody, Boise, Susanville, San Jose.

20 States: CA, NV, AZ, NM, TX, LA, MS, TN, NC, VA, WV, OH, MI, WI, MN, SD, WY, MT, ID, OR

Distance Travelled: 9685 miles

Days: 44

Attractions: Family, friends, Yosemite NP, Tioga Pass, Mammoth Mtn, Hoover Dam bridge, Prescott Nat'l Forest, Sadona, Az, Hueco Tanks, San Antonio, Alamo, Corpus Christi, Padre Island, Galveston, New Orleans, Natchez Trace, Graceland, Nashville (July 4th fireworks), Knoxville (Wing Ding), Blue Ridge Parkway, Port Clinton OH, Marblehead Lighthouse, Lake Erie, Lake Huron, Lake Michigan, Lake Superior, Sault St Marie, Lock Tour, Shipwreck Museum, St Cloud, Mississippi River, Missouri River, Badlands, NP, Mt Rushmore, Wind Cave NP, Sturgis, Little Bighorn, Beartooth Pass, Yellowstone NP, Grand Teton NP, Cody, Craters of the Moon Nat'l Mon, Sawtooth Mnts, Boise, Hat Creek, Eagle Lake, Home

Stats:

1st half.

Mileage: avg. 31.7 mpg. 35.94 mpg high, 25 mpg low.

Fuel Cost: avg. \$3.58/gal. \$3.20 low, \$4.80 high

2nd half.

Mileage: avg. 32.45mpg. 48.66 mpg high, 23.93 mpg low.

Fuel Cost: avg. \$3.70/gal. \$3.460 low, \$4.04 high

Lesson one: Tires – locating one in stock while out on the road may be a problem. Similarly, the service dept. may be booked up. Either of these could add 2-3 days to your schedule.

Lesson two: Take a mosquito net to cover your bed while camping.

Lesson three: 2 lane roads in the middle of nowhere may be fun to ride. Some are not as well maintained, and good luck if you have a breakdown. Or need fuel.

Tent trailer or not?

Approximately: \$20/night for State/Federal Campground. No showers, hot water, or electricity.

\$40/night for private/KOA-like Camp. Showers, hot water, electricity available (added cost)

\$?? Hotel. AC, hot water, possibly a pool, no mosquitos.

Travels to Wing Ding, part 3 (final report)

Monday, July 18, I called around looking for a rear tire, and in the end selected the Honda dealership nearby. However, they couldn't get me in until Wed. Ugh. Looked at the map, and didn't see any other major cities on the horizon soon, so decided to just ride over to the dealership and talk with them. Hey, they might let me take it off myself too. Been wanting to try the tip the bike over to get the rear tire out method. But no, couldn't work on the bike at their lot. Would've gone to an empty lot nearby and tried it, but they ended up having a delay (tire not in yet) working on a Rune, and were able to fit me in after all. Very nice mechanic, ~30 years old, and he rides an '06 wing. I kidded him some, and he said he prefers it due to back problems. Not bad, got the tire changed and was back on the road at 11:30. Rest of Monday was fairly hot, driving across MN, thru Sioux Falls, SD, and landed in Chamberlain, SD for the night. As I'd rode across I saw lots of farmland with standing water, some in the crops and some along the road. Chamberlain's on the Missouri River and they were having water problems. As in too much of it. The campground I headed for was flooded out. Folks using the entrance road for a boat launch, and fishing around the gazebo's with just their roofs showing. Found another nice campground on high ground overlooking the river, with a pool, and along with the lower humidity and good breeze, made an enjoyable camp. Tuesday saw me on the road early to avoid some of the heat. Drove through the Badlands NP, visiting the Center, then drove the scenic road through the park, with numerous scenic pull offs and photo ops. Headed on into the Black Hills area and found a (crowded) KOA near Mt Rushmore. Made this home base for 2 nights, and unhooked the trailer. Next morning I got to Mt Rushmore at 7:30 to beat the crowd. Had an enjoyable couple hours finding out it's history and challenges in making it. Then I was off for some fun. The Goldwing turned from a workhorse into a thoroughbred, and I enjoyed riding the Needles Hiway, through Custer State Park, and over to Wind Cave for a tour. Decided to run up to Sturgis for an early dinner and rode a nice 2 lane most of the way up. Came back on Vanocker Canyon Rd, another 2 lane, and it was a BLAST. Big sweeping turns, straightaways, and no traffic. Big smile. Would've run it again, but I wanted to get back in time for the Mt Rushmore night 'Lighting' program. Thursday, I loaded and headed through Wyoming for Little Bighorn NP in Montana. Spent a couple hours taking that in, but didn't walk or ride through. Stopped in Billings for supplies, and then into the country to a KOA in Red Lodge, MT. Next morning, I was on the road early, and up over Beartooth Pass into Yellowstone. I recorded the elevation on the Zumo (Jacque) at 10,927 feet. The road was windy, the wind blowing, and still snow in places. Lots of little lakes, overlooks, and photo ops. It's a long drive into Yellowstone NP. I elected to drive even further, on into Cody to look for a campground vs. camping in the park. Would've been closer and better off in the park. But I did find a very nice KOA, with several motorcycles touring and staying. So, plenty of folks to talk with and swap stories. I unhooked the trailer and had a nice ride in to see Old Faithful on Saturday. Didn't realize Yellowstone and Grand Tetons have such large lakes to ride around. Saw several friendly buffalo's (some thought they owned the road), flowers, and lots of tourists. Aka traffic. Ended up riding 360 scenic miles before getting back to Cody for a nice BBQ steak and bed. Hitched up the trailer and left Sunday at 7:30AM, through Yellowstone (again) towards my destination of Crater of the Moon, Idaho. I took the northern part of the Grand Loop, and headed out the West entrance. Got gas and lunch in West Yellowstone, and made the mistake of using my map instead of listening to Jacque (Zumo gps). I selected a more scenic route, which turned into gravel for 12 miles or so. I did alright at 30-35 mph pulling the trailer. But it was nerve wracking and tense. Back on the pavement and 55mph, when you got it, more gravel. Pucker time getting the speed down and keeping the bike upright. Whew, made it. Got to Crater of the Moon, and it's what you'd expect - lava rock. I did drive around the loop, hiked out and into 2 of the caves, and then decided to camp there for the night. Even went to the evening ranger program.



Monday, July 25, my next stop was Boise, ID, and I wanted to take a scenic ride up through the Sawtooth Mountains. It was a breathtaking ride and views once I got past the ski resorts. Rode up to Stanley along the Salmon River, then came back along the Snake River into Boise. Had a very nice visit and dinner with some friends in Kuna. He's an avid golfer, flyfisherman, and hunter. Has a real nice home they designed and had built. Winters are tough though. Got to visit with their extended family as well who I hadn't met before. Tuesday, we continued our visiting, and I didn't get on the road until 2PM. Hated to leave...

Rode across to Burns, Oregon and sorted out my next remaining days on the road. Decided to forego Crater Lake, and head south for California. Through Alturas to Hat Creek and get in some fishing. We've stayed at a friend's cabin there before, and I called and borrowed a fishing rod. Stayed 2 nights in Cave Campground, and mostly fished. I did take a ride to Burney on Thursday for lunch and phone calls.

Arranged to meet up with some church friends who have a place at Eagle Lake, and were coming in Friday. I had time to fish Friday morning, clean my 2 fish (to go with the 5 on Th), break camp, and drive over to Susanville for supplies, then to Eagle Lake. Had my 2nd driving boo-boo. Once again, Jacque took me down several housing blocks that turned out to be gravel roads. I was doing good, then had to come to a stop before crossing over one of the three paved roads in town, and lost it on the stop. Just skidded the bike down on the left side this time. I just stepped off, and no harm to me. However, between the load of the trailer and the gravel, I couldn't use the rear facing 'get er back up' maneuver. So I turned around and just pushed the bike back up. Glad I'm strong enough to do that, because I didn't want to unhook the trailer and/or wait for help. Only had another short 1/2 block it turns out to go. My friends were home, and I got the tour of their place, then a tour of the town, and some socializing at the local lodge. On Saturday we went to the Susanville Airshow. Had a pancake breakfast there and wandered around the planes, a dozen or so classic cars, and watched several flying demonstrations. Including a CDF helicopter crew that cleared a mock brush line and dropped water. A nice day, visit and BBQ chicken for dinner. Yumm. He talked me into going lake fishing on Sunday. We were up at 5AM and off we went. The fish weren't cooperating, and we had a nice visit, with a great view of the lake and surrounding mountains anyway. His lure was working better and he hooked 2 fish, landing one which we kept. Not much action, and we fished longer than we should have. Maybe God was telling us we should of gone to church instead.

After getting back to their home, getting the fish cleaned, me packed up, and goodbye's, I was on the road back home by 12:30. Again, listened to Jacque, and he took me along Hiway 36 to 32 into Chico. 32 was a nice scenic and twisty road, but I wasn't really in the mood wanting to get home asap. But I hung in there, got gas and had lunch in Chico, down 99 to 113 across to 80. I hadn't taken this route before so that was nice. Probably been faster to go 36 to 5 to 505, but that'd be boring. Made it home at 7:30 after topping up the gas tank at Costco.

Whew, home at last and I get to sleep in my own bed for a change. And have my wife next to me again. Lovely trip. Nice to be home, and a fun trip.



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OUR REGULAR MEETING PLACES

Monthly Meetings—The third Saturday of each month. The meeting starts promptly at 8:45 AM, and is usually over by 10:45 AM. **Hometown Buffet, 212 Ranch Dr. (408) 935-0893 “McCarthy Ranch Shopping Center”, Milpitas.** Business meeting, Safety Talk, 50/50 raffle, General camaraderie. Any rider of Honda Gold Wing and Valkyrie motorcycles, or anyone who just loves to ride.

TGIF – *Beginning Jan 2009, these rides have been suspended for awhile.*

Rides going NorthEast - Mervyn's parking lot on E. Calaveras Blvd. Milpitas (hwy 237 & 680)

Rides North to SF - Mercado Theater Santa Clara on Frontage Rd. off Great America Parkway. This is the meeting place for rides that take us North along Hwys 101 or 85 (San Francisco, Marin, Eureka).

Rides South - Holiday Inn at Bernal Rd and 101 South.

Disclaimer: Please note *all meetings are subject to change*, both in location and times to meet. If you are interested in a ride or event and have questions, please call or email any staff member noted in the newsletter or on the web. <http://www.ca2s.org>.

California Chapter Meetings and Locations

Meeting Date & Time	Chapter	Meeting Location
1st Saturday 9:14 AM Breakfast 8:30 AM	Ca1A	Greenhouse Cafe, 1169 Commerce Ctr Dr., Lancaster
3 rd Saturday 9:00 AM Breakfast 8:00 AM	Ca1C	Burger Time, 78365 Varner Road, Palm Desert
4th Sunday 8:30 AM Breakfast 8:00AM	Ca1D	Elks Lodge, 8108 E. Alondra Blvd., Paramount
3 rd Sunday 8:15 AM Breakfast 7:30 AM	Ca1E	Hometown Buffet, Foothill Blvd & Spruce Ave, Rancho Cucamonga
2nd Saturday 8:30 AM Breakfast 8:00 AM	Ca1F	Broken Yolk Café, 1851 Garnet Ave., San Diego
1st Sunday 8:30 AM Breakfast 8:00 AM	Ca1I	Covina Bowl, 1060 W. San Bernardino Rd., Covina
Last Saturday, 8:30 AM Breakfast 8:00 AM	Ca1K	Home Town Buffet, 6705 N. Fallbrook Ave, Canoga Park
2nd Saturday 8:30 AM Breakfast 8:00 AM	Ca1L	IHOP Restaurant, 212 Madonna Rd, San Luis Obispo
2nd Sunday 9:00 AM Breakfast 8:00 AM	Ca1M	Elks Club, 2055 Elks Drive, San Bernardino
3rd Saturday 8:30 AM Breakfast 7:30 AM	Ca1N	Grandma BB's, 539 Vista Bella, Oceanside
2nd Sunday 8:00 AM Breakfast 7:30AM	Ca1Q	Hof's Hut, 7005 Knott Ave., Buena Park
1st Sunday 8:00 AM Breakfast 7:00 AM	Ca1R	Knowlwoods Restaurant, 14952 Sand Canyon, Irvine
3rd Saturday 8:30 AM Breakfast 8:00 AM	Ca1S	Carrow's Restaurant, 2401 Harbor Blvd, Ventura
4 th Sunday 8:00 AM Breakfast 7:30 AM	Ca1V	Mawell's, 17772 Wika Rd, Apple Valley
1st Sunday 8:30 AM	Ca1Y	Bakers Square, 936 North H St, Lompoc
1st Saturday 9:00 AM Breakfast 8:00 AM	Ca1Z	Home Town Buffet, 40390 Margarita Rd., Temecula
1st Saturday 9:00 AM Breakfast 8:00 AM	Ca2A	Neilson's Restaurant, 137 S. M St., Tulare
3rd Sunday 8:45 AM Breakfast 8:00 AM	CaC	Denny's Restaurant, 7900 Collegetown Dr, Sacramento
2nd Saturday 9:00 AM Breakfast 8:30AM	Ca2J	Hometown Buffet, 2050 Diamond Blvd., Concord
4th Sunday 9:00 AM Breakfast 8:00 AM	Ca2K	Jack & Linda's Country Café , 2390 N Texas St, Fairfield
2nd Saturday 9:00 AM Breakfast 8:00 AM	Ca2N	Pine Rest & Lounge, 19601 Hess Ave, Sonora
3rd Saturday 8:30 AM Breakfast 8:00 AM	Ca2Q	Athen's Burger Rest, 6999 Dublin Blvd, Dublin
1st Saturday 10:00 AM Breakfast 9:00 AM	Ca2R	Sang's Café, 131 Main St, Salinas
3rd Saturday 8:45 AM Breakfast 8:00 AM	Ca2S	Hometown Buffet, 212 Ranch Dr. "McCarthy Ranch Shopping Center", Milpitas
1st Saturday 9:00 AM Breakfast 8:00 AM	Ca2W	Yosemite Falls Café in Granite Park, 4020 N. Cedar Ave, Fresno