

Welcome to the GWRRA CA2Q

Tri-Valley Wings

Chapter News Letter for November 2016

Home of the “Q”oalas



Friendship

Fun

Safety

Knowledge

Table of Contents

CA2Q Chapter Director's Corner.....	2
CA2Q Assistant Director's Message.....	3
GWRRA District Director's Message	4
CA2Q Educator's Message.....	5
CA2Q Nuts & Bolts.....	7
CA2Q Chapter Sunshine	31
CA2Q Chapter Calendar	32
GWRRA CA District Rallies.....	33
CA2Q Gathering Info	34
CA2Q Members.....	35
CA2Q Rider Levels	36
CA2Q Officers.....	37
GWRRA Officers.....	38
CA2Q Sponsors & Ads.....	39

**Thank you to this months
Newsletter contributors**

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Jacque Foster Page 16

Tim Hallock Page 17-29

Jean Tobin Page 30

**Our October gathering is on the 19th at
Black Bear Dinner 1500 Hopyard Rd Pleasanton
See Page 34 for details**



Chapter Director's Corner



It's been said before, but CA2Q is a warm, loving and caring family. Once again, we were blessed with the love from our family when my appendix decided to rupture and sent me to the hospital for 5 days and recovering at home for another 4 weeks. I was so thankful for the cards, emails, texts, visits and of course, the food that people sent to us. What I love about CA2Q is that no matter what is happening in your lives, you can take out time to help out a fellow member with their life. Thank you for caring about my wellbeing and for keeping us fed while I recuperated from all this stuff going on in my body.

There were a couple of things that happened during this time that made me realize that while I am a pretty organized person, I had let things slack off a bit. One example is my drug list. Like many of us "old folks", I rely on a couple of medications to keep things going in my body. A couple of years ago, a friend had mentioned that when she had taken her husband to the hospital, she couldn't remember the names or dosages of the pills he took, which is vital when someone is being admitted for an illness or injury. So I created a list of my drugs, including vitamins, and the surgeries I have had, told Don where I kept it and went on with life. What I didn't think about was keeping it up to date! After this last two trips to the ER. I realized that this list needs to be a living document, so I am putting in an app on my phone so I can easily keep it up to date. If you don't want to use an app, create a paper list, make sure you review and update it regularly when you add or subtract a medication or supplement, so it's always current.

The other and most important step in this process is keeping the list available to others. If you are riding, have it on the bike so it is available should you have an accident. Make sure your significant other(s) know where you keep it, so if you can't provide the information, they can. It is critical that medical staff know what you are taking, so they can properly assess you and provide the correct level of care. A simple list like mine could save your life – be prepared.

I also found that I am indispensable at work. Now, that might sound like a great thing – wow, isn't she fabulous. But really, it wasn't (well, it was kind of nice to come back to all the adulation, I won't lie!) However, I should have had more back-up so that while I was gone, the tasks that I do could have been handled more smoothly and my team didn't have to scramble. It would have also made my return to work less stressful and I might have stayed home one more week to recuperate. If I had been more prepared for an emergency like this, my work life would have been less chaotic when I returned.

This applies to riding as well. We talk a lot about being prepared when we ride, but it's so critical.

- Make sure you do a T-Clock and check your bike every time you go out for a ride. We've all heard stories from other riders about this – "I had checked the bike yesterday and everything was fine, but I checked this morning and there was a screw in the tire." Changes to your bike can literally happen overnight, so it's so important to make sure you are prepared to ride safely every time you ride.
- Check the weather and road conditions before you leave – it might be sunny where you live, but is it windy and cold up on that mountain pass? Do you have adequate gear? Or is the pass even open? This year, the passes have been closed early several times due to snow – you don't want to get stuck in that kind of situation (unless you are Don, who seems to love it!)
- And most important, check yourself – are you ready to ride? One rider who is a friend to many at CA2Q takes a quick pre-ride on his property before heading out, just to see if he's ready to take to the road. If you've been sick or tired or just not all there, it might be better not to get on the bike today. It's all about being prepared.

Thanks again for your kind words, thoughts and food! We certainly appreciate your love and support.

Beth & Don



Assistant Directors Page



ACD Message

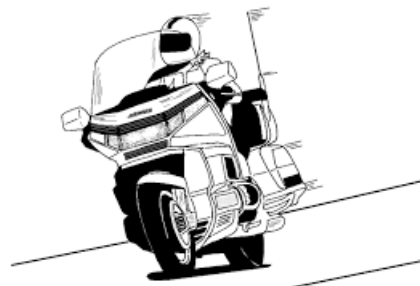
I'm starting to think about ride planning for next year. I want to get inputs from everybody who is interested in giving input. So instead of a meeting, we're using the technology of today! I want to set up a number of different types of rides. First, we need to get ride ideas for after chapter meeting rides. Second, I want to get a list of rides for alternate weekends. Since we do the chapter meetings on the third Saturday of the month, I am thinking about setting up rides for the first Saturday of the month. Since we don't have the chapter meeting to deal with, we can get started earlier and either get home earlier or make it a longer day. Third, I want to plan 2 - 3 overnight trips. We would leave on a Saturday, ride to a destination and spend the night there. We would then return home on Sunday. Of course you're always welcome to add on to these trips by leaving before Saturday or extending the trip past Sunday. Finally, I want to plan a three day trip. We'll head out on Friday and return home on Sunday. This could be 3 days of riding stopping in a different place each night or it could be 2 nights in the same location.

So I plan to do this in two stages. First, I will send out a form to solicit your inputs. The form will be broken into 4 sections as I have described above. I will have a number of options that I have thought of. If you have other suggestions for people to consider, there will be a place on the form to you give your inputs. You could suggest a particular route you have in mind, or you could specify a destination, or you could suggest an attraction like a National Park, a museum, a restaurant, etc. If you are not interested in the overnights but still have some suggestions to offer, that's fine as well.

After I have gotten feedback, I will put out a survey form that will ask people to rank their favorite picks for each category. I will then use the survey results as a basis for planning the rides for the next year. And because we are such a social crowd, I'll have to host an event in January to share and discuss the results!

Tim Hallock

CA2Q ACD





District Director's Message



Hello California,

Fall has come upon us and we are enjoying the cooler weather for riding. October was filled with rallies and opportunities to gather together with fellow wingers. Chapters CA2N, CA1M, CA1V, CA1F, and CA1Z all had wonderful rallies with plenty of good food and lots of FUN for all. CA1A celebrated their 20th Anniversary also this month. It was great to see many of the charter members at the celebration. The activities for the month were topped off with Arizona's District Rally in Lake Havasu. Talk about a busy month. But one more rally you don't want to miss is CA1C's rally November 5. Please note the date change. (Flyer available on the web)

With cooler weather also comes challenges in keeping warm, or cool, which ever happens to be the case for the day. Also wet weather, with possible wet leaves on the road in the mountains, can pose a hazard. Let's enjoy our riding by being prepared and riding safe.

The end of year means paperwork. Financials should be in the works as well as any changes in officer or staff position. We look forward to a FUN Officer's Conference January 21, 2017. Save the Date. All are welcome. Look for a flyer with all the information in the near future.

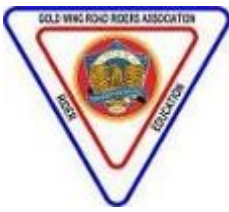
As we all prepare for the upcoming holidays, let's remember our friends and family and the reason we celebrate. Bob & I look forward to seeing many of you this fall, but if by chance we don't, know we are thinking about you and wishing you the best.

Enjoy this beautiful state of California and RIDE SAFE.

Bear Hugs,

Nancy & Bob Clark





Chapter Educator's Message



Words of Wingdom

Lane Splitting – AB 51

By Larry Heisler

Bill AB 51 Defines Lane Splitting and authorizes the Highway Patrol to Publish Guidelines.

Sport Rider- "The passing of the AB 51 will allow California Highway Patrol to develop a set of educational guidelines in association with the Department of Motor Vehicles, the Department of Transportation, the Office of Traffic Safety, and "a motorcycle organization focused on motorcyclist safety" about proper lane-splitting. The guidelines will be available to both riders and drivers to help improve safety on the road. Great, right?

What many don't see is that if AB 51 passes, questions will still be unanswered. The guidelines that will be created are not laws, therefore there is nothing set in stone about what "safe" splitting actually is. The issue lies at the fact that everybody's interpretations are different, even if there are guidelines to help determine what may be safe. For example, what the guidelines may suggest is safe and what a law enforcement officer interprets as safe could be drastically different. Issues are almost certain with a structure like this."

It does remain to be seen what the guidelines will look like but they may look much like the Guidelines the CHP published a few years ago. If they remain just guidelines then there will be some wiggle room. I wonder which way the CHP will go regarding enforcement.

BILL NUMBER: AB 51 CHAPTERED

BILL TEXT

CHAPTER 141

FILED WITH SECRETARY OF STATE AUGUST 19, 2016

APPROVED BY GOVERNOR AUGUST 19, 2016

PASSED THE SENATE AUGUST 1, 2016

PASSED THE ASSEMBLY AUGUST 4, 2016

AMENDED IN SENATE JUNE 1, 2016

AMENDED IN ASSEMBLY MAY 22, 2015

AMENDED IN ASSEMBLY FEBRUARY 11, 2015

INTRODUCED BY Assembly Members Quirk and Lackey

(Coauthor: Assembly Member Chu)

DECEMBER 1, 2014

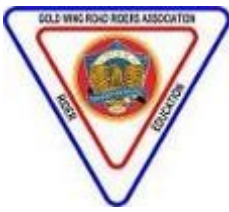
An act to add Section 21658.1 to the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 51, Quirk. Vehicles: motorcycles: lane splitting.

Existing law requires, whenever a roadway has been divided into 2 or more clearly marked lanes for traffic in one direction, that a vehicle be driven as nearly as practical entirely within a single lane and not be moved from the lane until the movement can be made with reasonable safety.





Chapter Educator's Message



This bill would define "lane splitting" as driving a motorcycle, that has 2 wheels in contact with the ground, between rows of stopped or moving vehicles in the same lane, as specified. The bill would authorize the Department of the California Highway Patrol to develop educational guidelines relating to lane splitting in a manner that would ensure the safety of the motorcyclist, drivers, and passengers, as specified. The bill would require the department, in developing these guidelines, to consult with specified agencies and organizations with an interest in road safety and motorcyclist behavior.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 21658.1 is added to the Vehicle Code, to read:

21658.1. (a) For the purposes of this section, "lane splitting" means driving a motorcycle, as defined in Section 400, that has two wheels in contact with the ground, between rows of stopped or moving vehicles in the same lane, including on both divided and undivided streets, roads, or highways.

(b) The Department of the California Highway Patrol may develop educational guidelines relating to lane splitting in a manner that would ensure the safety of the motorcyclist and the drivers and passengers of the surrounding vehicles.

(c) In developing guidelines pursuant to this section, the department shall consult with agencies and organizations with an interest in road safety and motorcyclist behavior, including, but not limited to, all of the following:

- (1) The Department of Motor Vehicles.
- (2) The Department of Transportation.
- (3) The Office of Traffic Safety.
- (4) A motorcycle organization focused on motorcyclist safety.





Nuts & Bolts



Special thanks go to the Planning Committee ** (Linda, Linda, Lynda, Jean, Shirley, Jacque and Robin).

Thanks go to all of the members of CA2Q for showing great Halloween spirit with outstanding costumes, great food and drink and fun.

Best Male Costume went to Bob Tobin – Best Female Costume went to Robin Hallock, and the best overall costume went to Robin also.

Thank you Jim Smith



Nuts & Bolts



The Call of the Ghouls

It was a dark and rainy night on the 22nd of October 2016. I was driving by 9000 Craydon Circle in San Ramon where I noticed 5 witches arriving on their boom's (2 were really smoking badly, adding to the general evil Sulfur and Brimstone smell emanating from the building). There were three blonds, a red head, and a brunette; all dressed in human street clothes. Each was carrying at least one large bag or box of body parts, caldrons, chemicals, and dead animals (I only recognized one - it was a lizard, and it was definitely dead). I immediately parked the car across the street and set up a surveillance of the property. For the next hour I watched as they made numerous flights, leaving in bursts of orange flames and billowing black smoke – each time returning with additional supplies. Eventually they settled down, left their brooms parked and for a few minutes all was quiet.

By 6:30 it was very dark outside and I was having trouble seeing, but my patience was soon rewarded with the outside lights coming on and within minutes I noted additional evil looking goblins, ghouls, and zombies arriving. They too brought additional supplies. I was ok with seeing this convention going on, but admit that I did get concerned when I saw several vampires show up. It was then that I decided to drive home and dress in a costume that I hoped would blend in with the rest of the convocation – or at least something that wouldn't be too obvious.

I arrived back at the gathering and carefully navigated my way into the building. I felt invisible! No one noticed that I really wasn't one of them. I successfully integrated myself into their midst and was soon enjoying my time. It seems that once a year they gather to celebrate the "All Hallows Eve" – a night to remember the dead. (Bet you didn't know that did ya!) – The celebration included a bunch of food, party games, and loads of decorations designed to remind us of the reason for the gathering.

I watched a zombie play a pitching game where they had to pitch eyeballs into a hollowed out pumpkin – the pumpkin was quite small requiring a deft touch and an eagle eye. As I wandered around I also found a group of ghouls and witches standing around a table sticking their hands into closed boxes then tried to guess what the box contained. I nervously tried one box and was surprised to find that it contained a dry substance (I had expected to find slimy entrails...). I had no idea what the substance was but assume it was pulverized bones or brimstone or some such.

I also discovered that these creatures of the night are all pretty good cooks. I was very surprised that there was food available for those attendees that could still eat and enjoy real food. I even noticed the Vampires eating – most of it looked quite rare, or at least red.

As the convention wound down they appeared to hold some kind of election, or award ceremony or some such – It appeared that the male vampire was gifted with being the most well dressed male and a female witch doctor was granted gifts for being the best dressed female of her species as well as one for being the most popular of all. I was a bit surprised that they would be gifted, as the male vampire attempted to bite the neck of the female witch doctor earlier – I wasn't too sure what was up with that, but hey, I'm no vampire.

All in all it wound up being a very successful evening. I learned a lot, and had a lot of fun too.



Nuts & Bolts



Hello everyone. Even though I have been absent from our monthly meetings recently I have been thinking of everyone and would like to take this opportunity to nominate the group for the Wing Nut award. What a kindhearted group of friends. I cannot thank you enough for the caring words, tasty meals, and thoughtful offers to help whenever needed during this difficult time. Everyone has been extremely helpful and I appreciate all the kindness.

I look forward to seeing you all soon,

Susi



Nuts & Bolts



CAPTION CONTEST

**Congratulations to our
October winner:
“Three way anyone?”
Thank you to
Robin Hallock**



**Put on your thinking caps, here is November's
Picture**



**Come on, give it a shot.
What is the first thing that comes to your mind?
Send your caption to mgca2q@gmail.com and the
CD's will pick the one they find the funniest**



Nuts & Bolts



Pixels – Getting the

Most From Your Point and Shoot

All digital point and shoot cameras have a dial somewhere on them that are designed to help you – the photographer – take better pictures! These dials control how the camera operates – with everything from a fully automatic to granting full control of all camera functions to the user. I see many – most – photographers using their point and shoot's with this dial set to “A” or “Auto”, and getting very good snapshots, but not very good photographs necessarily. When taking a picture with the camera on full auto the user is responsible for only one thing – the composition of the shot! The camera takes care of the exposure, the depth of field, the focus, the shutter speed and the aperture setting – in other words all of the creative settings options the camera offers.

Let's look at some of the more common options available on our camera's As you can see in the image



to the left the dial on my 10 year old Canon Sure Shot and it has everyone's favorite setting of “Auto”, there is also a “P”, “Tv”, “Av”, “M”, and “C” which are the creative settings where the user will control one or more of the camera's functions. Below the “Auto” setting there are icons of a head, mountain, a lighted night scene, people running, a SCN setting, an icon that looks like a couple of screens and finally an icon that looks like a movie camera. This set of controls will set the camera up to take a variety of shots that the average photographer will encounter on a regular basis.

- The head icon should be used for Portraits – shots where the subject is in sharp focus and the background is blurry.
- The mountain will create great scenic shots with vivid colors and sharp focus through out.
- The lighted night scene is very useful when taking a night portrait where there are neon signs, street-lights etc. that are lighting the scene.
- The two people running will capture sports action by “freezing” the action without moving the camera to follow the action.
- The scene setting in this camera will set it up to take fireworks shots, snow shots, sunsets, and creative color shots.
- The icon that looks like multiple screens is actually an old version of a Panorama capture – where the individual pictures are stitched together.
- Finally the last Icon is indeed a movie camera – not all point and shoots will take video – but a lot of them will, new ones in particular.



Nuts & Bolts



The next time you drag your camera out try using some of these additional settings and see if the results are to your liking. The next chapter meeting for example!

Let's take a look at using your camera's portrait setting. Not all cameras have this setting as an icon – some of them are driven by software and you would need to set this up in your menu system, but the vast majority of the cameras I've seen do have a portrait icon.

What are the standard conditions that a portrait needs? First, a subject. Second, good lighting. Third, enough space to properly compose / frame the subject. Fifth, enough space between the subject and the background to allow the camera to sharply focus on the subject while leaving the foreground and the background blurry.



Here is a portrait of my granddaughter taken using the portrait setting – as you can see Sarah and the tree are sharply in focus, she is softly lit, and the background is nice and blurry, thus drawing the viewers eye to our beautiful granddaughter instead of the rest of the objects in the shot.



This picture is of Sarah and her boyfriend –taken with the camera set on automatic. It's a very nice snapshot, but I'm sure you will agree it's pretty busy, with the background, and the foreground sharing the focus with the subject(s).



Nuts & Bolts



So, Step by step – here's how I would shoot a natural light portrait.

- Set the camera to portrait.
- Position the subject far enough away from your shooting position to allow you to properly frame (compose) the subject.
- Position the subject far enough away from distracting background objects that will interfere with your desired subject focus. In other words the closer your subject is to distracting background objects, the more likely those objects will appear as in focus objects when you take the shot. Give yourself some space from the subject and the subject some space from the background.
- Take the picture!
- Now set the camera to Automatic and take the same shot – and see which one you like better.

Here's a couple of simple graphics to help explain how the positioning of yourself and your subject affects the final shot.



In the above example the Subject (S) is very close to the background (B) and the Photographer is quite a long ways away from the subject, which may well result in a full body portrait with lots of foreground and, because the subject is so close to the background it the background stands an excellent chance of being in focus also.



This positioning is much better, as the subject is removed from the distracting background, and the photographer is close enough to the subject that the composing / framing can eliminate the unneeded foreground.





Nuts & Bolts



The one I like the best is this one – the subject and the photographer are in close proximity so they can talk, the framing is easy with little or no need for zooming, and the background is far enough away that the focus will be on the subject not the background.



Note that when I say background I am referring to all of those items behind the subject that are not part of the desired focus. As in Sarah's picture above – the tree is part and parcel to the image, as is the play structures in the image of her and her boyfriend. With the close proximity of photographer and subject you get interact and sometimes you can get really good shots

Next time we'll look at one of my personal favorite's – scenery shots.



Nuts & Bolts



Loretta's BBQ Pictures





Nuts & Bolts



Nachos (did you know)

Friday, Oct 21 was International day of the Nacho

- Nachos derive their name from their inventor, Ignacio “Nacho” Anaya
- Nachos were invented in 1943 in the town of Piedras Negras, Coahuila, Mexico, just across the border from US Army Fort Duncan in Eagle Pass, Texas. Some Army wives wanted an afterhours snack
- The original recipe for nachos included corn tortillas cut into triangles, fried, covered with cheddar cheese, heated and topped with pickled jala peno peppers.
- In Hawaii, kalua pork and pineapple nachos are served at many restaurants
- The original recipe was first printed in 1954 “St. Anne’s Cookbook”
- The Moderno Restaurant in Piedras Negras still serves the original recipe
- The original recipe used cheese imported from Wisconsin
- Nachos first appeared in Los Angeles in 1959 at the El Cholo Mexican restaurant, courtesy of a newly hired waitress from Texas
- The variant of the melted cheese, called cheese sauce, was first served at Arlington Stadium in Arlington, Texas, and called “ballpark nachos”
- The “biggest nacho of the world” contest, held during the International Nacho Festival in Piedras Negras each October, is registered in the “Guinness Book of World Records”
- In Memphis, Tennessee, the chips are topped with barbecued pork, the cheese added, then more barbecue sauce topped with sliced peppers
- Nacho cheese sauce can now be found in local grocery stores marketed by name brands: Frito-Lay, Tostitos, Taco Bell and others

Thank you Jacque Foster



Nuts & Bolts



Grand Tour of Utah National Parks

Within a couple of months after the Glacier National Park Tour 2 years ago, I started setting my sights on the next big tour. I quickly decided on a tour of the five national parks in Utah. I had never been to any of the Utah national parks but relied heavily on legends of CA2Q and Google! I did a lot of research and planning over the next 18 months. During that time, at least 18 riders and 12 co-riders had expressed interest. As we got down to the final month we had locked in commitments of 12 riders and 6 co-riders. But in the final weeks, 4 riders (and 2 of their co-riders) had to drop out due to medical issues. And Mitchell dropped out because he got a job at Arlen Ness for the summer and an engineering intern. That was more important than the ride!

So with seven riders and 4 co-riders, we set out for the adventure on Friday June 3. Mike and Betty Goodrick, Mike and Peggy Friddle, Wolf and Zippy Coulombe all pulling trailers, and Jaime Patlan headed out around 5am to make the run straight to Vegas. They covered 530 miles arriving in Vegas around 2pm. They were then ready for partying in Vegas!



Peggy Does Vegas

Robin on her Can AM and me on my 1500 set out around 11am planning to just make it to Bakersfield that day. We took 580 to I-5 to and took Stockdale Highway across to Bakersfield. We rode 258 miles with the last 3 hours in 108 degree temperatures. We had stopped once for a gas and snack break and arrived at the hotel around 4pm. Don and Beth were about an hour behind us and met us for dinner that night.



The DoubleTree pool was great in 108 degree temps!

On Saturday, while the Vegas high rollers were sleeping in after a night of partying, Don, Beth, Robin and I got on the road around 7am. As we took off, when I put the bike into first, I heard a really odd noise from the transmission that did not sound good! But as we rode on, I didn't notice it again. We took 58 out of Bakersfield and stopped in Barstow for breakfast at Denny's.



Nuts & Bolts



We then got back on the road and picked up I-15 to Vegas. After covering 284 miles, we made it to Vegas around 2pm. Robin's Can Am said the temperature was 117! I think her bike is off by about 5 degrees. But even at 112, I believe that was the hottest weather I had ever ridden in and was certainly the hottest Robin had ridden in. We both had Cammelbacks on the bike so we were staying well hydrated. It wasn't until we got off the highway onto the city streets when we really started to feel the heat. This was my first time stopping in Vegas. The first thing I noticed is that the stop lights stay RED forever and the lights are not synchronized going east / west. No, they are synchronized such that the light is RED at each block!



Mike and Peggy Friddle, Mike and Betty Goodrick on the High Roller Ferris Wheel

We left North Las Vegas around 7:30am. We took I-15 up to St George Utah where we stopped for gas. From there we took UT 89 to Zion. We arrived at Zion National Park visitor center around 10:30. It was already 92 degrees outside and the day was only going to get warmer. The Vegas High Rollers, (as referred to as the white trailer trash), quickly jumped on the tram that takes you through the park. That would be the last we saw of them until meeting at the hotel that night. Don, Beth, Jaime, Robin and I eventually caught the tram. The five of us stopped at several trails to do some small hikes at Lower Emerald Pool and Weeping Rock Trail. In between, we had lunch in the park at the Red Rock Grill. The park was not overly crowded, so getting on and off the trams was no problem and no waiting for lunch! The temperature got up close to 100. We spent about 5 hours in the park before getting back on the bikes. From there the ride on Zion – Mount Carmel Highway was stunning. I posted plenty of videos on facebook but they don't come out too good in PDF format! We hit UT 89 and headed north to the hotel in Panguitch for the night. We covered 249 miles that day.



Zion National Park



Nuts & Bolts



Don and Beth stayed in a hotel in town and the rest of us holed up at The Quality Inn. I would definitely recommend this hotel.



This wasn't your typical Quality Inn!

The hotel had a great restaurant and the food was amazing. We watched the Warriors while dining and drinking!



Jaime, Mike G, Mike F, Peggy, Wolf, Peggy and Robin



We were impressed with the presentation – it's a swan!



Nuts & Bolts



The hotel was owned by an Indian (like from India) family and the restaurant was owned by a family from the Czech Republic. They were all dressed in western wear with strong Czech accents! The service was fantastic and they were very entertaining to talk to.

The next day was on to Bryce Canyon. Today would be a cool day with the temps never getting much about 80. We rode about 20 miles on UT 12 to Bryce Canyon Pines restaurant just outside the park where we had breakfast. Definitely recommend this place. We picked up some box lunches for a picnic later that day in the park.



Breakfast before Bryce!

After breakfast we headed into the park. We made a quick stop at Ruby's General Store at the park entrance to do a little shopping.



Mike G has had enough of these stupid group photos

We rode all the way to the end of UT 63 which ends up at Rainbow Point. There were did a 1.2 mile hike.



Nuts & Bolts



The view from Rainbow Point



Your tour director and the only female pilot

We stopped at a few places along the way. And then it happened again. I got on the bike, started it up, through it into first and it sounded like the gears were ripping apart! Now I'm worried. I'd been wanting to buy a new bike and was waiting for a reason to splurge for one. But I wasn't going to find anything within hundreds of miles from here. So the rest of the trip I really tried to baby the clutch and the transmission.

There was only one other place where I messed up. I got in a position where I had to use reverse. As I pushed the starter button and the bike began to move, every couple of feet it would hesitate or slip as if there was a chipped tooth in a gear. I made sure to never use reverse again after that.



Nuts & Bolts



We kind of screwed up for lunch and instead of ending up at a picnic ground, we ended up at the Lodge at Bryce Canyon. We made ourselves at home and ate our box lunches. OK, breakfast was good, but do not get the box lunches to go. Oh well, they were cheap. Now we were ready for one of the highlights of the trip. UT 12 Scenic Byway is said to be one of the most beautiful highways in the country. The ride from Bryce Canyon to Torrey was another awesome ride. The great thing about this tour was everybody did what they wanted. Today, we ended up breaking up in three groups: The trailer group went on to Torrey when the rest of us stopped for a break.

We all ended up meeting that night at the hotel, The Broken Spur. For the day, we had covered 160 miles and the temps were in the high 70's. Some people hit the pool and others just relaxed in the room. This hotel also had a superb restaurant. There were a few after dinner cocktails and then it was off to bed. Once again, this was a hotel I would highly recommend. It is amazing to be out in the middle of nowhere and find these cheap hotels where the people are all so friendly.

One of the things we noticed while touring Utah was all of the Europeans who had rented Harleys out of Vegas. I think there were more Europeans on motorcycles than people from the US. But it got me thinking.....hmmmm, maybe we should plan a motorcycle tour of the Alps. Google it. There are plenty of motorcycle companies that rent motorcycles for touring. Some of them even have Can Ams!

So on Tuesday morning, we start with a good breakfast at the hotel before heading out on UT 24 for Capitol Reef. We got to Capitol Reef in about 45 minutes and entered the park.





Nuts & Bolts



As we entered the park, I knew we had a long day of riding and temps would be getting into the low 100s again. I also remember that Yoda Hole had advised that the ride to the end of the road in Capitol Reef is not worth it and he definitely would not recommend it. So I got on the CB and took vote. There were zero votes to ride into Capitol Reef, 9 votes to head on to Moab and 6 votes for Trump. So we made a U-Turn and got back on 24. We took 24 to Henksville for a stop for gas and then headed south on UT 95. This was Robin's favorite road of the whole trip.



Water break on UT 95

The temperatures were staying cool and we were making good time. So I took a vote to see who wanted to take a ride through Natural Bridges. The vote was 8 for the side trip and 5 for Trump.



Natural Bridges National Monument – Sipapu Bridge



Nuts & Bolts



UT 95 crossing the Colorado River

I went against the advice of Yoda Hole this time. He advised not to stop it is not worth it. Now if we were in Kansas and they dropped this park in there, it would be HIGHLY impressive. But were not in Kansas Toto! This is Utah and the rocks, the views, the scenery are out of this world!

We stopped in Blanding at a Subway for quick lunch. Then on up UT 191 to Moab. The weather never seemed to get that hot. By the time we got to Moab, we had covered 270 miles for the day. Don and Beth had booked a room at the Best Western but the rest of us went the cheaper route and stayed at the Comfort Inn. After taxes, it was still \$211 a night! But the hotel was only 3 years old and it was really nice. We had dinner that night at The Broken Oar. Personally, I would not recommend it. The food was not that great. Although the waitress was plenty nice, the manager is a different story. I'll leave it at that.

The next day we went to Canyonlands in the morning. On the way, we stopped at Dead Horse Point. When then continued on to Grand View Point. Once again, the views were just incredible. We got lots of pictures. From there we headed on to Green River Overlook. Not nearly as impressive but also not far out of the way. At that point we broke up into separate groups and head off in different directions. We rode about 100 miles that day with temsps in the 80s. That afternoon, Mike and Peggy, Jaime, Robin and I did a jet boat tour on the Colorado. When we had set up the reservations before the trip, they did not have enough room on the boat for everybody in our group. So they (Moab Jett, great family run business), scheduled a boat just for our group. As it turned out, with some of the riders dropping out, there were only 5 of us on the boat. But then still ran the boat with just us on board. It was a wild ride! After pre-dinner cocktails we walked down to La Hacienda for dinner.



View from Dead Horse Point



Nuts & Bolts



panoramic view from Grand View Point



Jet boating on the Colorado



Nuts & Bolts



After dinner Robin and I had a Hummer tour on Hell's Revenge. This is a pretty famous four wheel trail. You've probably seen pictures on TV commercials or other shows. The tour was about a 3 hour tour that ended as the sun went down. I'm not big into four wheel driving, but I will say that this was unbelievable. The vehicle was a first generation hummer. These things can pretty much climb a vertical wall.



This ridge is about as wide as the Hummer



Hummer tour at Hell's Revenge

By the time we got back to the Comfort Inn, the rest of the gang was hanging out in the lobby watching the Warriors who got their butt handed to them that night. Jaime had made the right bets and was collecting his money. If you thought Jaime was a quiet one, you don't know Jaime! He was in a rather cheerful and talkative mood. Got Jack?

Thursday morning we all got up early for a morning ride to Arches. Yes, Jaime too. This would be our fifth national park in five days. It was an easy day and we only rode about 45 miles in 80 degree temps.



Nuts & Bolts



The gang at Delicate Arch viewpoint

Who are those strangers in the picture? Well word got out about my Utah tour at work. Although all of my riding buddies backed out, one guy didn't. George and Glo Williams met up with us in St George and tagged along during the tour up until about the time we got back into Nevada. They were in a pickup pulling a camper. They are two absolutely wonderful people and they added a lot of color to the trip!



Jaime at Double Arch

After a morning ride to Arches, we all head back into town and did our own thing. Most people did some souvenir shopping. We all met up at the Blu Pig for BBQ to celebrate Mike Goodrick's birthday. I think we all recommend the Blu Pig. It was an adventure..

On Friday morning we got up and started the journey home. The next two days would be the longest rides of the trip. We rode up 191 to I-70. The speed limit on I-70 is 80 MPH! We moved along at a more casual pace and it's a good thing. Mileage really drops fast at those speeds. There is a stretch of road between Green River and Salina where it is 90 miles of nothing. No exits. No gas stops. Nothing. After a gas stop in Salina, we picked up US 50 and made it to Delta Utah for lunch. After a quick stop, it was back on the road to Ely Nevada.



Nuts & Bolts



I was unsure of the variability of the mileage of Robin's Can Am because we really hadn't had it out on any big trips. So I had carried a spare gas can in my saddlebag. Well about 45 miles outside of Ely, Wolf comes on the radio and says his low fuel light is on. I tell him we can pull over and put my spare gas in. But he decides to keep riding. About 10 miles outside of Ely, Wolf decides he doesn't want to risk running it dry. So we pull over. Well this crazy environmental gas cans today make it darn near impossible to get the gas out. We played with that thing for about 15 minutes before we finally could get the gas to come out. We covered 381 miles that day.

We all stayed at the Prospector Hotel that night. We met up in the bar for dinner and to watch the Warriors win again.



Mike is going to get Jaime to talk

Saturday morning when we got up, some people were heading for breakfast at the hotel. You could see lightning not too far off in the distance as we were packing up the bikes. We were right between two big thunderstorms. I wanted to get out because the radar showed the bigger storm coming up from the south. I figured if we got out fast heading to the west, we could beat it. So we jumped on the bikes and rode! We didn't get too far before the rain started to come, but it was not heavy and did not last long. We made it to Eureka for breakfast. After a big breakfast, we were ready to take on the loneliest highway in the country. By the time we made it to Fallon, I think we were all ready for a nap. After gassing up in Fallon, Mike, Peggy, Mike, Betty headed for Carson City to stay at Mike's parent's house. Wolf, Zippy, Jaime, Robin and I headed for Reno. Mike Goodrick was about 10 miles from his parent's house when the sidewall on his rear end (the bike) flew off. He got real lucky. He called up Rescue Plus who were there within 30 minutes. They got his bike to the Reno Honda dealer before closing who put two tires on the bike and got Mike home in time for dinner! We covered 320 miles that day.

The Reno crowd had some fun bowling at the Grand Sierra Casino. Jaime was beating us all after 8 frames. But I ended the game with 4 strikes to take the crown! We had a great dinner at a restaurant at the Grand Sierra resort. Then off to bed.



Robin, Zippy, Wolf, Jaime



Nuts & Bolts



Four strikes to end the game!

Sunday morning we all met up in Carson City for the ride home. We came back over CA 88. At the highest elevations, there was still snow on the side of the road and at times we caught some light rain. It was a nice cool ride to end the tour that started out so hot! We made a stop at Lockeford Sausage then cut through the Delta to get back home. 236 miles for the day. For the whole trip we road just under 2500 miles in 10 days. It was a great trip and I would definitely do it again!

Thank you Tim Hallock



Nuts & Bolts



This Thanksgiving let's not forget about those that are less fortunate.

Please bring a canned or dry good item to the November meeting. The items will be given to a local food drive and show that CA2Q cares. Jean Tobin will donate the items to the food drive in the name of CA2Q.

Jean Tobin



CA2Q Sunshine



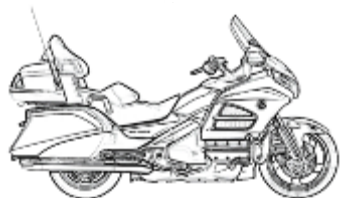
Upcoming Birthdays



Jacque Foster	November 1	Birthday
Wolff Coulombe	November 18	Birthday
Janet Margolis	November 20	Birthday

Upcoming Anniversaries





CA2Q Calendar



November 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15 CA2Q Dinner TBD	16	17	18	19 CA2Q GATHERING
20	21	22	23	24 	25	26
27 Newsletter contribu- tions are due by 7pm	28	29	30			

Use this link to see the full ride calendar: <http://plus.calendars.net/ca2q>



District Rallies



February 13th – CA-1I

March 18-20 – CA-1R

April 9th – CA-1A

April 24th – CA-1Q

April 30th – CA-1K

May 6-7th – CA-2S – Garage Sale

May 14th – CA-2K

May 21st – CA-2W

May 27-30th – Region F – Albuquerque, NM

June 11th – CA-1D

June 25th – CA-1L

July 30th – CAC

August 31-September 3rd – Wing Ding – Billings Montana

September 23-25th – District Convention

October 1st – CA-2N

October 8th – CA-1M

October 9th – CA-1V

October 22nd – CA-1F

November 12th – CA-1C

November 19 – CA-1Z

Go to http://gwrra-ca.org/chapter_rallys/chapter_rallys.html



Gathering Information

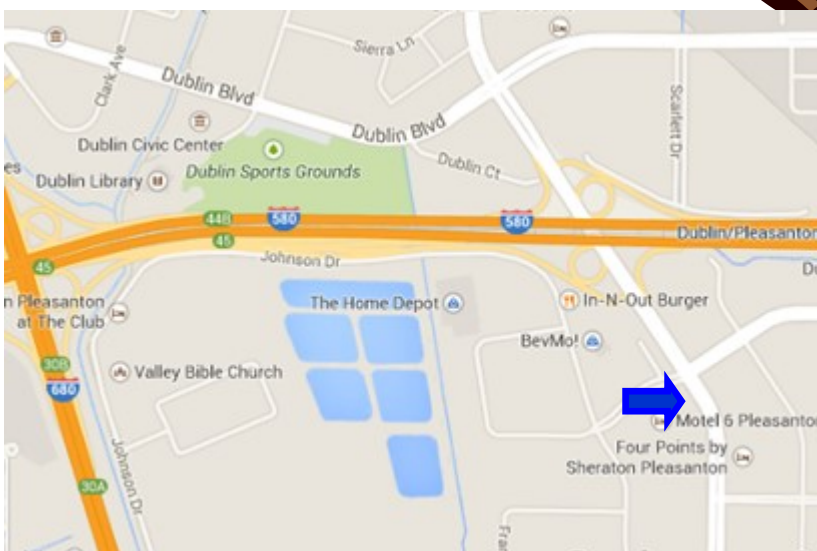


CA2Q meets on the 3rd Saturday of each month.

Arrive at 7:30 for breakfast as the gathering starts promptly at 8:30 am.



5100 Hopyard Road
Pleasanton, CA 94588
(925) 847-9100



Directions:

From 580-E, take the Hopyard Road Exit, turn right at the end of the ramp. Black Bear is on the right, just after the Chevron.

From 580 W, take the Hopyard Road exit, turn left at the top of the ramp. Black Bear is on the right, just after the Chevron.



CA2Q Members



Rider	Co-Rider	City	Joined GWRRA
Jack Fischer	Sunny Montgomery	Castro Valley	05/2007
Larry Heisler	Rita DeLucchi	Castro Valley	11/2009
Loretta Beckman		Castro Valley	05/2011
Victor Tibbs	Barbara Medeiros	Concord	04/2010
Mike Goodrick	Betty Goodrick	Danville	08/2012
Jerry McHugh	Judy McHugh	Danville	09/2011
Randy Switzer	Ellen Chase	Discovery Bay	03/2014
Mike Reaves		Dublin	05/2004
James Scott	Dawn Magee	Fort Knox, Kentucky	06/1992
Alan Jarumay	Shirley Jarumay	Fremont	05/2004
Ed Lising	Tess Lising	Hayward	06/2012
Dan Margolis	Janet Margolis	Hayward	11/2012
Ron Souza	Holly Souza	Hayward	09/2011
Bill Androws	Linda Androws	Livermore	07/2002
Mike Friddle	Peggy Friddle	Livermore	12/2000
Steve Gibbons	Susi Gibbons	Livermore	07/2012
Don Gonzalez	Marg Gonzalez	Livermore	09/2010
Joe Hayes	Cindy Hayes	Livermore	12/2006
Don Kuellmer	Beth Kuellmer	Livermore	04/2010
Jaime Patlan	Georgina Patlan	Livermore	09/2010
Cody Rotermund		Livermore	12/2012
Wolff Coulombe	Patricia (Zippy) Coulombe	Livermore	03/2013
Ron Green	Kristi Green	Milpitas	10/2006
Herb Dykeman	Carrie Dykeman	Newark	
Allan Freebody	Kay Freebody	Pleasanton	
Bob Tobin	Jean Tobin	Pleasanton	07/1998
Jeff Lake	Loretta McGrath	So San Francisco/Pacifica	02/2013
Curt Chandler	Caryn Wegerbauer	San Leandro	05/2014
Mark Fixel	Sandy Hays	San Lorenzo	04/2011
Steve Foster	Jacque Foster	San Ramon	05/1997
Tim Hallock	Robin Hallock	San Ramon	12/1998
Bill Range		San Ramon	
Rich Sciacqua	Linda Sciacqua	San Ramon	05/2004
Jim Smith	Lynda Smith	San Ramon	12/2011
Bob Hole	Sue Reynolds	Walnut Creek	05/1998



CA2Q Rider Levels



Master Number	First Name	Last Name	Level
	BILL	ANDROWS	1
	LINDA	ANDROWS	1
	JOHN	FISCHER	1
	WOLFF	COULOMBE	1
	MARK	FIXEL	1
	MIKE	FRIDDLE	1
	STEVEN	GIBBONS	1
	DONALD	GONZALEZ	1
	ROBIN	HALLOCK	1
	TIMOTHY	HALLOCK	1
	CYNTHIA	HAYES	1
	JOSEPH	HAYES	1
	ROBERT	HOLE	1
	JEFF	LAKE	1
	EDUARDO	LISING	1
	LORETTA	MCGRATH	1
	JERRY	MCHUGH	1
	MARSHA	MONTOGMERY	1
	JAIME	PATLAN	1
	ROBERT	REAVES	1
	CODY	ROTERMUND	1
	JAMES D	SCOTT	1
	JIM	SMITH	1
	HOLLY	SOUZA	1
	RONALD	SOUZA	1
	LEE	SPENCER	1
	BARBARA	MEDEIROS	2
	LYNDA	SMITH	2
	VICTOR	TIBBS	2
	JACQUE	FOSTER	3
	BETTY	GOODRICK	4
	MKE	GOODRICK	4
9736	ELIZABETH	GULLY	4
9737	DON	KUELLMER	4
5694	STEVEN	FOSTER	4
9084	LARRY	HEISLER	4
8180	ALAN	JARUMAY	4
8259	SHIRLEY	JARUMAY	4
8182	LINDA	SCIACQUA	4
8183	RICHARD	SCIACQUA	4



CA2Q Officers



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

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http://www.gwrra-ca.org/staff/dist_staff.html

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For a complete list of Chapter Directors, Chapter Meetings & Locations, please go to http://gwrra-ca.org/ca_chapters/ca_chapters.html. This list is maintained by the Region and has the most current information. The Chapter Meetings and Rallies are listed on our Calendar.



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