

Punxsutawney Phil Exposed As a Fraud

**Honda to Market Pontoons
for Gold Wings, p.14**

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CA-2J Chapter Director's Message

Alex & Marce Ageev

Wow, the weather has been putting on a show lately. It hardly seems like spring. As I'm writing this I look outside and see it is snowing. Unbelievable! The storm we had a couple of weeks ago was pretty awesome, too.

Last week we caught a break and went to Mare Island to visit their Naval Museum. The museum is hard to miss, just look for the 35 foot patrol boat with shark teeth out front. It was good to see where American flags for the Pacific fleet were made. They had great models of many submarines made on the island. We had fun climbing all around the well-maintained LCS 102 Landing Craft Support. We were surprised to see the name *Nakha* over the gangplank, until we learned the boat had seen service in several Asian nations before returning to Mare Island.

At lunch we picnicked at Chapel Park. Ed Maloney, Bob Prater, Leonard Nerunberg, Robert Taylor, Pat Riley, and Barry & Aylesa, all enjoyed our time at the park. We took a picture of us all sitting on the gazebo steps. Not as adventurous as the mystery ride but still a nice ride.

We have some good ones coming up, so stay tuned.

Ladies, save the date and your appetite! The *Ladies Social Tea* is slated for Saturday May 1st. Marce will host this month's event. Come for the delicious finger foods and fine teas, but most of all come and enjoy the company of the ladies of 2J.

Alex & Marce

District Director Bill & Rene Johnson

Well its official, Spring is finally here, and none too soon. Up here in the northern end of the state we are running about 25% over normal rainfall, so are getting tired of not seeing the sun on a daily basis.

This past month several chapters (CA-1M, CA-1R, & CA-1S) have already held their fundraisers, and though the weather did interfere with the turnout, it appears they all did fairly well. Unfortunately, due to some personal health issues, Rene & I didn't get to make all the events, but are mending very quickly and looking forward to get back on the road very soon.

While your traveling, don't forget to send in those "Pre-Registrations" to earn your points towards this year's District Rally Games. Even if you don't compete yourself, your points do contribute to your chapter's high point totals and really help the chapters you are supporting. Speaking about games & points, don't forget to take your GWRRA Passport with you. It's a cool way to document your travels and my just pay off in the end.

On to some GWRRA news. As you may be aware, GWRRA has been on a campaign to enhance the membership experience, and has even promoted the Membership Enhancement position to Officer status. We are attacking this on many fronts, and it appears that it is having some success. The most important thing we can do for "New" members is to reach out and actually invite them to attend a Chapter meeting then let the GWRRA family do its thing.



On a related note, we can't lose sight at the health of our chapters. Successful Chapter stay active and "Ride". You'll hear that everywhere you go, but its true. Just ask yourself, would I have joined GWRRA had it not been for my desire to ride.

Then there is the Chapter life itself. As noted in the GWRRA March 2011 "Insight" article, when a chapter has too many positions being filled by one person, either that person will burn out, or the chapter will get tired of doing the same thing over & over. It's important to incorporate the talents of all the Chapter members to help keep Chapter life "F"un.

Many times a Chapter Director simply asks for volunteers at a Chapter Gathering or lists the vacancy in the Chapter newsletter. When no one volunteers, a successful Chapter Director will reach out and interview their members to see where their talents would help contribute to the success of that chapter. So don't just sit around thinking you have to do it all your self, interview your members, you may just find that diamond in the rough you have been looking for.

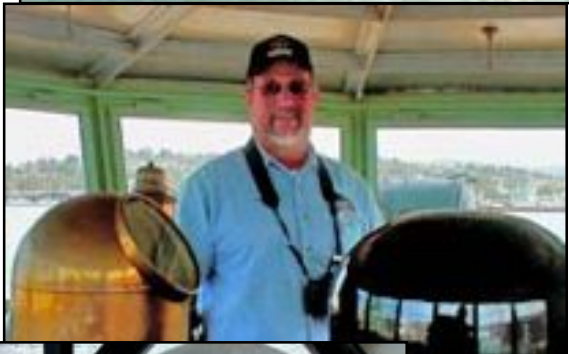
As members we need remember that our Chapter leaders are all members just like us, and need all the help they can get. Just ask yourself, had they not stepped in to do what they are doing, where would your Chapter be today. So jump in and see where you can help, even if its just to help greet members at your next Chapter Gathering.

Until next time, "Hang on - we're going for a ride".

Bill & Rene Johnson

GWRRA California

Mare Island Ride April 2 Photo Essay



Membership Enhancement Maritha de Werk

Well I would have liked to be able to tell you about our trip to Chapter CA-1R but due to bad rainy weather I decided I would keep it safer on the road for the people who really did have to drive in that weather. So this driver decided to stay home instead and catch up on some work that unexpectedly got in and needed to get done in a hurry.

Just for your information in case you like to make some trips if the weather is nice, below you will find some important dates of “conventions” held by some of the chapters in South California:

April 9 - CA1A – Coyote Round-up
April 16 – CA1L – Pirate Run
April 17 – CA1Y – Duck Run
April 30 - CA1K – Mother’s Day Run

May 1 – CA1Q – Rendezvous with Q
May 21 - CA-2W - Big Valley Casino Rally
(for more information on these events go to:- Rallies)

I also would like to remind you that making a chapter great means getting involved because without your help and input we cannot become the chapter as **you** would like it to be. If for any reason you are not able to attend all gatherings, we

understand, but we still would like to hear from you and get your input. We also encourage you to bring your friends who may like to get involved. Let us know what you think on how to encourage people and get new member into our chapter. We are open to all suggestions you have, and each member is important to us.

Maritha,
CA2J’s Membership Enhancement
Coordinator.

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Member NNEP, ETA and
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National Parks Free Admission Days

America's Best Idea – the national parks – gets even bet-ter with several fee-free days at more than 100 national parks that **usually charge entrance fees.**

Mark your calendar for these fee-free days in 2011:

- April 16-24 (**National Park Week**)
- June 21 (First day of summer)
- September 24 (Public Lands Day)
- November 11-13 (Veterans Day weekend)

Thanks to Bob Prater for forwarding the above.

Mystery Ride a Surprising Success



The post *March Gathering* Mystery Ride on March 12, all participants agreed, was a rousing triumph.

It's a great way

to go exploring; u-turns are acceptable and unquestioned. The Mystery Riders took advantage of the lovely sunshine and wandered the back roads through Rossmoor, Bollinger Canyon, Norris Canyon and eventually over Morgan territory Road. Many thought the best part was discovering new overlooks of Danville and the San Ramon Valley.

As you may or may not know, a Mystery Ride is where each rider takes a turn at leading the group for a fixed time. 2J added a ground-breaking twist this day; leaders rode simultaneously!

Down the Road

| | |
|----------|-----------------------------------|
| April 16 | Snell Laboratory |
| April 30 | Skyline/Alice's Restaurant |
| May 1 | Ladies Social@Ageev's |
| May 7 | Yosemite (picnic) |
| May 14 | <i>Gathering</i> /Marin Headlands |
| May 21 | CA-2W Rally |
| May 28 | Warbirds (Cancelled) |

[2J Calendar](#) [District Calendar](#)

What They Say About Us

Top Ten Reasons Why Gold Wing Riders Don't Wave

From Hyabusa.org

10. Wasn't sure whether other rider was waving or making an obscene gesture.
9. Afraid might get frostbite if hand is removed from heated grip.
8. Has arthritis and the past 400 miles have made it difficult to raise arm.
7. Reflection from etched windshield momentarily blinded him.
6. The espresso machine just finished.



Wing Nut For April

You probably don't recall, because you weren't there and I didn't say, that last month's recipient was our fearless leader, Alex Ageev. He received the *Award* for giving Jac and Maritha less than stellar advice on truck maintenance.

This month's tale has a similar mechanical theme. It seems Robert Taylor (Doctor) worked on Leonard Nerunberg's brand-new trike. After taking the bike down to L.A., and bringing back the converted trike (kudos to the doctor), he installed new headlight modulators for Leonard. Unfortunately, he installed the devices on the low beams, instead of the high!

Letters to the Editor

After reading Alex's knock on Pat Riley in the March Newsletter, I was surprised and gratified that someone came to rescue his reputation with the facts. Thank you Ed Maloney for standing up and doing the right thing.

Chris McGillicutty

That was not Ed Maloney. ~ Ed.



Former Members Stay in Touch With Former Editor



Patrick,

We are here in Anacortes for another 9 days as I am still recovering from open heart surgery and a quadruple bypass that happened in early February and definitely was NOT a scheduled thing. We will be flying back down to Palm Springs to enjoy a few weeks and close up our little winter place and then either riding the Goldwing home with help from a riding friend up here or asking Tom Taylor to ride it north for me as I am still right now not ready to ride yet. Other than that little speed bump, life has been good and we were enjoying the winter down south and only came up here to visit with our first and new grand daughter.....Sweden. What a shock!

I hope things are going well for you three and we enjoy both your and Catlin's articles each month. Tell her to keep up the good work.

All the best, Jay Hartland



Snow Bound

I'll be missing the April meeting as my daughter and I will be skiing this weekend while the snow is still great. See the attach-ed photo of my driveway about 12 days ago – cabin is buried about 3 feet horizontally to the left of where the snow thrower is sitting (eventually he got within a foot of the door to make it easy to dig in). I think the snow will be around for a long time so I am looking forward to the Yosemite ride May 7th.

Tom Hendrey



Not Fooled

Regarding the header photo of the March issue. It shows a Gold Wing "getting some air." The caption suggests that the rider might be Barry Bullock. But that cannot be. The rider in the photo is wearing waaay too much protection.

Can't Be Fooled from Folsom

Road Tales and Other Lies

Gales and Gremlins

D.P. Riley

For years I've said the only reason I'd go to Las Vegas was to see the comedian



The Amazing Johnathan. You might have seen him on *Comedy Central*. He's unique because he uses magic as his performance

platform and likes to dabble in the bizarre.

My darling Chris presented me with tickets to see *The Amazing Johnathan* for my birthday, which was a *real* surprise because Johnathan retired from nightly shows in 2007 because of a heart condition. My second reaction was ~ road trip! I envisioned the route 2J took a few years back for "The Rally in the Valley" ~ over the hump on 88, down 395, then through Death Valley.

As *D* hour approached the weather maps were checked often. A huge storm was moving in from the Alaskan Gulf bringing cold rain the entire weekend. If we couldn't beat the storm to the foothills, we'd head south via Bakersfield. A final check of road conditions had 88 open and the Doppler showed no activity, despite the threatening skies. We aimed east for Jackson at 7:30.

The temperature steadily fell as we climbed the western side of the Sierra Nevada. It wasn't too long before we saw snow piled high along the route. We wore many layers and were undaunted. There was very little traffic, but the going was slow. Little patches of ice started dotting the road. I was glad they weren't hidden by fresh snow. Gusty wind tossed frozen flakes across the way making them swirl in a ghostly dance like sand off a dune. Despite our preparation, we found a chink in our armor ~ our toes were not taking the 25 degree temperature well. Somewhere before Tom's Cabin we picked up a 4X4 as a guide. I know these things are usually coincidental, but he

actually seemed to slow down for us when he got too far ahead. We felt a tad more secure having someone lead the way.

Reaching Carson Pass meant we scaled the western slope without incident. We were sorry to see our guide pull off just before the crest. Now for the long downhill run to Hope Valley. Our pace and hearts almost stopped as we rounded the corner. The highway appeared to be nearly iced over for a hundred yards. Luckily, there were two ribbons of black: we crept our way along the center one.

Hope Valley was resplendent in her white winter coat. So quiet: so still. However, one numbing thought kept reoccurring ~ *let's find a pwace to warm our widdle toes*.

JT's in Gardnerville was the spot. Another place 2J has visited in last year's "Brunch in Nevada" ride. After our fill of JT's delicious all-you-can-eat ox-tail stew or minestrone, we headed



south on 395. The most notable thing about our ride down the eastern side of the Sierra Nevada was the wind. It was brutal. I got stuck behind a couple of trucks that disagreed with my concept of safe speed. First chance I pulled hard on the throttle and started to pass, just as a gust hit me from

"Yeah, I call it adventure riding."

She Said

Christine McGillicutty

Sin City was our destination. It was an adventure by design. Traversing up the "hump" with the wind whipping and the snow piles along the roadside getting higher. Was I the only one noting the roadside markers were quickly getting concealed by the aftermath of the snowplow?

Brave warriors that we are, we kept moving onward, looking forward to any spot of green, a symbol of warmer temperatures. Nose and toes were beyond cold for this former East Coast girl! I kept replaying the stages of frostbite ~ cold, burning, achy, and numb. But trust in my fearless leader made my thoughts turn to the final destination: a hot toddy!

After a much needed quick stop for lunch, we proceeded to our final destination; Las Vegas. Little did we know our respite would involve the three ingredients for disaster; spring break, the NCAA tournament basketball, and alcohol!

the southwest. Immediately my right speaker cover tore off the bike like a streak of black lightning. That's the second one in a year! Then there was the wind-stoked wild fire just south of Big Pine, keeping alive my streak of passing through areas just as major fires break out.

Mysteries abounded on 395. While leaning into the wind I kept noticing some unusual feedback from the bike. In calm periods I'd rock the bike to see if I could reproduce the effect, but couldn't. Strange. Another interesting situation was that all of my dashboard readouts stopped. No radio, no CB. But, the Mp3 player worked. Not the volume control, mind you, nor the changer. Most interesting is the Mp3 player worked with the engine off, and the key out. Must be Gremlins.



Eric Moore

We hit Death Valley around 5. The relentless wind tossed sand across the way making the granules swirl in a ghostly dance like snow off a frozen ridge. The sun disappeared behind the Panamint Mountains as we made a quick stop at Badwater; not much time, we were behind schedule. We raced the rising full moon playing peek-a-boo between the jagged hills. A stop for gas at Pahrump; a southward ride down 160 into the million lights of Las Vegas.

We got to our room by 9:30. But still there were loose ends to deal with, despite being dog-tired. The Mp3 was still playing as we unpacked the bike. Kinda late to call Alex or Barry. *Hmm, what to do?* I dug in the trunk and found a button on the Mp3

player that turned the unit off. Later, Chris told how she helped me when the bike was leaning way over in the wind.

Once checked into our humble abode, we both agreed to settle in for the night and set out to the strip during the daylight hours. They should rename *Sin City* to *Sit Down and Wait City*. That is just what we did ~ wait for breakfast, wait for drinks, wait for dinner.

Apparently she thought we were going to fall, so she leaned the other way! Well, one mystery solved, anyway.



Las Vegas was all I thought it would be. I had the best fish & chips. *The Amazing Johnathan* was a little bit older, a little bit mellow, but still laugh-your-ass-off funny. We walked around after the nine pm show for a bit, but quickly had our fill of all the glitz. We left Las Vegas by 6:30 am headed due west.

Enough waiting for me, the next morning we were out of here!! Back on the road again, trying to avoid the strip traffic. Adventure is out there and we were to hit it in spades!

Funny how neither one of us laid down a cent to bet while in *Lost Wages*, but here we were, gambling on the weather and on our road companions to treat us nicely.

Chris and I decided to head for San Luis Obispo and the famous Madonna Inn. The sky was overcast as we headed west on I-15, the sun not quite up. No precipitation to deal with as we rode, but we could see scattered showers just a mile a-way. The sky ahead was a giant wall of dark, fore-boding promise. We saw a couple of billboards for an old fashioned stop called Peggy Sue's Diner; Sounded good to us so we stopped for a little breakfast and nostalgia. I ordered a chili omelet, but couldn't figure out why it was so different before I realized that the chili had no beans! Wow, new to me.



The last time I was on 58 it was a two-laned nightmare of humpy road and minimal passing lanes. Now, the bulk of it is divided four lanes, but traffic wasn't the worry. The darkening skies delivered on their threatening promise.

“They should rename Sin City to Sit Down and Wait.” City.

Moore

By Tehachapi Pass the rain came down hard and the wind whipping up through the narrow canyon made for a most turbulent ride.

Animal, mineral, or plant? We would hit it all on our way to Madonna. Mud - check; birds in the road - check; tree branches and rocks - check. We had it all! Luckily all the cages were headed in the opposite direction. Did they know something that we didn't? Thoughts of having a satellite radio came into my head. Make mental note for next year's birthday present.

The Madonna Inn was a welcomed sight. It was three in the afternoon and had been raining most of the way. Highway 58 between 5 and 101 is a delight; the kind of road worthy of further exploration in a more temperate time.

We booked our room, an interesting affair with a great view, native rock shower, a big fireplace, and a toilet integrated bidet (*ooh, how continental!*).



Oh well, moving forward, we arrived safely at our "Barrel of Fun" room at the Madonna and we engaged in activities that suited the room's title.

A couple of employees watched while I unpacked the bike. "You rode in this rain?" asked one. "Yeah, I call it *adventure riding*." They looked a little puzzled, so I added, "I just can't bring myself to call it *stupid-ass riding*."

Homeward bound, which initially started out as a trip up 101, morphed into side roads with open roads and seemingly clear skies. Little did we know that the "clear sky's would yield hurdles. Hearst drivers driven not by transporting personages, but by entertaining text messages, ominous storm clouds surrounding us on both sides. Can we beat the odds?

We were up at a lazy hour to breakfast on Madonna's pie. Carol Carey had recommended it and we had to try; delicious, but more than we could finish. It started a light drizzle as we left, but we laughed at its impudence and headed north.

The rain didn't last long so we cut over to 25 after a fuel stop in King City. 25 is pretty fast with enough series of twisties to make it interesting. Cruising at a good clip the bike suddenly lurched to the left. "What was that?" I asked Chris. "Mud," she said. I didn't even see it. "I think I left a skid mark." Chris looked behind us, but she was looking in the wrong place.

Dodging towering purple rain cells left and right, we were luckily dry. A little stop for a scrumptious chicken lunch at Casa de Fruta fortified us for our final leg up 5.



Arriving at home around three, we reflected on our 1400 mile weather-driven *adventure ride*. Chris said it best: "Hell, yeah, I'd do it again!" As far as Las Vegas is concerned? I'd rather be in San Luis Obispo.

"I think I left a skid mark."

Yes! We did the unthinkable! Visited Sin City, with a bet nary played. But were we able to avoid the other attraction of sin city; the infamous wedding chapel? See below. I am the one in white!



Tom Taylor's Safety Item

Excised from July, 2010

Hi all, I'm sure we have all heard of "T_Clock" or more correctly "T_CLOCS". A system of checks we should do at least once a week to insure our bikes are safe to ride. Well, we now have a new expanded version of the old "T_CLOCS." The new version of "T_CLOCS" includes the old system but goes much further to insure your safety. It's still called "T_CLOCS" but as I said it is expanded.

Tires and Rims (Condition / Air Pressure and alignment)

Center / Side Stand (Center and Side stand's condition and retention of springs)

Steering / Suspension (Forks / shocks no leaks proper air pressure)

Breaks (fluid / leaks / hoses condition / routing / Lever / Pedal / Pads / Shoes)

Cooling (leaks / Coolant level)

Battery (fluid / Terminals / Vent route)

Fuel System (Leaks / Hoses / Fuel filter / fuel tank / carburetors)

Transmission (operation)

Engine (Leaks / oil level / air cleaner / Wire harness / Ignition / Exhaust)

Ignition Switch On (Lights / Head-break-turn-panel-horn)

Start / Run Engine (Starter / Idle-stop / switch-noise)

Throttle (Response / Cable / Routing)

If we all follow "T_CLOCS" at least once a month we will all be safer on our own bike and following that guy in front of us. Yes, I know GWRRA says we should perform a "T_CLOCS" at least once a week and I support that, but in the real world is everyone in the chapter going to go through this weekly? Probably not, but, spending 20 minutes with your bike in the garage once a month is doable for most.

Tom Taylor

What They Say About Us

Top Ten Reasons Why Gold Wing Riders Don't Wave pt.2

From Hyabusa.org

5. Was actually asleep when other rider waved.
4. Was in a three-way conference call with stockbroker and accessories dealer.
3. Was distracted by odd shaped blip on radar screen.
2. Was simultaneously adjusting the air suspension, seat height, program-mable CD player, seat temperature, and satellite navigation system.
1. Couldn't find the "auto wave back" button on dashboard.

Sign of the Times



Aren't you glad you ride?

CA-2J Newsletter is published one week after all pertinent officer articles are submitted. All other contributions should be send to priley25@aol.com before the 20th of any month. Your articles, pictures, and comments are most welcome. Editor reserves the right of final sav over all content.