



ROLLING THUNDER

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June 10

Thursday 7:00pm



President's Message

Mike Levison

President's Message

A couple of anecdotes come to mind which should help illustrate the points attempted in this article, and which can be the difference between pleasant survival and the opposite. They easily can be associated with driving a motorcycle. In the popular vernacular of today, it's called "living in the moment". I call it "staying in the here and now", a necessary requirement that is forced upon us by the very nature of our chosen recreation. It is probably why our activity is so mind-scrubbing and refreshing, pushing out of our consciousness, at least temporarily, our troubling concerns.

With some physical activities such as sex, it is pretty near impossible to drift out of the 'here and now'. If one does so, the consequences are you might fall off the bed, or your partner, or you'd receive a tongue-lashing (not the desired kind). To do so on a bike can be disastrous.

An example: my cousin Mark rode a Honda Goldwing to work from Woodland Hills to the Marina every day for years. One morning exiting the freeway at Lincoln Blvd, while listening to Phantom of the Opera's "Music of the Night" on his stereo system, he zoned out and experienced an intimate encounter with a K-rail. He awoke in the hospital with several broken bones and spirit, a basket case for a motorcycle, and little memory of the how and why. As some music can literally be mesmerizing, I never turn on the sound system on my Ultra. The sounds of the environment to me are beautiful, interesting, safer, and keep me in the 'here and now'. That is sufficient escape for me.

It is critical to keep our minds ahead of our machines, anticipating immediate maneuvers and not putting our brains on auto-pilot. A split second of not doing so will find us drifting over the center-line or heading towards the road shoulder. The bikes pretty much



President's Message

Mike Levison

demand our attention, but occasional lapses result in a huge volume of single vehicle accidents. Concentration is required at all times, for reflexes cannot always be trusted.

Another example: While in flight school at Spence AFB, Moultrie, GA, an incident took

place exemplifying this thought. To digress for a moment, shortly after joining SCHRA in Feb 2000, I was talking with old member Bob Wall (now deceased), and found he had been a flight instructor at Spence right after I was there. We were the only two that ever heard of Moultrie, GA. Anyway, a top classmate named Dick Murphy had an experience nobody wants to imitate. He was a bright young guy from the mid-West, a college graduate, serious and popular among our squadron of cadets, and an elected class officer.

We were flying the North American T-28, 2-place plane as our trainer, one of the earliest birds to be used later in Vietnam. It was a large engine, propeller powered machine, with a tricycle landing gear. In training, we were required to pass an extensive blind touch test, having to know and touch blindfolded without hesitation every switch, dial, lever, knob, etc. in the cockpit. We would spend hours alone preparing for this exam.

One ordinary morning, several of us were scheduled to go on solo rides to practice aerobatics. Murphy was in the plane next to me on the tarmac, as I went through the standard preflight check list. One of the procedures was to raise the wing flaps for take-off to 3/4 position before taxiing. The control lever was on the upper left side of the instrument

panel, and had a large round knob. We did this same procedure every day for months, so it became quite automatic.

As I am radioing the control tower for taxi instructions, I heard a loud clang-clang-clang.

Looking to my left, there is Murphy's plane pitched forward on it's nose with the large variable pitch propeller bent up like a pretzel.

His face looked like a ghost. He had somehow mistakenly raised the totally different shaped landing gear lever reflexively, so when



he added power to taxi, the nose wheel collapsed, doing substantial damage to both the plane and his flying career. We never saw him again. He was taken to the hospital with all his things for psychological evaluation, the results of which were not made public or passed on to us.

Relating this anecdote is to illustrate how motorcycling is similar to flying in many ways, one being there is little room for complacency. In both pursuits there are dire consequences for inattention, thoughtless reflexes, brain farts, and leaving the 'here and now'. But done right, they are both exceptionally enjoyable activities. Ride safe and often, but don't take your Harley anywhere your mind hasn't been a split second before!

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## SCHRA Boutique

*Jerry Stern*

### DEAR FELLOW CLUB MEMBERS

The SCHRA members boutique is now open for online and telephone orders! The summer riding season is quickly upon us and you'll want to refresh your supply of miscellaneous SCHRA logo items. We have in stock a wide variety of shirts, patches, pins, hats, etc. Simply decide what you need and place your order via email at [sternzx3@att.net](mailto:sternzx3@att.net) or call Jerry at (818) 703-7570. If no answer, leave a message. We'll either bring your order to the next meeting or arrange delivery in some other fashion.

We have:

- Black short sleeve logo t-shirts in all sizes, S to 3XL

- Black long sleeve logo t-shirts—same sizes
- White long sleeve and short sleeve logo t-shirts, S to 3XL
- Some dark blue short sleeve t-shirts in assorted sizes (ask). Only a few available.
- Most t-shirts have a pocket.

Also in stock are large and small club logo patches suitable for sewing on your jacket, vest, or shirt.

Club baseball hats in black with embroidered SCHRA lettering in gold. Orange club baseball hats with club patch.

Club logo pins with two-post mountings that can be easily switched among garments, hats, etc.

Also available at no charge are commemorative patches honoring members who have passed. Foss, Whitey, Julie. These patches are suitable for sewing on your jacket or vest or....? Miscellaneous items are in stock as well. Don't hesitate to inquire. When you call us (Jerry, anyway) we haul ass! Operators are standing by.





## Excellent Adventure—2010

*Jerry Bruce*

nally the dust parted, the sky turned blue, and Mother Nature said “I’m not going to f\_\_k around with you anymore; today!

### EXCELLENT-ADVENTURE DELIVERS MORE THAN EXPECTED

**B**arely 24 hours have passed since our return from “To Hell You Ride” (Sat. May 22 thru Sat. May 29) and this morning my ass was very happy, not to have to climb back onto the saddle. Likewise, the numerous leg cramps and stiff neck have already begun to subside.

With any significant undertaking, flexibility is critical. On the morning of our second day, we were happily riding east on I-40 , near Flagstaff, AZ, when the Road Conditions sign informed us that because of a wind and dust storm, the interstate was closed about 60 miles ahead. Judy checked the internet and learned that the interstate was not expected to open again until about 7:00 PM that evening. Time for a quick change of plan, so instead we headed north on highway 89, hoping we could avoid any unnecessary delays.

We were right; but we were also wrong! The highway north to Cameron was windy but clear. Then came the 4-hour nightmare, to and through Kayenta, AZ. Not in my life have I ever experienced such blowing sand and dust.



Without any other options available, we labored on until fi-

Now, I don’t want to get too graphic, but when we attempted to “dust off” in Cortez, CO., I discovered dust in places I didn’t even know I had places. I’m not talking about just ears, eyes, nose and mouth, but places deeply buried under layers of protective clothing. At one point I reached into my pocket for some



coins and instead removed a fist-full of sand.

As long as I’m on a negative-bent, let’s be up front with a few more items learned, such as never leaving on a trip with worn tires. Luckily for Marv and Gloria, his tire failure occurred at very low speed, but the costs included a ride on a flat-bed, plus two new tires, plus several hours of fun time lost. Also, the flat-tire delay only affected the group of riders who had left on the trip a day early. Finally, in a bit of luck, we all arrived at our destination in Williams, AZ, at exactly the same time.

Another problem occurred a few days later when Gloria was feeling a bit ill, and had to miss a few meals. Later in the trip, and still feeling the effects of her earlier illness, Gloria was forced to cut her trip short by flying home from Salt Lake City, UT. More precisely, we were all visiting the far reaches of Arches National Park, when a case of dehydration ended her ability to ride. After an ambulance was summoned, Gloria went to the local ER where she was tested and treated for dehydration. Gloria left the hospital later that evening, but decided to end her participation by flying home. Richard, being the good guy he is, de-

cided to accompany Marv and Gloria (in a rental car) to SLC (Salt Lake City) and then return to Moab with Marv, so he would not have to ride his bike home alone.

Now that I've covered the bad stuff, let's talk about the overall trip experience. I believe that E-A III will be remembered as one of our best ride/adventure offerings. The group consisted of an exceptionally congenial complement of 12 individuals. The scenery along the route was absolutely spectacular, the accommodations were in great locations and were mostly up-scale, and the pre-selected restaurants were unbelievably good. What follows is a brief day-by-day summary.

Day One was mostly about getting some miles behind us. We did it quickly and safely. After crossing the Colorado River we turned onto

Historic Route 66 and about 45 minutes later we were all seated in the Café of the Oatman Hotel, enjoying our burgers, chili and burro-ears. Leaving Oatman, the landscapes

were fabulous with lots of old mining stuff to view and spectacular vistas across the Arizona Desert to Kingman, and finally on to Williams, AZ.

Day-Two travel was to take us from Williams to Gallup, NM, and then to Telluride, CO, but that all changed when we learned of the horrific dust conditions. Instead, we made the decision to head north through Navajo Country and



then go east. The early part of the day was windy but clear. Then came 4 hours of hellish dust and sand, eventually followed by more clear (but windy) weather. The climb into the San Juan Mountains from Cortez, CO (alongside the Dolores River) to Telluride gradually reached an elevation of 8,800 feet through a snow-covered pass, and then gently took us down to Telluride.

Day-Three was planned as a day of rest or shopping" or an optional bike tour. Thanks to the fact that snow was falling, we all chose to nix the bike tour and instead spent

the day searching for treasures along the main street of this historic western and mining town. The weather remained chilly but comfortable for the balance of the day.

Day-Four was supposed to be a transition from Telluride to Aspen, with lunch in Crested Butte, and then a ride over fabled Independence Pass at 12,000-plus elevation; NOT! Were it not for our new best friend and bartender, Rico, at the Ice House Hotel, we would not have known that Independence Pass was still closed because of snow. Having previously learned the meaning of "flexibility" we again revised our plans, stopping for breakfast in Ridgeway, CO at an incredibly good café called Kate's. After a short tour south to check out Ouray, CO, we turned north and entered the mountains on a highly scenic road which



took us over the McClure Pass, and on to the delightful village of Redstone, CO. About an hour later we were in Aspen.

Day-Five was scheduled as a "free day" to shop Aspen's pretentious boutiques, or to take a ride. We all decided to do a half-day ride, which began with a brief but spectacular visit to the famous Maroon Bells (mountains), just a short dis-

tance from Aspen. Then we proceeded north to the quaint town of Glenwood Springs, where we visited the local Harley Davidson dealer for a much-needed air-cleaner service.

Day-Six was warm and clear but still windy. First, we said our goodbyes to Ron and Sandy, who planned on a longer stay in Colorado. At Glenwood Springs they went east and we went west, proceeding on I-70 crossing into Utah, and then through the newly minted ghost town of Cisco. This is the beginning of a spectacularly beautiful roadway which follows the course of the Colorado River as it descends through a breathtaking canyon, ending at the north end of the city of Moab, UT. Our afternoon activity was a tour of the Arches National Park and its mysterious rock formations and natural bridges and windows. All was going well, up to the point where Gloria felt too uncomfortable to continue. She is now recuperating at home and feeling much better.

Day-Seven dawned warm and windy, as we now proceeded south on our way to Monument Valley, UT, and a repeat of the stretch of highway through Kayenta, AZ; you remember, the one with all the blowing sand and dust. Well, guess what? The wind and dust were still creating difficult driving conditions through much of what we had previously suffered days earlier. What luck! We finally out-distanced the dust and stopped for lunch at the famous Cameron Navajo Indian Trading Post. At that point a quick poll was taken and everyone agreed to proceed to Prescott, AZ, by the shortest and fastest route.

That evening, to celebrate Jerry Stern's 70<sup>th</sup> birthday, the group (now less Ron, Sandy, Gloria, Marvin and Richard) went out for dinner at the well known Prescott Brewing Co., in the downtown "historic brewery area" of Prescott. Just ask us how we enjoyed their versions of Strawberry Wheat and Willow Wheat. Also ask us about another great beer discovery called Shock-Top. All three are beers which don't actually taste like beer!!??

Day-Eight was mostly a one-layer day as the weather dawned balmy and bright. We headed in a south-westerly direction through the Prescott National Forest and then through some idyllic farm country until we descended to the desert and I-10. After crossing the Colorado River and lunch in Blythe, we made the second crossing of the desert and back to the familiarity of Indio and Palm Springs. Last gas and goodbye hugs and kisses at Cabazon, and then the final leg home.

As many of you already know, I was not an overnight expert in the art of being a Road Captain. In fact, I had a dubious start as Sr. RC, until I realized that I was in way over-my-head, so I quietly decided to withdraw from that job.

My passion for many years has been the planning and implementation of fun trips for myself and for my friends; both nationwide and worldwide. Nothing pleases me more than to show people some of the fabulous places I have been privileged to visit.

I appreciate the confidence that you have placed in me, by following along on E-A III. I appreciate also the cooperation of all of the participants, one with another, and creating the wonderful congenial sense of camaraderie, which helped us all get through the unexpected difficulties.

Finally, running an 8-day trip has taught me many things that will guide my planning as I assemble thoughts for the next installment of E-A. Thank you so much for your kind comments and words of encouragement.

Ciao for now.

JB



## Meet Your Member

### *Sumbudy*

This month Sumbudy felt there was a 'member' everyone in SCHRA should attempt to meet and become familiar with at their earliest opportunity, as we just did. This 'member' is very unique in that it is a member of our country's great road system, not an individual per-



son which is our established traditional subject matter.

I am referring to Utah Highway 128, an unimpressive looking small black line on the map, branching off Interstate 70, going through the town (?) of Cisco, and meandering southward alongside the Colorado River for some 50 miles or more, until connecting with Highway 191 in Moab, Utah. There are occasional signs posted along the road designating it as a "scenic byway". This is such a grand understatement Sumbudy can't find the words to describe it, other than to say that with all the incredible scenery we

have personally viewed on SCHRA trips, from Grand Canyon to Bryce & Zion Parks, to Yosemite, Sedona, Tahoe, Lost Coast, etc, Highway 128 is the "Mother of Scenic Byways"! The equivalent would be calling Grace Kelly and Marilyn Monroe nice looking ladies.

We often describe the difference sightseeing from a car versus on a motorcycle is that in a car you are a spectator, while on a bike you become part of the environment. In passing down Hwy-128 you become part of this environment. You are only an arms length from these spectacular rock formations and cliffs, colors and outcroppings, and only a stone's throw from the banks of the Colorado River, which up here is moving brown, and 100 to 200 yards wide. Those of us on JB's Adventure Ride were all almost overwhelmed with the beauty of what is surely God's workshop. The many photos taken on our trip by Judy and Ruthann, and included in this Rolling Thunder issue, will hopefully begin to approximate the splendor of what we witnessed with our naked eyes. Sumbudy says: Utah Really Rocks!!







## Product Corner

Ron Lynn

*Remember: If you see something you like, buy it!*

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Wrightwood Lunch

Jerry Stern, RC

Our long-anticipated lunch ride to Wrightwood was a big hit with the intrepid riders of SCHRA. We met at Millie's, and the route took us up the 405 to Highway 14, then off at Soledad Canyon where the real fun part began.

From Soledad Canyon we turned onto



Agua Dulce Canyon with its gorgeous rock formations, then to Escondido Canyon past some magnificent horse ranches. After a quick comfort stop at Crown Valley we went up over Aliso Canyon, along Angeles Forest Highway for a bit, then a right turn onto Mount Emma Road, where the scenery turns more rugged. As we've done this same route several times previously, I thought a little variety in the form of a detour through Juniper Hills might be a fun diversion. Juniper Hills is a large loop that loops off the main road up and down along the mountain before finally rejoining Valyermo Road for the rest of the route past Jackson Lake and finally into Wrightwood.

My restaurant pick was the Grizzly Cafe, which to my knowledge we had never stopped at before. Since the '09 fires and floods have effectively closed off Angeles Crest Highway 2, the economy of Wrightwood has suffered from the lack of through traffic, and more than a few busi-

nesses and eateries have closed their doors. The Grizzly was a welcome find. Entry is through a well-stocked gift shop, where several of our members were able to procure last-minute Mothers Day gifts for their spouses.



We were quickly seated in their outdoor patio which is very comfortable and immediately relaxing. The service was very attentive and our meals were served quickly with not a single complaint from any of our discriminating eaters.

Mounting up after lunch, I chose a different route for the return which I guessed few if any of our riders had ever been on. Lone Pine Canyon runs out of Wrightwood in a northeasterly direction and eventually leads back to Highway 138 through a natural formation called Mormon Rocks. I haven't researched how the name came into being, but suffice it to say the rock formations are a real attention-grabber.

We made a quick stop at Pinion Hills to top off fuel, then continued along 138 and Pearblossom Highway and finally down the 14 for home.

I thought it was a perfect day for a ride and a great ride was had. My thanks to all who came out. Besides Cindy and I, there was Steve Cowan, Ron Lynn, Mike Levison, J.B. and Judy Bruce., Lou Piano, Mitch Pullman., Richard Slobin, Marvin Feuerman, Lee Blackman, Jack Launius,

David Cox, and Fred Rubin.





Kernville Overnighter

Richard Slobin/Jerry Bruce

KERN- VILLE

Joint Event with River City Harley Riders

Tradition has it that each Road Captain writes his own trip commentary following the event. Well, have you ever seen a grown man cry? After leading us to two near-misses on our May 15, 16 ride to Kernville, RC Mr. R. Slobin pleaded with me to be his ghost writer. Even I was overcome by his pitiful whining and slobbering, so I reluctantly agreed. He did say, however, that he would do the “editing!!!” Wow, what a relief!



Saturday morning dawned bright and warm as 15 intrepid riders milled about on the Millie’s parking lot, awaiting our pre-trip tome from Mr. Slobin. This he did with gusto and extreme brevity. Soon we were on our way to the freeway, a gorgeous ride over the Ridge Route and our first rest stop at the TA on Laval Road.

Following a few blissful moments at the ultra clean restroom facilities, we made our way north through the vines and vegetable fields of Southern San Joaquin Valley. At Bear Mountain Rd. we turned right for a dazzling ride through



Arvin and then the short scenic hop to State 58.

A few miles east we left 58 and began some of the best twisties I’ve ever encountered. Meandering through small burgs such as Caliente, Havilah and Bodfish, we finally entered the beautiful Kern Valley and the great expanse of Lake Isabella. (How am I doing so far Mr. Editor?)

From there it was just a short ride north through the lakeside town of Wofford Heights and to the charming village of Kernville; named appropriately for the river Kern which runs through it. In the center we found our motel, Kernville Inn, and a parking lot already well stocked with H-D Motorcycles, mostly belonging to our new best friends, the guys and gals of River City Harley Riders (Sacramento).

Within no time both groups began to meld into just one group as each person dragged the chairs (outside each of the rooms) and began to form a circle, which grew ever larger by the minute. By the time we all adjourned to Ewing’s Restaurant for dinner, we were as “one” and that’s the way it stayed.

One of the disappointing aspects of our dinner outing was the extremely poor service rendered by Ewing’s Restaurant. Despite the best intentions of owner Leon, we were ensconced in a private banquet room overlooking the Kern River....for almost four hours before all of the meals were correctly served; that is, those which were edible. Guess where we will not be returning to on future trips to Kernville.





99 Freeway and home; ready to relive our good memories.

See y'all next year. (Richard, you owe me!)

Anyway, the camaraderie was high and the extra time in the banquet room was well spent by our enthusiastic group of Harley lovers. Already there was talk about getting together again next year at a proposed location in the Sierra Mother lode, a wide spot in the road called Coulterville and it's quaint Jeffrey Hotel, Bar and Restaurant.



Suffice to say that Bruce Jinneman (Director) and his band of merry riders made for excellent company and good times. Shortly after an early breakfast, the Sacramento group left for home, in what was to be an almost 500 mile ride north on 395 and then over one of the High Sierra passes. With the addition of



James and Janet Parr (met us in Kernville, following James flat tire) we were a total of 17 people from SCHRA plus 13 from RCHR's. A great group and a great good time.

The ride home was an equally breathtaking downhill run while tracking the roiling Lower Kern and its multitude of Class III and IV rapids. Before long we were riding through beautiful downtown Bakersfield and then on to the





Coming Activities

JB Activities Chairman

June & July – 2010

May is almost ready for the history book, despite the fact that this is being written just a couple of days before a dozen of us take off for the longest and perhaps most challenging ride of the year, JB's Excellent Adventure. More about how that turned out in the July Rolling Thunder.

Likewise, the Guide Dogs of America Event also takes place in just a few days, and we will provide the details for all in the July R/T Newsletter.

May activities began with 5/8 lunch ride to one of our favorite mountain hangouts, Wrightwood. Jerry Stern did a fine job of leading us through the canyons and high desert, always seeking a new byway to experience. Even after the lunch at the Grizzly Café, the going-home route was imaginative, leading us through Lone Pine Canyon and past the Mormon Rocks.

The May 10 monthly meeting was preceded by one of the annual board of directors gathering. As always, the meeting featured some good food, good trip info, good raffle, good jokes, and very long goodbye.

The much awaited Kernville overnighiter on May 15 & 16 successfully joined our new best friends from River City Harley Riders in a shared event which will now become an annual excursion. We're thinking Coulterville at the Jeffrey Hotel plus some fantastic gold-rush scenery.

Looking ahead, here's what's up in June and July:

Day Ride to Calico

Cancelled because Lou can't find Calico,yet!

Rescheduled for Nov. 6th. Hope he can find it by then?

June 10 (Thu) Monthly Meeting

You know the place. You know the drill.

June 26, 27, 28 (Sat - Mon) Double Overnighter to Shaver Lake (aka let's visit James & Janet)

This event will be a first-time club excursion into the High Sierra community of Shaver Lake, and also an opportunity to enjoy some good BBQ and camaraderie, while breathing air you cannot see. Cindy Stern has planned an excellent tour of the surrounding area. Be at the next meeting to get the departure time and location.

If you need accommodations for this event, there are rooms being held for our group at the Shaver Lake Village Hotel. Call for reservations at 559.841.8289 and ask for one of the available rooms held for Cindy Stern...or words to that effect.

July 8 (Thu) Monthly Meeting

I've run out of smart-aleck comments.

July 10 (Sat) Picnic Dinner

This year's version of our favorite picnic event. Don't have a clue about what Lou Piano has in mind; either he hasn't done squat about planning, or he's keeping it a big secret. Might be a good idea to attend the monthly meeting to find out where and what time.

July 16, 17 (Fri & Sat) Overnighter to Cambria

Take a good look at this one, folks; it is FRIDAY & SATURDAY! Cindy says to be at Woodlake at 8:00 AM. No word yet about accommodations; yet another reason to attend the July 8 monthly meeting.

July 25 (Sun) Pork Chop Express to Jocko's

Here's an annual event which needs no pimping! Fressers (eaters) bring your appetites. Marv Feuerman says to be at Millie's at 9:00 AM if y'all wanna go.

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## Upcoming Ride Reminder

*Cindy Stern*

### 1<sup>st</sup> Annual PARR's Shaver Lake Run – June 26,27,28

James and Janet Parr have invited the club, all of us, to come visit them in their new home! The lodging info went out in an email a week ago (and will be repeated in this column) but here are some of the trip details to pique your interest, and spur you to action.

Leaving early on Saturday, June 26, we will take a fairly direct route to the mountains. This will get us to the Sierras before the major heat of the day and, more importantly, maximize our visiting and riding time with the Parrs. We are staying at the charming and rustic Shaver Lake Village Hotel. This is about ten minutes away from the Parrs' residence.

During our stay, we will be treated to a "local's tour" of the area around Shaver Lake and Huntington Lake. There are many beautiful and lesser traveled roads (with some very interesting local attractions) and James will take us on as many of them as time will permit. After our day ride on Sunday, James and his culinary assistant (me?) will prepare a BBQ dinner to be enjoyed on their gorgeous deck overlooking the valleys below. The view will take your breath, but not your appetite, away.

**IMPORTANT NOTE:** Shuttle service will be provided Sunday evening between Parrs home and the hotel, so there will be no conflicts with either animals or alcohol on those mountain roads after dark. Party on, dudes and dude-ettes!!

**Here is the current info on the hotel availability:** (some rooms are already taken)

Shaver Lake Village Hotel. Phone: 559.841.8289

Web: [www.ShaverLakeVillageHotel.com](http://www.ShaverLakeVillageHotel.com)

The rooms, with rates shown, are for Sat and Sun night, for two people:

Room 4 One King Bed \$200

Room 5 Two Double Beds \$215

Room 7 Two Double Beds \$215

Room 8 Two Double Beds \$215

The Log Cabin One Queen Bed \$280

Also available are two additional cabins that have not been put on hold.

The Bears Den and The Cowboy Cabin both sleep four and are \$280 for Sat and Sun

Views of all accommodations are available on the website.

The BBQ will be similar to what we've done before (when visiting the Kotlers), so each person will pay their prorata share of the dinner total.

Don't get left out, jump on the phone and make your reservation ASAP. As your road captains, Jerry and I guaran-damn-tee you a fabulous weekend!

Cindy Stern

## Biker Funnies

### The Bathtub Test

During a visit to my doctor, I asked him, "How do you determine whether or not an older person should be put in an old age home?"

"Well," he said, "we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the person to empty the bathtub."

"Oh, I understand," I said. "A normal person would use the bucket because it is bigger than the spoon or the teacup."

"No" he said "A normal person would pull the plug. Do you want a bed near the window?"

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A 20-year-old Jewish girl tells her mom that she has missed her period for two months. Very worried, the mother goes to the drugstore and buys a pregnancy kit. The test result shows that the girl is pregnant.

Shouting and crying, the mother says, "Who was the pig that did this to you?

I want to know!"

Without answering, the girl picks up the phone and makes a call.

Half an hour later, a Mercedes stops in front of their house. A mature and distinguished man with gray hair and wearing a yarmulke steps out of the car and enters the house.

He sits in the living room with the father, mother and the girl and tells them, "Good morning. Your daughter has informed me of the problem. I can't marry her because of my personal family situation but I'll take responsibility. I will pay all costs and provide for your daughter for the rest of her life.

"Additionally, if a girl is born, I will bequeath two retail furniture stores, a deli, a condo in Miami and a \$1,000,000 bank account."

"If a boy is born, my legacy will be a chain of jewelry stores and a \$25,000,000 bank account."

"However, if there is a miscarriage, I'm not sure what to do. What do you suggest?"

All silent at this point, the mother places a hand firmly on the man's shoulder and tells him, "So, you'll try again."

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Hung Chow calls into work and says, 'Hey, I no come work today, I really sick .. Got headache, stomach ache and legs hurt, I no come work.'

The boss says, 'You know something, Hung Chow, I really need you today. When I feel sick like you do, I go to my wife and tell her to give me sex. That makes everything better and I go to work. You try that.'

Two hours later Hung Chow calls again. 'I do what you say and I feel great. I be at work soon.....by the way, you got nice house'



## 2010 Ride Schedule

| Destination                        | Date(s)/Day(s)    | Meeting Place       | Time    | Ride Captain |
|------------------------------------|-------------------|---------------------|---------|--------------|
| Calico Ghost Town—Day Ride         | Re-scheduled      | Millie's            | 9:00 am | Lou          |
| Monthly Meeting                    | June 10           | Four 'n Twenty Pies | 7:00 pm |              |
| Weekend at the Parr's              | June 26, Sat-Sun  | TBA                 |         |              |
| Monthly Meeting                    | July 8, Thurs     | Four 'n Twenty Pies | 7:00 pm |              |
| Picnic Dinner Ride—Malibu          | July 10, Sat      | Woodlake Bowl       | 5:00 pm | Lou          |
| Cambria Week-end                   | July 16, Fri—Sat  | Woodlake Bowl       | 8:00 am | Cindy        |
| Pork Chop Express to Jocko's       | July 25, Sun.     | Solley's            | 9:00 am | Millie's     |
| Big Bear Overnighter               | August 7, Sat-Sun | Solley's            | 9:00 am | Richard      |
| Monthly Meeting                    | August 12, Thurs  | Four 'n Twenty Pies | 7:00 pm |              |
| Summer Party                       | August 21 Sat     | Paul & Sylvie       | 6:00 pm |              |
| River Course in Solvang—Lunch ride | August 29 Sun     | Woodlake Bowl       | 9:30 am | Mitch        |

Go to [SCHRA.ORG](http://SCHRA.ORG) for complete list.

### SCHRA Departure Sites

Woodlake Bowl  
23130 Ventura Blvd., Woodland Hills

Solley's  
4578 Van Nuys Blvd., Sherman Oaks

Millie's  
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Denny's Roxford  
12861 Encinitas Ave., Sylmar

Denny's Sand Canyon  
15401 Delone St., Santa Clarita

### Extra Wind

Do not submit any ride suggestions or requests for companions to join you on your ride or trip in this space.

Especially Saturdays @ 9:30am at the Starbucks on the corner of Ventura Blvd. & Topanga Canyon Blvd. Do not meet with members for an impromptu ride as it will not include lunch and sex. Also, non-members will be treated rudely, not allowed to associate with dues paying club members and in general shunned.

### SCHRA Road Captains

|                 |                            |
|-----------------|----------------------------|
| Jerry Bruce     | Lou Piano                  |
| Marvin Feuerman | Mitch Pullman              |
| Mike Levison    | Richard Slobin<br>(Sr. RC) |
| Ron Lynn        | Cindy Stern                |
| Dave Malin      | Jerry Stern                |

### 2010 Officers and Board members

|                     |                |                      |
|---------------------|----------------|----------------------|
| President           | Mike Levison   | Pres@schra.org       |
| Vice-President      | Jerry Stern    | VicePres@schra.org   |
| Secretary           | Sandy Lynn     | Secy@schra.org       |
| Treasurer           | Ron Lynn       | Treas@schra.org      |
| Officer-at-Large    | Steve Cowan    | OAL@schra.org        |
| Senior Road Captain | Richard Slobin | SrRoad@schra.org     |
| Editor              | Lou Piano      | Editor@schra.org     |
| Webmaster           | Mike Levison   | Webmaster@schra.org  |
| Historian           | Judy Bruce     | Hist@schra.org       |
| Activities Chair    | Jerry Bruce    | Activities@schra.org |

## Classifieds

To place an advertisement here,  
contact [editor@schra.org](mailto:editor@schra.org)

To place an advertisement on our website,  
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- Free for SCHRA members
- Ads will automatically be removed unless renewed after 90 days. This includes free ads.

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Cast Iron Crack Repair  
Chrome Plating and Re-plating  
Cadmium Plating  
Zinc Plating and Anodizing

## Membership Updates

Don't forget to recruit new members!

### ATTENTION:

Member details (address/telephone info, e.g.) are not disclosed in Rolling Thunder because of its online availability to the world at large. Instead, update notices are designed simply to reflect the member's name and the category of updated info to be noted, followed by an instruction to contact SCHRA's roster-master ([treas@schra.org](mailto:treas@schra.org)) with any request for update details. This service is available only to SCHRA members current on their dues although SCHRA reserves the right to refuse this service at will without cause.

### IMPORTANT NOTICE:

Contact [editor@schra.org](mailto:editor@schra.org) if any of your contact information changes.

### DISPLAY AD RATE SCHEDULE

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Prepay one year business card for discount to \$50/yr.; other prepaid discounts available as well. Substantial discounts for advertising both in Rolling Thunder and on the SCHRA website – contact [webmaster@schra.org](mailto:webmaster@schra.org) for details and rates. All art must be camera ready.