



ROLLING THUNDER

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Next Meeting:
November 12, 2015
Publishing Deadline for
December RT is November.
29, 7:14 pm.



President's Message

Lou Piano

To wave or not to wave - That is the question...to quote an old famous biker. I think his name was Bill or Art.

Anyway, it is an ongoing dilemma we face every time we pass another motorcyclist on the road. Should we wave first or should we wait for an oncoming rider to wave. Do we wave to a passenger? There's so many more questions and things to consider. What about crotch rockets? Aren't we way too cool to wave to them? Not to mention the scooter biker wanna bees.

In, or even close to, Sturgis waving is pretty much waived (get it? Waived - oh, well) because there are so many bikes on the road one would not have his (or her) hands on the bars very much.

I have an opinion and I expect it to be a little controversial. I started riding back in the early '70's and there weren't many motorcyclists on the road. There were even fewer bikers riding choppers. Yes, back then we had real choppers. We would

buy (mostly) used old Harley's and tear them apart and re-assemble them using only critical parts. Smaller fenders, 21" front wheels, and lots of custom parts like mirrors, headlights, front & rear fenders and on and on. People generally steered clear of us even though we were normal guys just riding motorcycles just like 99% of us today. Then we would always wave at other bikers and always get a wave back.

What was the difference between then and today? Then about 1/2 of them would stop to offer help if you appeared to be stranded. Today, no one stops. Of course we all have cell phones and mostly ride with partners or groups. The way we ride and the culture of riding has changed. Not to mention that even Harleys are extremely efficient today and rarely need much help.

So, wave? I don't think so. But it's still okay to keep the tradition alive, if you like.

Ride a lot and ride safe. Ed.



Cambria Scarecrow Festival

Duane Harte - Road Captain

Our trip to Cambria began as so many others before it when we six dedicated riders (actually 5 dedicated riders and a cager) met at the Kanan Rd. McD's. Lou, JB, Jerry and Cindy were waiting for us when we pulled in. A quick meeting of the minds and we were on the road.

Our first stop after an easy ride up the 101 was at the usual spot on Santa Monica Rd. so JB could get his halfcafdecaffmacciadojuanvaldezspecial cup of coffee. How does one drink all that coffee?

The next stop was Solvang so JB could get rid of the original coffee and get some new stuff. While we were there we decided to have lunch. Well, it just so happened that there was a wine festival going on in Solvang on this particular weekend. Fortunately for us, the 15,000 people visiting Solvang on Saturday were all at the Festival so we actually found parking and a restaurant. As long as we were in wine country I decided to stop by the Lucas and Llewellen Wine Tasting Room and pick up my recent wine club shipment and save the shipping cost. Brilliant!! Being a club member I was able to step into the reserved area and ditch Lou who had to remain on the other side of the sign. Brilliant!! The wine would come in handy for happy hour! I was on a roll!

We left Solvang around 2 and proceeded to our destination, the No Tell Motel in Cambria and, after what seemed hours to check in, we all sat down for Happy Hour before dinner at Lombardi's. A great benefit to staying "in town" was the fact that we could walk to all of our meals, so we set off to a local Italian restaurant for dinner.

After grabbing a quick continental breakfast at the motel on Sunday morning, we ventured out on foot to find all the

interesting scarecrows that decorated the streets of Cambria and beyond. There were over 150 of them but only a few worth photographing. Some were spectacular. We walked through half of Cambria and decided to grab the bikes and ride up the coast to Lucia for lunch. Lunch was pricey and less than spectacular and I decided that Lucia was French or Italian or Spanish for "GNATS". I'm not sure how many I ate with my salad but I guess it was fair since they were trying to eat us!

After eating lunch between swatting at gnats it was time to head back for Happy Hour at the motel before dinner. All but one of us started our engines. Jerry had left his headlight on. We pushed him down the hill and his bike started so we headed back.



Once we returned to the motel we decided to go back out to see the scarecrows we missed on the first walk and found some very interesting ones. We stopped to get JB and Pauline an espresso and rest our feet then back to get ready for dinner. Oops! Pauline forgot her purse at the coffee shop. Fortunately we hadn't got very far because as we reached the shop they were closing the doors!

Dinner that night at the Sows Ear wasn't as good as I remember from past visits but it filled the hole and the staff was just as friendly and helpful as usual.

Our last meal in Cambria was breakfast at Linn's where Jerry reminded me that I was as much a bonehead as he was. I had left my headlight on. Thank goodness he noticed it BEFORE breakfast and not after. We departed Cambria after breakfast for the ride home stopping in SLO for gas and JB's departure from the group and again for comfort in Santa Barbara where we will NEVER stop again. Hey! Don't judge me. This was my first trip as Road Captain and I had to make an executive decision. We all had to pee!



Now we're unpacking, washing, and repacking for the trip to Sacramento. Basically the same people except we're trading Jerry and Cindy for Ron.



Delta/Calistoga Joint-Ride With RCHR – “An Extraordinary Event”

By JB - Road Captain

The extraordinary “Do’in the Delta” coupled with “Napa/Calistoga Wine Country” will likely be hailed (by those who attended) as one of the most delightful reunions between SCHRA and River City Harley Riders. With Steve & Martha Briggs as guest road-captains, the event drew a total complement of 15 riders on Saturday 10/17 (Sacramento Delta) and 11 riders on Sunday 10/18 (Calistoga & Napa Wine Country). SCHRA members included Duane & Pauline, Lou, Ron and JB (as co-RC).

The four-day ride began, inauspiciously, with a major freeway traffic backup which required two-hours on 101 north just to reach Carpinteria (from the start-point in Agoura Hills). The re-route was necessitated by the closure of I-5 over the Ridge Route because of mudslides following the freak rainstorm near the area of Grapevine. This alternative route was unfortunately a longer and slower drive, causing us to arrive at our Old Town Sacramento lodging at 8:30 PM, and in the dark. From Carpinteria we continued north on the 101 with lunch at Margie’s Diner in Paso Robles and then to Gilroy (smell the garlic) where we rode a slow-moving Pacheco Pass Road to the I-5 and then north to Sacramento. Dinner was at a Mexican Restaurant at the motel.

Following Saturday breakfast at the Best Western Sandman Hotel, we were outside and ready as our good friends from RCHR began to arrive at 9:30 AM for our planned departure to the Delta at 10:00 AM. We single-filed onto the I-5 South and within just 20-minutes we were at the starting point for our day-long tour along the levees.

The Sacramento Delta is an ingenious concoction of fresh water rivers, canals, deep water ship channels, tributaries, lakes, dams, draw-bridges, boat marinas, ferry-crossings, stately homes, fruit farms, riverside mansions, restaurants, taverns (Al the WOP) and funky small towns and villages, known primarily by those who live or work there or those who engage in recreational boating. Add to this the farms, orchards, shade trees, flowers, gardens and riverside homes, and one derives a surreal feeling while traversing through what one might think of as just another ordinary agricultural area.

A great example is the town of Locke, located along the Sac-



ramento River, founded by Chinese farmers more than 100-years ago, with its main street of aging leaning wooden two-story structures, still housing local businesses, restaurants and museums. It seemed that one minute we were in the Northern CA countryside, and the next minute in an old Asian Town where the faded Chinese names and street signs still inform those who can read Chinese, of the people who came here to till the soil and make a life for themselves and their families.

Within minutes of departure from Locke, we came upon the community of Walnut Grove and its own brand of unique Delta architecture. Further along we passed the larger community of Isleton, as Steve continued to amaze us with his knowledge of this complex and sometimes confusing area. After driving a rather circuitous route along the levees and skirting some larger bodies of water, we arrived at our luncheon spot in the small town of Rio Vista, where the view provided by the Point Restaurant was wonderful and complemented by an excellent menu.

Afterward, we continued along more levees and then traversed two rivers by means of a free ferry system with each crossing taking all but one minute! Several such conveniences are available in areas of the Delta, especially where there is no bridge nearby. I noticed that one such ferry was actually guided by a cable which was connected to each side of the waterway and which guides the ferry so it docks in precisely the correct spot for safe loading and unloading.

By mid/late afternoon our Delta day was done and we were guided back to our motel for a “lengthy” goodbye, at least until the next day. We took a short rest and then a 20-minute walk to Old Town for further sightseeing and dinner. Unable to agree on a location we divided ourselves into two groups; one dined on Indian fast-food and the other enjoyed American food at the Fat City Café.

On Sunday morning a complement of six RCHR folks reappeared at 10:00 AM for our departure to the wine country of Napa and Calistoga. The first leg was along the I-80 toward San Francisco with a turnoff at Rockville and then a





breathtaking ride over one of the most gorgeous country roads we had ever seen. After travelling through some tiny hamlets along the route, we finally came to the world-class Silverado Trail which is bordered on both sides of the highway by well-known small and large wineries.

Shortly after noon we arrived in the charming town of Calistoga, known

for its mud-baths and spa resorts and also for its many fine wine shops and restaurants. Our destination for lunch today was the Calistoga Inn and Brewery where we sat al-fresco under an open-lathe arbor, alongside a small river. Once again, the lunch was excellent and the company was even better.



Following our departure from Calistoga, Steve chose an alternate route home by way of Lake Berryessa. As we made our way over some amazing country roads, we soon became aware of an ominous dark cloud which seemed to be forming in the vicinity of the lake. Within minutes our suspicions were confirmed and a light rain began to fall. The rain lasted just a few minutes and soon the sun reappeared and all was well; or so we thought. Suddenly the dark rogue-cloud reappeared and then the heavy rain and hail greeted us. Some of us were better equipped with rain-gear than others!

Soon we were able to out-run the unexpected rainstorm and begin to dry-out. We were back under a clear sky and again the sun reappeared for our final leg to a local roadhouse for a farewell drink, more conversation, and finally our goodbyes. It will be May 2016 before our two



clubs meet again for a planned reunion at Cayucos.

For the Sunday dinner we went again to the convenient Mexican Restaurant located adjacent to the motel. Although there were only the five of us, the conversation and joking remained energetic.

Our return-home on Monday was virtually entirely on I-5, where, happily, the Grapevine at 3:30 PM was clear and easy. Other than a slight accident-delay on the downward grade into Newhall, everyone arrived home safely but with lots of great memories of a ride which could be characterized as near-perfect! Thanks to former member Randy Rahm for providing the general idea for this itinerary, which then triggered the collaboration between Steve Briggs and JB.

Thanks especially to those who support our SCHRA Rides and who made the commitment to participate on this joint venture with our friends from the north.



Upcoming Events

JB - Activities Chairperson

Upcoming Activities November & December 2015

By JB - Retiring Activities Chairperson

Two months left of 2015 but still quite a few items left on the activities calendar. Take a look at the remaining offerings and make plans to join us.

NOVEMBER:

Sunday, 11/8 - Pappy & Harriet's Pioneertown Palace: Sternz, Time? Place?

Here's a low-desert ride which is both fun and savory. Enjoy the ambiance of a restaurant which is truly "off the beaten path" followed by a visit to everyone's favorite old-west movie set. Weather-wise, this is the time of year to go!

Thursday, 11/12 - Monthly Meeting @ Four 'N 20: Schmooze - 6:30, Meet - 7:30

I've become partial to the chicken-taco soup. Also, haven't tried it but the liver and onions looks

great. Oh, yes....this is elections month so be sure to attend to get the rascals out and vote the new rascals in. (Could be the same rascals)

Sunday, 11/29 - NoHo Red Line & Olvera Street Lunch: JB, 10:00, NoHo Station

For you who are intimidated by heavy noisy H-D Motorcycles, here is an event you'll like; without the need to take anything but your car to NoHo Station. We'll gather at 10:00 and board at 10:30 to Union Station. We'll have Mexican food the Mexican way.

DECEMBER:

Saturday, 12/12 - Annual Holidays Party: Host - Lou Piano & Helpers

Time for the annual Hors D'Oeuvre Extravaganza, this year at Casa Piano in Woodland Hills. The format stays the same with guests providing the hot or cold "home-made" delicacies or a hot or cold dessert, with the club filling in the blanks. Tonight is also a quite abbreviated December meeting during which the new slate of officers will be available to be congratulated.

Sunday, 12/27 - Day Ride & Lunch at Cold Springs Tavern: Lou P., Time? Place?

Here's a location which never fails to please; whether it is the food or the ambiance, Cold Springs Tavern gets the nod. The restrooms.....not so much!! Just 15 minutes from Santa Barbara. It's the last event of the year!!



Pismo

Jerry Bruce - R/C

Duane Scores High Marks On His Debut Ride as A SCHRA R-C

By JB - Cub Reporter

After a couple of prior false-starts, our newest Road Captain (R-C) Duane Harte finally got a chance to do his stuff as he led a contingent of six on the October 10 - 12 ride to the Cambria Scarecrow Festival; a total of 4 bikes and one white MBZ.

The ride began at the Kanan departure-pointe in moderately heavy morning traffic as Duane safely navigated across several lanes of fast-moving traffic. He then found his comfort zone and remained primarily in the fast lane until our first exit in Carpinteria.

As we continued north on the 101 Freeway, Duane kept a good pace and led us into slower lanes when appropriate. I noted very little variation in speed, making this an easy drive on two-wheels or four. By the next day, Duane was at the helm again as we drove along the spectacular but precipitous Highway One. No problem.

Throughout the entire 3-day journey he continued to flash the usual Harte grin; his own unique way of saying "I'm doing this and having a helluva good time."

Welcome, Duane, to the exclusivity of the "R-C club."



Sacramento Delta Ride

Ron Lynn - Reporter-at-Large

Ride The Delta (Sacramento): AGAIN

Once for this trip is definitely not enough! I had visited this area on a solo trip three years ago and just knew that I had to return to see more. When JB announced this event with the RCHR guiding us, I knew this would be a totally different experience. There is so much to see and take in with the vast area of canals and levees located just a few miles west of Sacramento, CA. Riding around the levees, which are paved roads obviously above the canals, gave me the feeling of being in the South and experiencing a totally different style of motorcycle riding than we have anywhere on the west coast.



The area is made up of islands surrounded by these canals which are accessible by many bridges and ferry boats. Then there are the quaint towns, small businesses, and many various marinas catering to the boating experience. You can rent boats or kayaks, fish, camp or just sit by the canal watching the flowing river.

The RCHR members gave us a fantastic tour of some of the levee roads which I had previously ridden, but was still a great adventure worth repeating. After all, isn't that what we do here on our Saturday rides; re-ride the many fantastic roads around here. These folks knew exactly where to sightsee, rest and eat: "The Point", which was located in a marina, offered great food at reasonable prices and a phenomenal view of the river. And their stop in the town of Locke was an experience all by itself. I went past this pearl of a motorcycle stop never knowing it was even there: an old Chinese settlement with very eclectic, original stores, a narrow old time Main

Street and small informative museums. Without their guidance you would miss this "just off the main road town" and just ride around getting lost, which was what happened to me on my solo trip. But thanks to my GPS I was able to find my way out. Then there were the two free ferry crossings on our bikes. This was a first for me and we all enjoyed both crossings.

The second day the RCHR contingent led us on another great ride west to Napa Valley, specifically the town of Calistoga for lunch. But their choice of routes over the mountain was particularly spectacular. The Wooden Valley Rd. to Monticello Rd. was one of the best combinations of sweepers, views, and nature I have experienced and especially on a motorcycle. It dropped us out at the beginning of the Silverado Trail. Again, I had experienced the Silverado Trail on another previous ride, which parallels the eastern side of the Napa Valley with the hills bordering to the east, wandering past the various vineyards and undulating vine covered hills. The quaint town of Calistoga was a perfect lunch spot. The restaurant (Calistoga Inn) was in a beautiful setting along a creek in the middle of town and the food, while a little pricey, it was very good. Again, if it were not for RCHR, I would probably never have tried this place. And of course their warm, friendly company for the entire two days was more than fun.

Even though we had a hard day on Friday traveling up to Sacramento (over 500 miles) due to Hwy 5 being closed, this was still one of the better motorcycle trips I have experienced and I will definitely be planning on returning again when I have more time to spend enjoying this magnificent area.

Anytime you have the opportunity to have locals give you a tour of their area, it is definitely a "once in a lifetime experience" which you cannot get by yourself or on a paid tour. We missed our SCHRA friends on this trip and look forward to having them join us in the future.

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Motorcycling the Interstate: Some Things to Consider

By JB - Road Captain

Every time I lead a motorcycle group on a freeway or interstate, a recurring feeling enters my mind that somehow I am not driving in the safest or most efficient manner. This phenomenon occurred again on the recent ride to Sacramento and back so I had 800-miles worth of time to test a few different techniques. I have similar feelings when I am not the leader but one of the followers, and then finding myself cut off from the main part of the pack. I thought there had to be a simpler, safer, better way to conduct a group lane-change.

The objective, when leading a group, is to do so safely, efficiently, and enjoyably. But sometimes I find my anxiety building because I don't always feel in control of what is happening around me and sometimes even react in a non-productive or unsafe manner.

Invariably, when traversing the interstate, you will come up on a slower vehicle. Now it is decision time. Should I simply overtake the slower vehicle and let everyone else just do as they need to? Should I wait for a gap in the lane I wish to enter, even though I know that every rider behind me cannot possibly complete the maneuver without becoming separated from the group or the leader? Should I just hang out in the fastest lane and risk the ire of those drivers who wish to travel at a rate of speed faster than my own? Or should I just stay behind the slow-poke because there doesn't seem to be a viable alternative?

On this particular trip, I tried a few techniques. One was to just stay at my pace and traverse around slower vehicles as needed. This usually enabled one or more bikes to follow me in the maneuver but invariably someone in the group gets separated, and I know what it feels like when separated on a high-speed highway.

My next test was to maintain a speed equivalent to the posted speed limit (or a little bit over) and just

remain totally in the fast lane. This was also unsatisfying because now I was nervous about the anger of the drivers who wanted to go faster than I was travelling, despite the fact that they were driving too fast. I believe it is still the responsibility of the slower driver to get out of the way to allow these speedsters to pass.

Ultimately, the technique which worked best was one not of my own making. It seemed that from time to time, the rider in the sweep-position would anticipate that I should-would-could go around a slower vehicle and he would swing out into the faster lane, thereby blocking vehicles coming up behind him, which enabled me and others to safely merge left into the faster lane. Once we had overtaken the slower vehicle(s) I would merge right again and proceed until coming up on the next slow vehicle, only to repeat the process.

At that point, I realized that as RC, I had relinquished an important responsibility to the guy who was riding sweep. Since I had the only bike equipped with CB capability, I could not discuss my ideas with the others. I then decided to use my own right and left turn indicators to communicate my intentions. For example, when coming up on a slower driver, I would give a 2-second click on my left turn switch, indicating my desire to move into the next left lane. (Leaving the turn light blinking is not a good idea either because the cars think you plan to change lanes immediately) The sweep rider, having seen my signal, when able, pulled out into the left lane, blocking the traffic, while I waited for any remaining cars in that lane to pass, after which it was perfectly safe to make my own maneuver into the left lane.

After a while, everyone in the lineup became aware of what was going on, even though we had not actually discussed the concept. For the next couple hours we employed this simple technique and I found my anxiety level dropped considerably. I was actually having a pretty good time and my former worries were gone. We could remain in the slower lanes if we wished, yet now had the ability to shift to a faster lane when desirable and nobody cut us off or separated us from one another. We made the best possible time (speed-wise) without endangering ourselves or anybody else in the process.

If you are a Road Captain, you might wish to employ this simple technique as part of the pre-ride meeting. It really worked.



Vegas Bikefest

Ron Lynn - Ambassador-at-Large

LAS VEGAS BIKEFEST-2015

I know most of you are burned out on attending organized motorcycle rallies. However, I just can't get enough of them. I guess it is the myriad of motorcycles and bikers dressed in their costumes having a great time, not to mention the added excitement of seeing new products and stumbling across a gadget that I realize I just must have.



The ride to LV along Hwy 15 was straight forward and as usual a bit boring, but just recently I purchased a Bose noise cancelling ear-speaker set and was listening to music from my phone, so the time went very quickly. In the past I was not interested in hearing music blasting from the bike covering up that melodic Harley sound. I guess age is getting the better of me and over long boring rides I find it keeps me awake and bouncing to the tunes. NOTE: And the music doesn't annoy anyone! (Ed: see note #1 at end)



This year I stayed at the Plaza Hotel at the end of the Fremont Street strip since I was able to obtain a very reasonable room rate of \$250 for 4 nights. However, the vendor and event area was three blocks past Las Vegas Blvd. which is located at the other end of Fremont Street. You had to pay either a daily rate or the weekend rate to gain entrance to the event area. The food vendors were minimal but sufficient if you were starving and didn't want to walk back to the many Fremont St. eateries.

The vendors were fewer and smaller this year and therefore more varied in their products which made it more interesting for me. The turnout appeared to me to be much less than in prior years, but Fremont Street was still crowded with tourists and locals. The entertainment on Fremont St. was great as usual with two main stages.

While shopping in the vendor area I was talking to various exhaust vendors and decided that since my catalytic converter was causing so much heat that it was frying my right leg, it was time to replace the whole system. I also knew that at the same time I wanted to upgrade to a Stage 1 configuration (air cleaner & intake) that would also improve the performance. So I replaced the air cleaner, pipes and the mufflers. I am also a be-



liever in "Dyno Tuning" as I have done on my two prior Road Kings with excellent results. This also required purchasing a "Race Tuner" designed specifically for my motorcycle.

Saturday we joined the planned ride sponsored by Bikefest which took us to various stops around LV. Since I decided to keep my old mufflers I had to figure a way to get them home. As luck would have it one of my clients in LA was showing his custom original VW bug at an LV VW car show and he agreed to transport my mufflers home for me. I met with him and walked around the acres of various VW vehicles being exhibited. I was amazed at the number of vehicles and their proud owners at this show.

I rejoined my group who was on the organized ride, at one of my favorite stops, about 15 miles south of LV near Primm but up into the mountains, to a movie-set type bar/restaurant in the whistle stop of Goodsprings, NV.

Most of the fun I had this long weekend was with my friends. We saw the Penn & Teller show at the Rio and one of our group, a gambler, secured a complementary limousine for the four of us to transport our tired bodies from the Plaza to the Rio and back. We availed ourselves of the offerings provided at the limo's bar and had the music and flashing lights going all over the inside of the limo. We were all in a great mood enjoying the comradery.

Even though we had planned to stay in LV through Sunday, we noticed rain coming into town so we decided to ride to Laughlin to visit and stay at the home of a mutual friend of ours who lives in Fort Mojave, which is located on the Arizona side across the river near the Oatman turnoff at Hwy 95. That evening we all went to dinner and when I found out the couple we were staying with had tickets to see Sinbad at the Tropicana, I bought a ticket and joined them for the show while the others gambled. The show was fantastic and was preceded by a new comedian (a southern boy) who won the 2014 Laughlin's "Best Comedian" award. I had never heard many of his

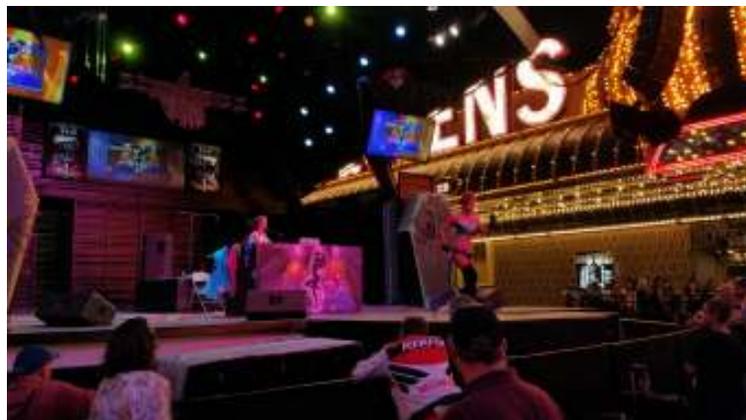
jokes and by the time he finished we were all exhausted from laughing. When Sinbad came on, I could not imagine how we would be able to take any more. However, Sinbad had a very relaxed program where he dialoged with the audience asking questions about relationships and coming back with his personal philosophies on each subject. We were all nodding our heads in recognition of the issues in between our uncontrolled laughing.

I took a midnight swim in their pool which overlooks a man-made lake and turned in after another memorable day.

The weather on Monday was clear and the ride back home was enjoyable mostly due to the music and riding with friends. The bike performed great, no more "leg frying" and a great exhaust sound. Isn't that what this is all about? I wished more of our members enjoyed these events as much as I do.

Ron Lynn

Note #1: Remarks like this directed at the editor make getting your article in the newsletter pretty dicey!





SCHRA Boutique

?Glen Jace - VP /OAL

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. Simply decide what you need and place your order via email at VP@schra.org. We'll either bring your order to the next meeting or arrange delivery in some other fashion.

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

Club hats in black and orange with embroidered SCHRA 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 directly on your biker scarred body. Miscellaneous items are in stock as well. Don't hesitate to inquire. Call! Operators are standing by.

All Shirts are \$15.00

Black Short Sleeve

Small	3
Medium	3
Large	1
Ex. Large	6
2XL	3
3XL	0

Black Long Sleeve

Small	5
Medium	4
Large	0
Ex. Large	3
2XL	5
3XL	1

White Short Sleeve

Small	0
Medium	0
Large	2
Ex. Large	0
2XL	0
3XL	0

White Long Sleeve

Small	1
Medium	0

Large	0
Ex. Large	2
2XL	0
3XL	3

Dark Blue Short Sleeve

Small	5
Medium	0
Large	0
Ex. Large	4
2XL	0
3XL	0

Lt. Blue Short Sleeve	
2XL	1

Last Update 3/1/15



<u>Hats</u>		
Black w/Logo	14	\$10.00
Orange w/Logo	4	\$10.00
Black w/SCHRA Logo	7	\$10.00
<u>Patches</u>		
Extra Small Patch	9	\$ 7.00
Small Patch	46	\$ 7.00
Large Patch	25	\$25.00
Pins	95	\$5.00





Cabo San Lucas

Jerry Stern - Vacationer-at-Large

Cindy & I had the good fortune to visit Cabo San Lucas for four days, on the same weekend as the Club's trip to the Sacramento Delta. Although we had looked forward originally to doing the Delta trip, Cindy had the good luck to be awarded this trip through her work, all expenses paid. So it was a difficult decision to make, Cabo or Delta, go north or go south? Ultimately, going south won.

While in Cabo, taking a break from clubbing, partying, eating, swimming, snorkeling, and *mas tequila*, we made a visit to the Paradaiso Mall next to the marina in downtown Cabo, where the Harley dealer is located. The front of the store is in-

side the mall, and the back exits into the marina past a restaurant/bar with, of course, *mas tequila*. The store featured a few new and used bikes for sale, and as with many such pedestrian locations, mostly motor clothes, T-shirts, and souvenirs. The manager said they sell about 40-50 bikes a year, so there's not a huge Harley presence there. Most of the motorcycles we saw in Cabo were the smaller 250-450cc Asian varieties. Given the different driving patterns and relatively poor conditions on some of the roadways, it doesn't look particularly rider-friendly anyway. Lot's of other things to do though, if you can take a break from *mas tequila*, that is.

Ed Note: No pictures are available. Use your imagination as to why they didn't submit pics of their activities at this romantic place!!

Update on Mike Levison

Monday afternoon I called the Levison household and asked Ruthann if it was ok to stop by for a brief visit. She replied "by all means", and shortly thereafter I was ringing the front doorbell and then ushered upstairs to the master suite where Mike was ensconced in his lounge chair and watching TV. I am happy to say that he looks much better than I might have anticipated. I've heard that receiving very prompt emergency medical intervention right after a stroke is essential for a good outcome, and this certainly seems to be true in his case. He looks good and speaks clearly, and although he needs a walker to move around, he is now able to use his left hand pretty deftly.

We had a nice chat for about forty-five minutes and then I took my leave. While there is likely a long road to full recovery, based on what I observed, I think that Mikey will get there faster than anyone could anticipate. Go Mikey!

Jerry Stern



2015 Officers and Board Members

President	Lou Piano	Pres@schra.org
Vice-President	Glen Jace	VP@schra.org
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SCHRA Road Captains

SCHRA Departure Sites

Jerry Stern ~ JS
Senior Road Captain

Lee Blackman ~ LB
Jerry Bruce ~ JB
Joe Gubbrud ~ JG
Ron Lynn ~ RL

Lou Piano ~ LP
Cindy Stern ~ CS
Duane Harte - DH

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Ventura & Topanga Canyon

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

McDonald's
Kanan Rd., NE corner behind Shell Station

SCHRA 2015 Calendar- November

Day(s)	Date(s)	Event	Meeting Place	Road Captain	Time
Sunday	11/8	Pioneer Town + Pappy & Harriett's	TBA	JS	?
Thursday	11/12	Club Meeting	Four 'n 20 Pies	None selected	7:30 (Dinner 6:30)
Sunday	11/29	Red Line Subway & Lunch - Olvera St.	NoHo Station	JB	10:00 am
Saturday	12/12	Annual Holiday Party	TBA		
Sunday	12/27	Lunch at Cold Spring Tavern	McDonald's	LP	9:00 am

SCHRA 2015 Calendar - December

Saturday	12/12	Holiday Party	TBD	TBD	6:00 pm
Thursday	11/12	Club Meeting	Four 'n 20 Pies	None selected	7:30 (Dinner 6:30)
Sunday	12/27	Lunch ride to Cold Springs Tavern	Mickey D's - Kanan	Lou P.	9:00 am

Classifieds



Shindler & Lynn, CPAs

AN ACCOUNTANCY CORPORATION

Ronald H. Lynn, C.P.A.

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