



ROLLING THUNDER

July 2016

WWW.SCHRA.ORG

VOLUME XXV NUMBER 7

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**Next Meeting:
July 9, 2016**

**Publishing Deadline for
August RT is July 30th**



President's Message

Lou Piano

This month it has been brought to my attention that I should talk about battery power. Otherwise there was going to be a mutiny followed by a mass exodus of members.

To wit, those little teeny tiny batteries in your 'keyfob'. There are 2 basic types of keyfobs for our Harley's. The first, and oldest, type is the one which requires a keypress of the center button to arm and/or disarm your security system. The second type is a proximity type of keyfob which automatically arms your security system when it is out of range of your bike. There is no definite distance for this type of keyfob so you should test yours to ensure that your bike can't start when parked in your garage. The internet pegs it from 5 to as much as 15 feet.

Both types use a cr2032 battery. We recently had an incident on a Saturday ride when Lee couldn't start his bike after parking it and arming it at our lunch stop. When leaving he was unable to disarm it and thought maybe the battery was dead because he had

not used it for a while. Luckily Ron had a spare battery and gave it to Lee. After replacing the battery Lee once again attempted to disarm his security system without any luck. After some appropriate grumbling and swearing Lee then tried pushing the center button 2 times rapidly and the bike suddenly beeped a couple of times indicating that it was disarmed. Sure enough the bike started and he was on the road again.

This leads to 3 inevitable conclusions: 1) Carry a spare battery. 2) Test your security system and be sure you know how it operates. If you're not sure how to do this either read the manual or have it tested when you bring your bike in for regular service. 3) Know your security code.

I was almost stranded in the Angeles forest one Sunday when a stranger approached me and gave me his spare battery. This got me out of trouble as I didn't know my security code. And, yes, I always carry a spare battery now. Need one?

Ride a lot and ride safe Ed.



Gold Rush
J.B. - Road Captain

Gold Rush Structures Still Exist; Forest Fire Shortens 4-Day Trip

By JB - Road Captain

The early 7:30 AM departure from Millies on June 23 was a good idea and provided for a comfortable ride through packing-house towns which line CA Route 99 as our group of 8 riders eagerly sought higher elevation and cooler temperatures. By 11:15 AM we had already reached Fresno and the refreshing sight of the Sierra Foothills. Fortunately the temps barely got into the low 90's and the breeze on one's face was, at least, refreshing.

Luncheon reservations, previously arranged at Ducey's Bass Lake Lodge, were outside on the deck where a cool breeze was delightful and the lake-view was fantastic. This time of year water in Bass Lake is at its highest and clearest; a site not seen much lately in other CA lakes and reservoirs. The service on the deck was top-notch and the Food offered up by Ducey's Bar & Grill was excellent.

A highlight of today's lunch was the presentation of a generous slice of fudge-cake to mark the event of JB's 80th birthday. With the help of eight hungry bikers, the dessert was devoured instantly.

Following lunch and a sightseeing shore-line drive, we backtracked a short distance to the town of Oakhurst, then headed north on CA-49 to the town of Mariposa. Our accommodations were at the Best Western Yosemite Way Station which was located just a short walk from the historic downtown shops and restaurants.

Dinner tonight was at Castillo's Mexican Restaurant and the 80th birthday salute repeated with yet another gratuitous presentation; a shared portion of flan. Happily, the birthday-dessert celebrations were strictly limited to just this one day!

Following dinner and with bellies full, our group took a short but strenuous uphill walk to visit the stone-block, iron doored city jailhouse, circa 1860's. The old wooden gallows, formerly outside the jail, have long since disappeared and are likely used as a Jungle-Jim in somebody's back yard.

On Friday morning as we departed Mariposa, we made a short stop to visit the site of California's oldest courthouse still in use. The two story building is sheathed in white clapboard and carries an original construction date of 1854. Be sure to see the SCHRA online photo gallery for photos of this and other sites visited on this trip.

Our route this morning began on a typical Motherlode roadway; well paved a few gradual dips and few curves. Very deceptive. Within a few miles and just past Bear Valley, CA-49 descends into an array of turns, drops and tight-twistey's until it reaches its low point on the bridge spanning the Merced River. This was immediately followed by more of the tight curvy stuff until we recovered our lost elevation just outside the historic town of Coulterville.

This is a really great place to get the feel of what a typical Motherlode town looked like, as many of the original structures are still there and easily accessible to those who would like to examine the buildings close up; which we did! Also noted was the inexhaustible Hotel Jeffrey, now being remodeled again after its second major fire in only 15 years.

At this point we left Coulterville by way of a delightful back-road of about 15-miles in length. It was a wonderful way to see the way the local citizens live and the ranches they maintain in the rural hills of the low-Sierras. We soon found our way to CA-120 and after a brief jaunt downhill we arrived in the hamlet of Groveland, CA and our lunch-spot at the creepy Iron Door Saloon.

Groveland is actually a charming little town and lots of retirees abound in the surrounding hills. Two original old hotels dot the main street, and our lunch spot, The Iron Door dates from gold-rush days. This town was also the site of one of our earlier meet-ups with our Sacramento friends from RCHR. Brings back memories of "the burnt umbrella," a story which can only be related by asking someone from RCHR.

Once down the Oak Flat Grade (a marvelous piece

of highway engineering) we returned to CA-49 and our trek north. Shortly we came upon the remnants of Chinese Camp and its remaining three gold-rush era buildings, still standing and enmeshed in an overgrowth of bushes and weeds. In gold-rush days this town was principally occupied by Chinese laborers and a few Jewish merchants, all of whom provided for the needs of getting the bullion out of those rocks!

Next on our agenda this date was the compulsory visit to Jamestown "Hangtown" for a bit of shade and some unnecessary T-shirts. Judy didn't disappoint. Also saw Dave Zummallen walk out with a beautiful tie-dyed in extra-large.

Following Jamestown, the next town north is Sonora with its ever-clogged long main street with the little red church at the top of the lane. Just beyond, we left CA-49 and continued on Parrot's Ferry Rd., to the excellently restored town of Columbia.

After parking the bikes, the first order of business was a visit to the local bar for a round of sarsaparilla-floats; now a tradition amongst many visitors. This re-do by Walter Knott of Knott's Berry Farm looks authentic enough but who cares? Columbia is always charming at any time of year and the City Hotel is a grand place to stay and the attached restaurant is always outstanding.

We continued out of Columbia by way of Parrot's Ferry and soon found ourselves crossing what was formerly the Stanislaus River. Some years ago an ugly dam was built and the river became a lake. These days, with the drought and all that, the reservoir is beginning to look more like the river it was, with originally submerged trees around the original shoreline beginning to stretch out of the low water for some sun.

Our next and final stop for this ultra-busy day was the charming town of Murphys, or as the locals say, just Murphys...because there is no town or city designation; just a wide spot called Murphys. Our digs this night were in the modern motel rooms of the historic Murphys Hotel where gold-rush celebs like Horace Greely and U.S. Grant may have left their socks under their beds.

Dinner this night was just across the street and down a few doors at the popular Firewood Café; a place you'd love if you like tacos, pizza or burgers. We all did just fine; even those who usually

expect a more gourmet selection from which to choose.

Murphys is likely the most upscale of the "Southern Mines" and the boutiques and wine-shops are resplendent. Even the Murphys Motorcycle Co. is doing a brisk business; in tee-shirts that is. Mrs. JB found cute sundress; presumably in ongoing celebration of JB's 80th.

Following dinner we received some news that a huge fire burning somewhere near Lee Vining (off of Highway 395) was potentially going to have some effect on our plans for Saturday. This was to have been the day we crossed the spine of the High Sierras to make our way south to Lone Pine. Following numerous phone calls to the CHP we finally got word on Saturday morning that 395 was still closed and would presumably remain so throughout much of the day.

This piece of news was certainly disappointing but RC -JB went immediately to work in search of an alternate plan. Although there were several possibilities, none would work because of the lack of available accommodations. Facing no real alternatives a vote was taken over breakfast on Saturday and the decision to return home a day early was agreed.

The best and shortest route home from Murphys is to head directly west on CA-4 to the town of Stockton, and then south on Hwy. 99 to Tulare for a farewell lunch. It was at this point that you will understand the reason for the little gremlin-bell most of us have attached somewhere on the bike.

The gremlin wasn't watching when we got to a "right-turn or left-turn" intersection just prior to entering Hwy. 99 south. Alas, we made a zig and not a zag and ended up in one of the most repulsive C____F___'s in recent memory. Unable to keep the group together because of confusing traffic signs and the loudspeaker threat of a local CHP (Insert derogatory adjective) we were irreparably separated into 3-groups, and this is the manner in which we returned home on a hot summer Saturday; some on Hwy 99 and others on I-5. Some folks are pissed, and I can't blame them.

Well, that's my story and I'm sticking to it. The ride itself was a near "10." The return home part was a generous "1." We'll know better next time. Thanks to all those who attended and supported this effort; Lou, Ron, Mitch, Dave, Jerry, Cindy, Judy, et moi.



SCHRA Dues time again:

Your annual SCHRA membership dues are payable by 6/30/15 for the 2016-2017 year.

These dues go for the support of our clubs activities and usually pay for themselves with just two free events.

There is no need to fill out a renewal application for 2016 as we have the original on file.

However, if there are changes to your mailing address; telephone numbers; email addresses; or personal contact telephone,

please let us know via email to Ron Lynn at "rlynncpa@socal.rr.com"

Mail your annual dues of \$45 payable to SCHRA to:

Ron Lynn

16055 Ventura Blvd., Ste. 924

Encino, CA 91436

818-905-1858 ext. 2

Thank you for your continued support of this great club..

Ron Lynn, SCHRA Treasurer



Riding Protocols

Ron Lynn - Just another Road Captain

SCHRA Hwy 99/SR 4: FIASCO

Motorcycle Case Study: 101

It was a beautiful early-summer 4-day excursion with 7 bikes traveling in and around the Mother Lode-Gold Route on the famous HWY 49 in Central California. The temps hovered around 100 degrees which put all the rider's patience to the test. Our planned Saturday ride from the town of Murphys over Ebbetts Pass to HWY 395 had to be cancelled due to a fire at the intersection of Tioga Pass and HWY 395. So deciding to return home via HWY 99 we headed south on SR 4. This is where the fiasco began.

The following is a chronological recap of the various incidences which unfolded and is based on my personal observations and my sole conclusions as to how to possibly avoid this from happening in the future. We do have protocols in place regarding our group riding along with many years of successful experience behind us. However, situations like this really put them to the test:

Riding down SR 4 towards HWY 99, the Road Captain (RC) decided to reduce the speed to just below the posted speed limit. Since we were going to spend hours on a freeway, he thought that this was a good idea to allow the group to take the opportunity of enjoying the smooth yet twisty road in tandem with the beautiful country scenery. When he was asked via the CB as to why was he going so slow and to pick up the speed, he began to feel that maybe the group might not want to enjoy this experience. This contributed to his becoming concerned that maybe he was making a mistake.

It is the RC's responsibility to set the pace and route during a planned outing and his choice should be honored.

If this is a problem for one individual, they

should wait until a scheduled stop to discuss this with the RC.

The RC has the option to suggest to those individuals to "proceed on their own to the next scheduled stop if they prefer". The individual can choose to leave the group after notifying the RC.

Warning: Individuals leaving the group may not become aware of any last minute changes to the route and may have to resort to meeting the group at a lunch or some future scheduled stop if possible.

At the intersection of SR 4 & HWY 99, the RC began to make a right turn from a right turn-only lane onto the HWY 99 on-ramp. The group which was lined up in the right turn-only lane, stopped and honked to the RC indicating that they thought that he should be going straight to the South on-ramp of HWY-99.

The RC halted and began to head his bike into a turnaround position, when unbeknownst to all of us, a CHP was just behind one of our group who was positioned in the lane going straight ahead. We next heard a blast from his sound system "*you are in a right turn-only lane*" indicating that we could not change our direction and must make the right turn onto the freeway heading North.

In fear of being ticketed, all but the one rider made the turn onto the North HWY 99 on-ramp. Being in the straight-ahead lane the lone rider felt that he had to go straight and wait for the group to return for him or get ticketed.

All riders made the correct decision under the circumstances.

Since we controlled both lanes of the street, the CHP officer could have easily allowed the group to change their direction to straight-ahead but chose to adhere to the strict letter of the law.

The remaining 6 bikes followed the RC to the next off-ramp. However, that off-ramp merely connected to another freeway heading West to HWY 5. At this point 4 bikes got off the connecting freeway at the first exit and turned around to head back to where the lone rider had gone straight, and was most likely waiting. The RC and one other bike continued on the connector freeway and we later learned that they took the HWY 5 home and also chose another lunch stop.

The 4 riders made the correct decision to return to the South HWY 99 on-ramp to reconnect with the lone rider who was waiting.

The RC should have turned around and retraced to that same location to reassemble with all the riders.

As the 4 riders approached the South HWY 99 on-ramp the new leader passed it by. The lone rider sitting on the on-ramp spotted this and headed down the on-ramp to join the other 4 riders.

The new leader should have taken that off-ramp to join with the lone rider.

At that time the now 5 riders should have attempted to contact the RC to notify him of the current situation.

These 5 riders should have waited from 15-20 minutes for the RC to possibly return to that location.

General Rule: When parties are separated it is a good idea to return to the place where they all were originally together. This makes it easy for everyone to know what procedure to follow and where to meet.

The group of 5 riders took the next exit to reassemble. The now new RC decided to continue on to the lunch stop where hopefully all might meet up. However, one rider decided to stay back, but somehow the other 4

riders were not aware that this was happening. Now realizing that we were missing the one rider, they did not know if he was waiting at the on-ramp for the RC or went back to search for the RC. The 4 riders left a text and phone message on the lone rider's and the RC's cell.

The lone rider should not have broken away from the remaining group fracturing the group further.

The group could have turned around and headed back to the original Hwy 99 & SR 4 on-off ramp for the missing rider. However, in this case they may not have found anyone there anyway.

In addition, it turned out the RC did not return and the missing rider could not have caught up with him anyway.

The only rider who did everything correctly was the one rider who followed the RC all the way.

The lone rider never showed up at the lunch stop and the 4 riders did not receive any word as to his location or plans.

The lone rider should have contacted the remaining 4 riders by phone to let them know of his plans.

The remaining riders could have waited longer than 1 1/2 hours but this did not seem logical since there was no contact with the missing rider and his location was unknown.

NOTE: We understand that being stranded alone really gives you the feeling that no one cares; especially your friends and close riding buddies. However, try to put these horrifying feelings of abandonment aside and attempt to either rejoin the group or contact them about your revised plans. No one plans to leave anyone behind!

On the way home from the lunch stop, the new acting RC of the 4 riders was asked to stop at the bottom of the Grapevine for a quick

rest and water stop but did not.

Since this would have been a 150+ mile run home at 100 degrees this seemed more than reasonable. In this case two of the riders did not have easy access to water while riding.

General Rule: When on a group ride and especially regarding unusual weather conditions, the RC should attempt a rest stop at between 100-125 miles unless the group specifically waives this option.

Either of the two riders could have exited to rest and hydrate. However, this could have put them in a solo situation in 100-degree weather.

All-in-All this was a very confusing set of interactive events which probably could not be repeated even if we tried. We should look on this as a reminder that situations do not always work out the way we expect them to and to review the results and use this as a learning experience for the future. We are imperfect human beings and must understand that the unexpected is going to happen on occasion; especially in a group of generally A-type personalities.

Since there was no destructive or negative intent on the part of any of the participants, this was merely a typical SNAFU.

Ya'all ride safe now; ya'hear!

Ron Lynn

[Editor's Note: Names have been changed to protect the innocent.](#)

SCHRA Boutique

Ask Lou for more info, prices or to purchase Some of this highly gifted stuff.

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 Pres@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

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LS	White	1			
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	Black	5	LS	White	3
<u>MEDIUM</u>					
SS	White	0			
	Blue	0			
	Black	0			
LS	White	0			
	Blue	0			
	Black	2			
<u>LARGE</u>		0			
<u>X-LARGE</u>					
SS	White	0			
	Blue	2			
	Black	3			
LS	White	0			
	Blue	0			
	Black	2			
<u>XX-LARGE</u>					
SS	White	0			
	Blue	1			
	Black	2			

Last Update 5/10/16



<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>		
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SCHRA Road Captains

SCHRA Departure Sites

<p>Jerry Stern - JS Lee Blackman ~ LB Jerry Bruce ~ JB Joe Gubbrud ~ JG</p>	<p>Ron Lynn - RL Lou Piano ~ LP Cindy Stern ~ CS</p>	<p>Starbucks Ventura & Topanga Canyon Solley's 4578 Van Nuys Blvd., Sherman Oaks Millie's 10318 Sepulveda Blvd., Mission Hills Denny's Sand Canyon 15401 Delone St., Santa Clarita McDonald's Kanan Rd., NE corner behind Shell Station</p>
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SCHRA 2016 Calendar- July

Day(s)	Date(s)	Event	Meeting Place	Road Captain	Time
Sat - Mon	7/9-11	Bishop & Bristle Cone Forest	Cancelled		
Thurs	7/14/16	SCHRA Meeting	4 and Twenty	LP	7:30
Sat	7/23	Summer Party	Guess??		6:30 - 11:00

SCHRA 2016 Calendar - August

Fri - Sat	8/5-20	Sturgis	Millie's	Lou - JB	7:00 am
Sun	8/28	Annual SCHRA Picnic	?	?	?

Classifieds



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WE ARE ALSO MEMBERS OF THE NATIONAL QUALITY PRO AND GREEN PRO PROGRAM THROUGH THE NATIONAL PEST MANAGEMENT ASSOCIATION. THE STANDARDS OF ACCEPTANCE ARE BUSINESS ETHICS, APPLICATION TECHNIQUES AND CHEMICAL SELECTION THAT FAR EXCEED MOST COMPANIES NOT IN THE PROGRAM.