



ROLLING THUNDER

March 2012

WWW.SCHRA.ORG

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Contents

President's Message

Note from the Editor

Old Town S.D. Ride

1st SCHRA Overnighter

Product Corner

Meet Your Member

Excellent Adventure

Coming Events

2012 Events Calendar

SCHRA Boutique

Officers & Road Captains

Classifieds

Next Meeting

Four 'n Twenty Pies

March 8, 2012

**Publishing Deadline for April
RT is Mar. 30th, 6:00pm**



President's Message

Mike Levison

One of the key pleasures in belonging to our motorcycle club, in addition to the many social benefits, is the frequent opportunity for participation in "group rides". Because of the substantial increased visibility it affords, there is a significant plus safety factor. Any auto driver would find it difficult to claim he never saw the bike in the intersection or coming down the road, when there was a gaggle (that's a bunch) of them. Proper pack riding increases our margin of safety. However, our riders assume a few responsibilities when traveling in a group. Proper spacing, signal passing, etc. is mentioned often, so let's ignore those for now as obvious.

What I don't recall being emphasized is the obligation we all have to the rider behind us. Everyone in the pack, not only the Road Captain, has the responsibility of frequently checking his rearview mirror to insure that the rider is still there behind us. If he's not, speed up to the front and advise the leader. The pack should immediately safely pull off the road and evaluate the situation. Unfortunately, my experience has been there are more than a few mirrors in our club that are in "mint condition", having hardly ever being used. As long as we all have one on each side of our handlebars, let's get in the habit of using the damn things frequently. It's OK to weave a little if necessary in order to get a full view of the scene behind you. Turning a corner or being in a sweeping turn in the road is an obvious advantageous place to look to verify the pack is intact. And it is extra important to check after going thru a stop light or making a turn. We will tend to lose a lot fewer riders if this advice is heeded.

President's Message (cont.)

Mike Levison

Now let's talk a little about "fuel management", a pet-peeve of mine. It is not brain surgery folks; it just entails some really basic math, easily done in one's head. Excuse me if I am insulting your intelligence, but a refresher course can't hurt, based on recent experience. The following are the components that need to be considered: We are all riding Harleys with either 5 or 6 gallon tanks. They all have little yellow reserve lights that illuminate when there is only approximately 1 gallon remaining in the tank. On average, all the V-Twin engines get about 40mpg. That can vary a little based on road speed, wind speed and direction, and terrain being level or hilly. Traveling at 80mph into a 40 knot headwind and riding double, I've never gotten less than 32mpg on my 2001 Road King. It is not necessary to pay more than casual attention to your gas-gauge if you are following our standard protocol. Use it only as a cross check or guide.

Show up for the ride with a topped off full fuel tank and an empty bladder. Reset your odometer to 000 whenever gassing up, and know your machine's average mileage performance. The reserve light will come on between 140 to 160 miles on a 5 gallon bike, indicating you safely

have a 30+ range. A reserve light is not cause to panic! In fact, you should get in the habit of seeing it is working regularly, and not gas up until you see that it is.

There are very few places we travel where you can go 30 miles without seeing a gas station. When in an area like that, our experienced RdCpts are aware and will plan accordingly. Unnecessary fuel stops I find very annoying to say the least. We like to combine them with stops to pee, snack, stretch, lunch or whatever. Everyone should tank up together when possible, so the R/C can manage the group's fuel requirements. In case you haven't noticed, Cal-Trans has installed little blue signs on the freeways before oncoming off-ramps, indicating gas & diesel stations, food, lodging, etc. It is nice to see our tax dollars occasionally at work intelligently and with beneficial purpose.

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**Note From The Editor**  
*Lou Piano*

## Super Super Bowl Party

Thanks to Richard Slobin for a great party. There were about 18 hearty party goers for this spectacular event. A few came and went after sampling some of the gastronomic delights.

Food included tasty chicken legs & thighs, croissant sandwiches, and mild firehouse chili ala Mike Levison. There were plenty of chips and guacamole and nuts and candy. And don't forget plenty of stuff to drink including beer and wine.

The pre-party got underway with a few early arrivals. This allowed a little time to set-up the food thanks in large part to Judy Bruce who lent her sense of style and grace to the arrangements.

Richard's house is warm and welcoming and the big screen TV in the living room gave everyone a clear view of the big game.

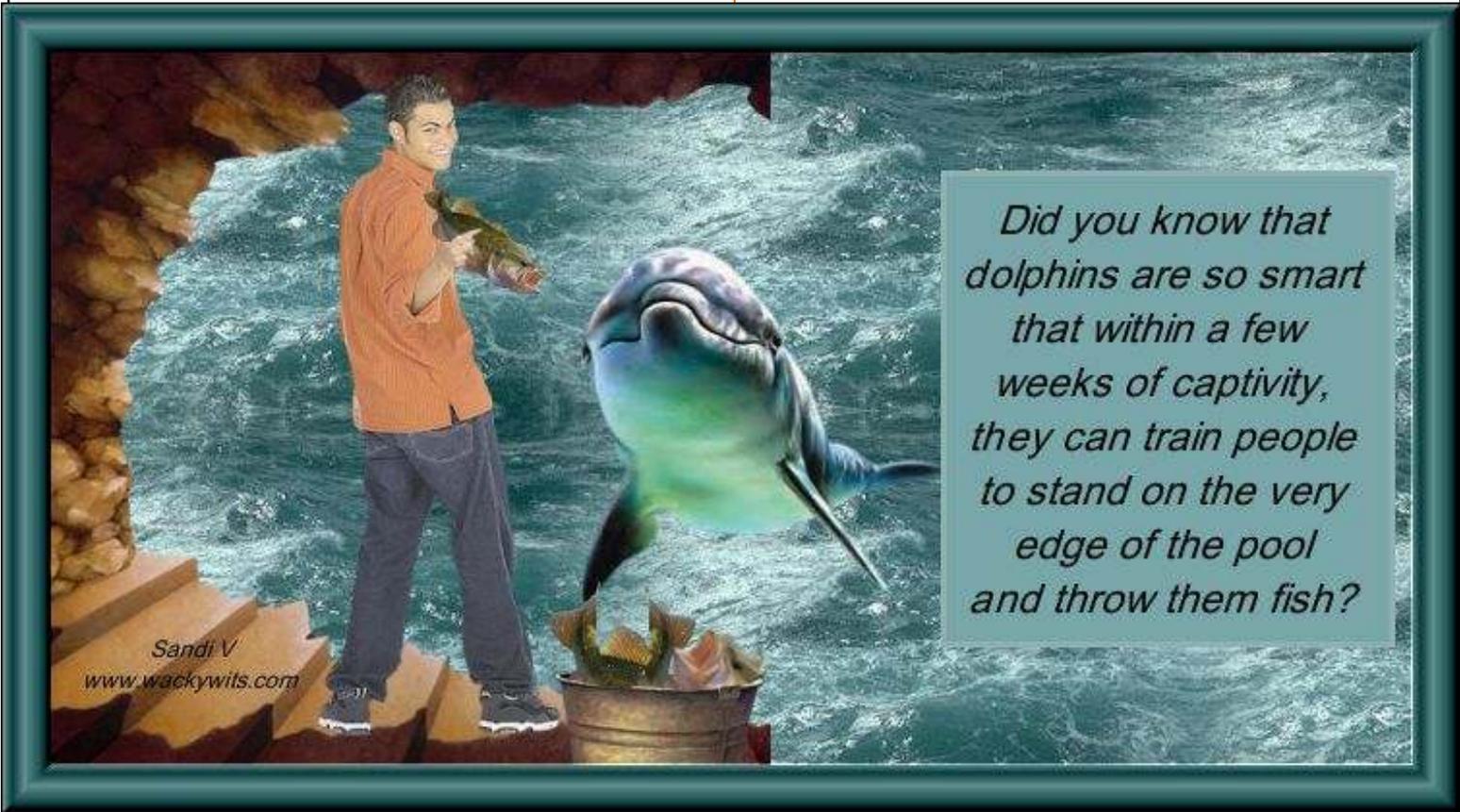


As you know by now, the game was exciting all the way through with a close finish in the final few minutes. Congrats to the NY Giants who pulled through a squeaker.

We all had plenty of time to chat but nary a word was spoken about motorcycles! This could be a first for this group.

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I just got off the phone with a friend living in North Dakota near the Canadian Border. He said that since early this morning the snow has been coming down, it is nearly waist high and is still falling. The temperature is dropping below zero and the north wind is increasing to near gale force. His wife has done nothing but look through the kitchen window and stare. He says that if it gets much worse, he may have to let her in.



Did you know that dolphins are so smart that within a few weeks of captivity, they can train people to stand on the very edge of the pool and throw them fish?

Sandi V
www.wackywits.com

Ride to S.D. Old Town

A View From the Dark Side

Well, it was JB's idea for me to write this column about all the things that went wrong on our overniter to San Diego's Historic Old Town. I am assuming that he asked me to do this because he wants something to tone down his exuberance with regard to his trip planning and subsequent column. Or maybe it could be because he only wanted one person writing instead of 9 (assuming Judy is sticking by him). In any case I'm doing this without notes from the trip and hoping that I don't forget anything lest I have 8 riders complaining that I forgot their pet peeve.

It all started routinely enough at Millie's at 0900 hours on Saturday. I think that's when JB informed us that our dinner reservations that evening had been changed to a new venue since the original restaurant couldn't accommodate us. Keep this fact in mind as you read on! The number in the group changed from 13 to 11 for various reasons but that was fine and not an unusual occurrence. We had our Road Captain's meeting and were on the road by 9:20 or so with JB in the lead and me bringing up the rear since we both had CB's. Traffic was minimal and the ride to Temecula was seemingly uneventful except for the 18 wheeler that needed the lane that the last two bikes were in as we transitioned the 210 Fwy. in Pasadena. A quick change of underwear at 60 MPH and we continued on our way.

Our first stop was at Starbucks in Ontario for a quick cup of Joe and a snack. The line was out the door! So much for quick! Mike and Ruthann didn't want to jump the line so they had some hapless patron already in line buy their snacks for them. Oops! I forgot to give Mike his \$0.28 change. I'll catch him next time. Once finished



with our libations we hopped on the bikes and headed out for the next leg of our trip. Once we exited the parking lot JB pulled to the side of the road and checked with me to make sure everyone finally got through the light. I swear I counted every bike but as I looked up the line of bikes I only counted five instead of six so we waited....and waited. Finally JB said that he thought everyone was there and proceeded forward which is when I could finally see his bike. I knew there were six!

When we arrived in Temecula our table for lunch at Texas Lil's awaited us. I don't recall any complaints here. The food was great! The only problem we had was getting to Texas Lil's. The traffic in Temecula was bumper to bumper. At least we all found a place to park.

After having a very filling lunch we were off again enroute to Old Town San Diego. We were finally off freeways and onto scenic back roads. We had left the San Fernando Valley in pretty chilly weather so we were pretty much dressed for the ride. Little did we know that at the slightly higher elevation that we traversed out of Temecula, the temperature would drop about 40 degrees. Well, maybe that's a bit overstated but it was cold. I heard it mentioned that weather was actually nipple-y but I had no idea what that meant and I couldn't get any of the girls to verify it. So, anyway, we continued on past every Indian Reservation and casino that anyone has ever heard of....or not.... until we ran into what seemed like the entire California

Highway Patrol along with a cadre of Border Patrol and County Sheriffs. JB shuffled us past them just in case they were looking for one of us.

We finally pulled into our hotel in Old Town around 5 PM and all were checked in. The hotel had a \$6.00 per night parking fee! They must have thought they were in downtown LA at the Hyatt or something. Our hero JB dickered with

them a bit and got 2 spaces for 5 bikes bringing the cost to \$2.40 for each bike. Unfortunately we had to hike up and down a steep hill to go to dinner since we were all afraid of losing our parking spaces since we got the last 2 available spots under the hotel. I guess it really didn't matter though since there was no parking available anywhere else. So Jerry tells us all to meet around 7 or 7:30PM at Guadalajara Restaurant. Pauline and I met him and Judy as they were heading down at 7 figuring we'd have a leisurely cocktail as we waited for our tables to open up. Yeah, right. The place was packed to say the least but, forever vigilant Judy found a bar table and commandeered a couple of chairs for us and we waited for a waitress to take our drink order.....and waited.....and waited. Finally there were 6 or so of us standing at the table when a waitress showed up to tell us that these particular tables had no wait staff assigned and that we would have to work our way to the bar to place our orders. By now we had all arrived..... almost*. We all started ordering our drinks and, once back at the table, discovered that the bartender had overcharged us for everything. The manager even came over and issued Ruthann a \$3 refund after she ripped them all a new one. At least I was able to grab a basket of chips from the bar but to my dismay there was no salsa. Finally we were seated for dinner; all at one table, much to our relief. After a very good, and large, meal I was ready for a stomach pump!

Now that we had finished dinner it was time to hike back up the veerrry steep hill to the hotel. My knees are still complaining to me about that.

The next morning we went down to breakfast at Acapulco, since it was included in our room rate, around 8:00. Pauline and I were the first ones there and we proceeded to get our food and coffee while a couple in the next table stared at us dressed in our biker gear as if we had just come in with the Sons of Anarchy. When the next couple came in they got up and left. I hope they had finished their breakfast. Once we had all finished eating we hiked back down the hill to Old Town to get some churros and do some shopping. No churros and the shops were all closed. Needless to say the girls were distraught and the guys, well, not so.

We checked out of the hotel and were on the road

by 11:15 AM.

Our first stop was for gas in Oceanside. Wait for it.....What gas? We got off the freeway and discovered that the only station around was an Arco which no one likes so JB continued on past it. Unfortunately (again) he didn't notice that only 3 bikes got through the light. I quickly tried to raise him on the CB but he had shut it off earlier because he was getting too much "noise" on it due to his squelch being turned down too far. The last three bikes wandered up the road for what seemed to be 10 to 15 miles before we found the next gas station. Since none of our group was there I figured it was time to turn around and head back to the freeway. We found the rest at the Arco station.

Our next stop was lunch in San Juan Capistrano at a quaint little Italian restaurant (do we do anything but eat???). They had us all set up on the patio with a 3 or 4 piece combo playing and all was well and good except that we had trouble hearing each other talk. Then the waiter came to take our orders. Since there was entertainment we could not split our orders without paying full price for each person so an \$11 pizza was going to be \$22. I think the waiter sensed our displeasure and decided that he would forego that rule for the group.

Now we are on the last leg of our trip. Everyone decided that taking the 605 to the 210 worked for all of us and we would drop out of the group as we reached our destinations. As we travel up I-5 from San Juan Jerry suddenly makes a lane change in order to take the 405. I'm still not sure why since it's 10 miles from the 405 to I-5 on the 605. I'm sure he had a good reason??!

Fortunately I rarely look at, or care about, the problems encountered on a ride. Any day riding is better than a day working, especially when I'm riding with a great bunch of people.

*It seems that someone didn't get the message about the change of venue. Randy Rahm had cut off from the group just before arriving at the hotel since he was staying with a family member who lived in the area. Being the nice guy that he is, Randy arrived at the restaurant at 6:30 to reserve a table or tables for the group. Unfortunately he was at the wrong restaurant! We called his cell and asked where he was and he answered, "I'm right here at the Old Town Mexican Café." He was then informed of the change.

First SCHRA Overnight of 2012; What Went Right & What Didn't By JB

With that kind of headline, you're probably thinking that this was a real "nightmare" of a trip. You'd be wrong!

There were 11 hearty souls who showed up, mostly on time, at Millies parking lot on Saturday, February 18. Our destination - Old-Town, San Diego. After a thumb-nail description of our itinerary, we departed to the nearby 118 Freeway, and the first leg of our trip. In just about an hour we exited the I-210 Freeway at the Colonies-Crossroads Shopping Center, and took a beeline to the Starbucks for some expensive coffee and a free pee.

Continuing on the freeway-portion of our trip, we headed south on I-15 and about 45 minutes later arrived in Old-Town Temecula. A few minutes later we arrived at the motorcycle-friendly parking lot of Texas Lil's BBQ and Roadhouse, where our table for 11 was set up and waiting. This restaurant is a real crowd-pleaser, and so whether or not it's the great food you enjoyed or the "eye-candy" skin and curves of the wait-people, there was something there for everyone.



With the freeways now temporarily behind us we took a quick gas stop at the Pechanga Casino Service Station and then headed southward on a ribbon of a road called S-16, courtesy of San Diego County. In the "Mission" town of Pala we connected with CA-76, and the peace and quiet of the north-county back country. Went through only one "immigration" police roadblock and had fun looking at the agents looking into the woods, looking for the bad guys.

After about 30 minutes we transitioned onto CA-79 and continued our southward trek, passing lonesome Lake Henshaw to our left. After another 15 minutes or so we entered the tiny hamlet of San Ysabel, passing the world re-known bakery. But no bread for us, as we continued west on CA-78 to the town of Ramona, where we took another rest-your-ass- stop. While there, I accosted a few locals and asked them if they could tell me the name of "Ramona's paramour" as I wrongly expected all the locals to know the Ramona story; NOT!

Now on route 67 we continued our southwest direction until we arrived at I-8 at Lakeside; then continued due west and our exit to Old-Town Mexican Historical Park and our digs at the Best Western Hacienda Hotel. Dinner was supposed to be at the charming Casa Guadalajara Restaurant, just 4 or 5 short blocks (downhill) from our hotel, and most of us walked. The cocktail lounge was

packed-to-the-rafters but we were able to snare a couple of cocktail tables in minutes. Most chose some sort of margarita, and we soon discovered that the prices were different depending on how you ordered or whom you ordered from. Whatever the price, nobody was complaining about the taste.

Soon after we were escorted to a gorgeous outside (heated)

patio and were all seated at a single round and rectangular table pushed together. The menu was quite extensive and not very expensive, with most entrees in the \$11 - \$13 range. Thank you to whoever it was that told me this was the best Mexican Restaurant in Old Town. I believe it. Even the travelling mariachis were belting-out some good Mexican standards; a little loud but it really added to the atmosphere and our semi-drunken state of mind. The walk back up the hill cured that!

Next morning we took our (included) breakfast at

the Acapulco Restaurant (actually part of our hotel) and then went for a walk through Old Town to see the historic buildings and soak up some of the history of this charming place. Sadly, most of the stores and shops don't open until late morning on a Sunday so we missed the "churros" I had promised. Oh well.

Around 11:00 PM we all gathered near the hotel garage and then made our way back onto the I-8 west and then the I-5 north, for our planned luncheon in historic San Juan Capistrano at the charming Italian Ciao Pasta Restaurant (made famous by our infamous pre-ride maven, Jack Launius), and located just across the street, where the "swallows" were making a mess of what is left of the old San Juan Capistrano Mission. Being the deceitful swine that I tend to be, I told those assembled that if they like their meal to thank me and if they disliked it to tell Jack. I received many compliments for having discovered this gem of a restaurant. Sorry Jack.

Now that I have shared all the good stuff about this trip, it is time to own-up to a few things that were not expected; and not even a whisper from those stupid little bells we have attached to our bikes.

First, we must back up to our dinner at Casa Guadalajara. Although we did end up dining here, we did not have a reservation because the restaurant was supposedly already fully booked. They said we could come in early and give them our name and maybe in about an hour we could be seated at separate tables.

But wait; all-around-good-guy Randy Rahm volunteered to show up at the restaurant at around 6:30 where he planned to make the reservation(s) and then wait for us to arrive later on. I thought what a relief! What I didn't realize is that Randy was not aware that we had changed our dinner plan from Old Town Mexican Café, to Casa Guadalajara. When the rest of us began to arrive at Casa Guadalajara, guess what? No Randy and no reservations because he was patiently waiting for tables at the wrong restaurant! The folks at Guadalajara, understanding our pain and confusion, took pity on us and rewarded us with our great dining location and our wait was just long enough to let the alcohol complete its job.

Our next glitch was an "electronic" issue in com-

bination with the road-captain falling asleep at the wheel. As you all know, I am a strong advocate for club members to install a CB system to their bikes, in order to help the RC know what is happening at the back of the pack. That was all well and good, until the amount of chatter and electronic noise in my earphones made it impossible to continue, so I turned the system off and advised our tail-gunner CB Duane Harte of that fact. So far, so good. The little bell remained deathly silent.

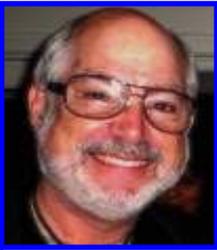
The next thing we did was to exit the I-5 in Oceanside in search of gasoline. After a short distance we did pass an ARCO but they don't accept normal credit cards, so we kept on going, and going, and going. Finally I realized that we were well out of town and thought it was time to turn around and go back to ARCO. What I didn't realize was that I had lost half of the group to a traffic signal, and they soon lost sight of us. In my delirium I frequently looked back and saw a couple of bikes behind me, assuming they were all still behind me. My CB unit was still turned off!

I turned off on a major highway and drove a mile or so until I could do a U-turn and come back to where I had started. It was at this point that I realized that half of the group was missing. So we pulled over and waited, and waited and waited. I had lost half of our group and the thought of having to write condolence letters to each of their families was anathema to my sensibilities. But then, from out of nowhere, they caught up with us and proceeded to express their displeasure at having been abandoned.

The moral of this story simply reinforces my belief that one or more CB's should be required gear on any trip of three or more bikes. A quick diagnosis of my CB system revealed that the "squelch" control was wrongly set but now worked perfectly after a quick adjustment. My apologies go out to those whom I "ditched" and it will never happen again unless you call me bad names, in which case I'll do it again, and again, and again.

Following our outstanding lunch, we all gave thanks to head-waiter and maitre'd Roberto, and continued our trek home by way of I-405, I-605, I-210 and then the final "farewell wave-off" as we proceeded to our various places of abode.

That's my story and I'm stickin to it!



Product Corner

Ron Lynn

EZ-UP Motorcycle Center Stand

I just returned from a beautiful ride with a great group of men and women. During the day I noticed that there were a few instances where there could have been an easier and safer way for the rider and passenger to; park, dismount and re-mount the bike.

As the passenger mounted the bike, I watched this normal recurring routine of the rider precariously balancing the machine while his co-rider cautiously positioned herself onto the rear seat. At one stop we drove off onto an uneven gravel surface which again proceeded to become a balancing act for both the rider and the passenger.



And how about those times when you parked your bike on blacktop on a hot day only to discover that the kickstand sank into the tar-based macadam causing your bike to fall over.

The EZ-Up Motorcycle center stand by WheelDock was designed to handle these frequent, tentative situations easier and safer:

The unit is made of powder-coated-steel, self lubricating bushings and stainless steel springs all of which are maintenance free. Mounting is easy which is under the existing frame with no modifications using two bolts, a 3/4 in. wrench and 10 minutes of time.

Since the rear wheel is not completely off the ground this device is basically a "Drive-Off Center Stand" All you have to do is: Get On-Put in Gear-Drive Off. To engage the stand while on the bike, just push down with your left foot, pull back and the bike is stabilized in a secure vertical position. Your passenger can mount without you even on the bike, eliminating a stressful balancing act for both of you.

As an added benefit, since the bike is not leaned over, you will actually have more room in the garage when storing. This also makes inspection and cleaning the bike easier. HINT: If you place a piece of 3/8 in plywood under the stand before deployment, this will lift the rear wheel free for cleaning or adding air.

So why not make your riding experience easier, safer and more fun.

Available: WheelDock.com or J&P Cycles

Price: \$289



There are six models for the various Harley Davidson models.

Can be purchased at many motorcycle shows with free installation or they will even set up an appointment at your home and deliver and install it for free.

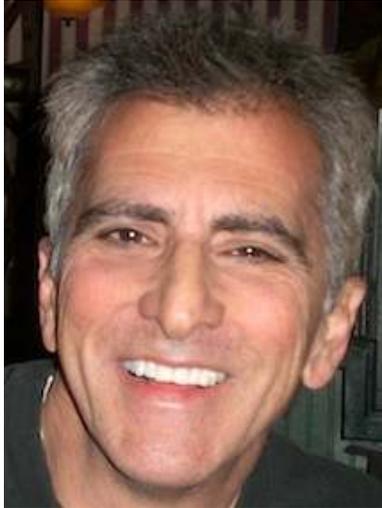
Remember. IF YOU SEE SOMETHING YOU LIKE, BUY IT!



Meet Your Member

Sumbudy

The gentleman Sumbudy chose for fame and notoriety this month is a charming and interesting, quiet spoken middle-aged biker who is a bit on the thin side for our taste. We should be able to transform him however, adding some flesh to his marathon runner frame, within not much more time of his hanging out, riding and eating with us. Our enthusiastic new SCHRA member Ron Sarian is another lawyer, referred to us by another member lawyer Joe Gubbrud, but we know no membership is perfect! We are warned we may soon be designated the motorcycle sub-committee of the California Bar.



Ron is 54, born on Nov 7, 1957 in Philadelphia, PA. His father was a medical doctor from Damascus, Syria. He trained in nuclear medicine and radiology after arriving in the States. "Ronnie", as Mom would call him, has one younger brother now working locally as a graphic artist. The family came to North Hollywood in 1958, when he was but an infant. He attended the small private school Laurel Hall, followed by high school in West L.A. at University High when the family moved to Bel Aire. Ron graduated UCLA in 1980 with a degree in economics, followed by a few years employment at Northrop Aviation. It was then downtown to Loyola Law School for a J.D. degree in 1985 and a career as an attorney at law.

That same year Ron married his vivacious bright blue-eyed wife Karen. They now have 3 kids; a 23 year old daughter at SMU, and a set of

mixed twins now 20, also presently attending college at USC and Pasadena CC. Having 3 college students to finance at the same time, it is fortunate Ron made full partner with his firm Phillips Law Partners of Los Angeles. He is a trial lawyer-litigator, specializing in business, real estate and construction law.

The Sarians have a lovely home in LaCanada, just off one of our favorite mountain roads, Route 2, the Angeles Crest Highway. Being a genuine car nut and semi-professional mechanic, he utilizes his 6 car garage plus several hydraulic lifts to be able to stack and service his sizable car and motorcycle collection himself. He has a couple of old Mustangs, a 1971 Datsun 240-Z, and is especially proud of his 100 point show car, a 1980 Rolls Royce. His bikes include several racing off-road and dirt bikes, plus an '09 Road King Classic. His first Harley was an '01 Heritage Softail. It seems that accumulating rather than selling or disposing of functioning vehicles and machines is Ron's vulnerability.

Sumbudy speaks for our entire SCHRA membership to warmly welcome him and say how pleased we are to have the Sarians join our unique organization. Ride safely and be with us often my new friends!

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Longest Ride Set for June 18 - 27, 2012

“Excellent Adventure” in the Southwest

By JB - Activities director

Imagine this:

Day One - A relaxing but long ride to Golden Canyon, near Phoenix, AZ. <http://goldcanyon.net/>

Day Two - Ride through the historic Superstition and White Mountains; overnight in Holbrook, AZ.

Day Three - Enter New Mexico; scenic route to Santa Fe, NM for next two nights.

Day Four - Sleep late, go shopping, local sightseeing, Canyon Road Galleries, NM Cuisine.

Day Five - North to Taos and historic pueblo and overnight. More galleries and Kit Carson Museum.

Day Six - Further north and west to Durango, CO for two nights. Old west at its best.

Day Seven - All day Durango/Silverton narrow-gauge train ride through San Juan Mountains.

Day Eight - Back to AZ (4-Corners route) and visit to Canyon de Chelly and jeep tour. Overnight.

Day Nine - Leisurely ride through to Prescott, AZ and overnight.

Day Ten - Scenic route home to CA.

Imagine that!

(Indications of interest now being accepted)

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*The **Goldfield Ghost Town** began as a promising town back in the 1890's. Back then Goldfield boasted three saloons, a boarding house, general store, blacksmith shop, brewery, meat market and a school house. The town was destined to explode in size and was predicted to outgrow Mesa. But then the gold vein faulted and the grade of ore dropped, leaving the town to die a slow painful death. After several unsuccessful attempts to reopen the mines, the town did come to life again from 1910 on and off until 1926 but it never could seem to sustain itself with continued growth. Today the town is a bustling tourist stop along the famous Apache Trail.*

### *Discover the magic of Durango!*

*Founded in 1880 by the Denver and Rio Grande Railroad, historic Durango is perched at 6512 feet above sea level and is the county seat of La Plata County. Located in the southwest corner of Colorado near the Four Corners area, Durango is nestled in the Animas River Valley and surrounded by the San Juan Mountains. This diversity of the surrounding geography and ideal climate provides for a veritable playground of endless recreational opportunities and attractions. Best known for the Historic Durango & Silverton Narrow Gauge Railroad, as the home of Fort Lewis College, and for its proximity to Mesa Verde National Park, Durango is a popular year-round destination. From pristine snow and waterways, majestic mountains to superb shopping and dining, fascinating arts and culture, you'll find an array of activities as relaxing or adventurous as you like.*

*Come discover what makes this beautiful mountain town such a delightful place to live, work and play.*



**Coming Events**  
**March & April**  
*JB - Activities Chairperson*

Still feeling a tad saddle-sore, having just come home (24 hours ago) from our overnighter to San Diego's Old Town. All 11 participants enjoyed the great views (Texas Lil's sexy servers) and the food wasn't too bad either. Only in California are Harley Riders doing overnight trips while our east coast brethren are still under wind and snow warnings.

Here's a peek at what lies ahead during the next 60 days.

**Sunday, March 4 - Lunch at Bass Pro Shop**  
**"Islamorada Restaurant:" RC TBA - Millies - 10:00 AM**

OK, we all know by now that Mitch can't do this trip because of his broken hand, so Lou graciously volunteered to lead the ride. But wait a minute, Lou can't lead the ride either because of his broken ribs and G-d knows what else. So now we need another volunteer, if anyone is crazy enough to tempt a "3 out of 3" possibility. Since we won't have a meeting until after this event, I suggest we just show up at Millies and draw straws. Oh, if you haven't been there before, you'll like it; big time.

**Thursday, March 8 - Meeting at the Pie Place:**  
**6:30 dinner - 7:30 meeting**

**Saturday, March 17- Overnighter to Arroyo Grande: RC Sternz - Woodlake - 9:00 AM**

Come and be thrilled and delighted as Cindy and Jerry take the helm on our two-day trip to beautiful Arroyo Grande and other places with funny names. Have you phoned the Best Western Casa Grande at 805.481.7398 and made your reservations for a non-smoking double queen room with breakfast included at the ridiculously low rate of only \$89.00 plus tax plus an additional discount if you present your AAA or AARP or COSTCO Cards? Well, have you? Be sure to call Sternz and let them know.

**Sunday, April 1 - Poppies and Lunch in Tehachapi: RC Ron Lynn - Millies - 9:30 AM**

Don't be surprised when you see a drawn and gaunt Ron L., fresh from his 3-month interment in the solitary confinement of income tax season.

Not to worry, that sallow look only lasts a little while and he will be back making new friends, everywhere, before you know it. Anyway folks, we think it will be poppy-season, but without rain it's gonna be "a shot in the dark." But not to worry; you'll still love lunch in Tehachapi with all your best friends.

**Thursday, April 12 - Meeting at the Pie Place:**  
**6:30 dinner - 7:30 meeting**

**Saturday, April 28 - Overnighter to Julian: RC Mitch - Solley's 9:00 AM**

Join Mitch as he guides us through the San Diego County Back-Country and up to the quaint wide-spot-in-the-road known as Julian. See who will be first to detect Mitch's first wrong turn. Enjoy the crisp 4000 ft. elevation and sample some local apple-pie for which the town is famous. We have not yet received reservations information, but not to worry, it's being handled.

**And now some other stuff**

**Cayucos with River City Harley Riders:**

We have a very full trip with more than 30 participants from both clubs. There may still be a few rooms available so if you're interested, the dates are May 18, 19 and 20. Phone Cayucos Beach Inn at: 805.995.2828.

**JB's Excellent Adventure:**

A few slight modifications to report. First, we will not be riding the narrow gauge railroad from Durango to Silverton. The ticket prices have skyrocketed and we'll have more fun anyway by motorcycling the fabulous Million Dollar Highway to Silverton; plus we can spend as much time there as we wish.

Also, at Canyon de Chelly, there will not be enough time to do the proposed jeep-tour in the canyon. Instead, we will view the canyon from above by riding the scenic overlook road. One of these days you'll want to take that jeep ride but we just won't have enough time this time. Sorry.

**Neon Cruise + Dinner in Chinatown:**

At last count we have 13 SCHRA members for whom tickets are "on hold" plus a few tickets for friends who would like to accompany us. There is still time to request tickets (\$55 per person) but they won't last. Our date is August 11. Call JB if you want tickets.

~~~ \*\*\* ~~~

SCHRA 2012 EVENT SCHEDULE

MARCH

Sunday, 4 - Lunch at Bass Pro Shop
Mitch - Millie's - 10:00 AM

Thursday, 8 - Meeting

Saturday, 17 & Sunday, 18 - Arroyo Grande;
Sternz - Woodlake - 9:00 AM

APRIL

Sunday 1, Poppies and Lunch in Tehachapi;
Joe Gubbrud - Millie's - 9:30 AM

Saturday, 14 & Sunday, 15 - Mojave Preserve +
Joshua Tree; Sternz - Millie's - 9:00 AM

Thursday, 12 - Meeting

Saturday - Sunday, 14-15 - Mojave Joshua Tree;
Ron Lynn - Millie's - 9:30 AM

Saturday, 28 & Sunday, 29 - Julian;
Mitch Solley's - 9:00 AM

MAY

Sunday, 6 - Orcutt, lunch at new Far Western;
Sternz - Woodlake - 9:00 AM

Thursday, 10 - Meeting

Friday, 18 thru Sunday, 20 - Cayucos & Reunion
with RCHR; JB - Woodlake - 9:00 AM

Sunday, 27 - Sylmar Guide Dog Event;
TBA - Millie's - 9:30 AM

JUNE

Saturday, 2 - Lunch in Wrightwood;
Sternz - Millie's - 9:00 AM

Thursday, 14 - Meeting

Monday, 18 thru Wednesday, 27 - Excellent Ad-
venture; JB - Millie's - 8:00 AM

JULY

Friday, 6 thru Sunday, 8 - Big Sur;
Sternz - Woodlake - 9:00 AM

Thursday, 12 - Meeting

Saturday, 14 - Picnic Lunch;
Ron Lynn - Millie's - 9:30 AM

Friday, 20 thru Tuesday, 24 - Mother Lode Re-
dux; JB - Millie's - 8:00 AM

Sunday, 29 - Dinner at Barone's;
Richard - Solley's - 5:00 PM

AUGUST

Friday, 3 thru Tuesday 7 - Shaver Lake & Yosemite
(do one or both); TBD

Thursday, 9 - Meeting

Saturday, 11 - Dinner in Chinatown & Neon
Cruise; No RC - take car/subway - meet @ 5:30

Sunday, 19 - Dinner at Red's BBQ;
Bob Thompson - Woodlake - 5:00 PM

Saturday 25 - Summer Party; JB, Judy, and Bob
Gottlieb; Bruce Residence - 7:00 PM

SEPTEMBER

Saturday, 1 & Sunday, 2 - Kernville & Kennedy
Meadow; Levison - Denny's S/C. - 9:00 AM

Thursday, 13 - Meeting

Friday, 21 thru Sunday 23 - Sequoia National
Park; Jack Launius - Millie's - 8:00 AM

Thursday, 27 thru Sunday, 30 - (Info only - Las Vegas Bike Fest)

Sunday, 30 - Dinner at Adobe Cantina;
Richard - Woodlake - 5:00 PM

OCTOBER

Saturday, 6 & Sunday, 7 - Solvang & Steak;
Mitch - Woodlake - 9:00 AM

Thursday, 11 - Meeting

Saturday, 13 -- Palm Springs American Heat;
Jack Launius -- Millie's 9:00 AM

Sunday, 21 - Progressive Breakfast; Lou - TBD -
8:00 AM

NOVEMBER

Thursday, 8 - Meeting

Sunday, 25 - Lunch in Santa Paula; Richard -
Woodlake - 9:30 AM

DECEMBER

Saturday, 1 - Santa Ynez Vineyard House Lunch;
Mitch - Woodlake - 9:00 AM

Saturday, 8 & Sunday, 9 - Riverside Mission Inn
Holiday Lights; Sternz - Millie's - 10:00 AM

Saturday, 15 - Holiday Party; Levison - 7:00 PM





SCHRA Boutique

Jack Lanus, VP

- Dark blue short sleeve t-shirts - S, L, XL
- Baby blue short sleeve t-shirts - XXL
- 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 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....? Miscellaneous items are in stock as well. Don't hesitate to inquire. When you call us (Jack, anyway) we haul ass! Operators are standing by.

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 VicePres@schra.org. 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 sizes - S to 2XL
- Black long sleeve logo t-shirts - S to 3XL
- White long sleeve logo t-shirts - S, 2XL & 3XL



2011 Officers and Board members

| | | |
|---------------------|----------------|----------------------|
| President | Mike Levison | Pres@schra.org |
| Vice-President | Jack Lanius | VicePres@schra.org |
| Secretary | Sandy Lynn | Secy@schra.org |
| Treasurer | Ron Lynn | Treas@schra.org |
| Officer-at-Large | Randy Rahm | 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 |

SCHRA Road Captains

| | |
|--|--|
| <p style="text-align: center;">Richard Slobin~RS
Senior Road Captain</p> <p style="text-align: center;">Jerry Bruce~JB</p> <p style="text-align: center;">Joe Gubbrud~JG</p> <p style="text-align: center;">Jack Lanius~JL</p> <p style="text-align: center;">Mike Levison~ML</p> <p style="text-align: center;">Ron Lynn~RL</p> | <p style="text-align: center;">Lou Piano~LP</p> <p style="text-align: center;">Mitch Pullman~MP</p> <p style="text-align: center;">Cindy Stern~CS</p> <p style="text-align: center;">Jerry Stern~JS</p> <p style="text-align: center;">Bob Thompson~BT</p> |
|--|--|

SCHRA Departure Sites

Woodlake Bowl
23130 Ventura Blvd., Woodland Hills

Solley's
4578 Van Nuys Blvd., Sherman Oaks

Millie's
10318 Sepulveda Blvd., Mission Hills

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

Extra Wind

All Harley Riders are invited to show up at Starbucks' parking lot on Ventura Blvd. & Topanga Canyon Blvd. on Saturday @ 9:30am for an impromptu ride. Check the SCHRA calendar to be sure no club rides are scheduled. Actual departure time is sometime between 10:00am and 10:30am depending on 'Sample' time and how many hot women park close to us and go into Starbucks for their morning pick-me-up!

Classifieds

This space
could be yours!



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Part no.: 98520-05VW- Women's FXRG® Midweight Leather Jacket Small, brand new - No lining

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on center back yoke. Jacket zips to coordinating leather pant. \$180.00 OBO

Contact Sylvie 818 335 0225 or e-mail swmag25@aol.com

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ron@shindlerlynncpa.com

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(818) 380-0230
FAX (818) 905-1995

Motorcycle Cargo Trailer-Starlight

Motorcycle trailer: Gloss Black-lined with auto carpeting. For details on the specifications; Go To: "neoshottrailers.com" and choose the Jupiter model which lists for \$895 in white without shipping. I need local storage! I will maintain it and you can use it anytime you want. I have only used it twice a year in the past, it tracks very well and you hardly notice it when riding. Storage location must be within 15 miles of Topanga and the 118 FWY. NOTE: You will need a trailer hitch and electrical connections and I have an extra electrical jack.

Ron Lynn 818-772-7288
rlynncpa@socal.rr.com



Ad Rates for 2012

- To place an advertisement here, contact editor@schra.org
- To place an advertisement on our website, contact webmaster@schra.org
- Free for SCHRA members for personal items. Ads will automatically be removed unless renewed after 90 days.

Full page \$15.00 per Quarter
Quarter page, \$10.00 per Quarter
Business Card \$25.00 per year
Non-members add \$5.00 per item.
All items must be MS Publisher compatible and ready to insert. Electronic submissions only. \$25.00/hr for any modifications.



Jack & Nanette Launius are offering \$50.00 off your initial pest control service and \$50.00 off any termite treatment to all our SCHRA friends and families.



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e-mail us at: info@borite.com



Visit us at www.borite.com for further information on pests and treatments.

We are proud to be members of



We have been fortunate this year to have received the Angie's List SUPER SERVICE AWARD and the Greenopia DISTINGUISHED BUSINESS AWARD. Recently, we were also accepted as members of the National QUALITY PRO & QUALITY PRO GREEN 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.