



K-Krow's Roost



CA2K Wind Wings

Meetings: 4th Sunday of each month at
Jack & Linda's Country Café
2390 N. Texas St., Fairfield, CA 94533

Breakfast at 7:30 a.m., Meeting at 8:30 a.m.

January 2012

Visit our Web Site: www.gwrraca2k.org

Friends for Fun, Safety & Knowledge

Happy New Year!



Steve & Significant Other

(Sorry you had to find out this way Mo.)

So, here it is ... 2012 ! Karen and I are looking forward to a wonderful year ahead. Our staff is hardly workin ... no ... um, working hard on plans for the new year. Our goal is to have lots of fun. We have a few ideas, and I'm sure you have some also, on great places to go and interesting things to do. Please feel free to write your ideas down or send them in an email. Anyone interested in having an ice cream social, or any other fun get-together, please let us know so we can get it on the calendar.

Our monthly pizza night will continue. If you haven't made it to a pizza night yet, I would encourage you to try it at least once.

Good company, good food! We have secured the party room at the Round Table next to Costco in Cordelia from 6-8pm on the third Tuesday of each month ... except for January and December, which will be the second Tuesday.

For those who haven't heard, we will still be meeting at JWC's (aka Jack and Linda's Country Cafe) on the fourth Sunday of the month. 7:30am for breakfast, 8:30am for the meeting, same as before.

We'll see you there!

Steve and Karen Palatino, Chapter Directors

From Some Palatino

To get something you never had, you have to do something you never did. * A smile of encouragement at the right moment may act like sunlight on a closed-up flower; it may be the turning point for a struggling life. * Give people more than they expect and do it cheerfully. * Marry a man/woman you love to talk to. As you get older, their conversational skills will be as important as any other. * Don't believe all you hear, spend all you have or sleep all you want. When you say, 'I love you,' mean it. * When you say, 'I'm sorry,' look the person in the eye. * Be engaged at least six months before you get married. * Believe in love at first sight. * Never laugh at anyone's dreams. People who don't have dreams don't have much. * Love deeply and passionately. You might get hurt but it's the only way to live life completely. * In disagreements, fight fairly. No name calling. * Don't judge people by their relatives. * Talk slowly but think quickly. * When someone asks you a question you don't want to answer, smile and ask, 'Why do you want to know?' * Remember that great love and great achievements involve great risk. * Say 'bless you' when you hear someone sneeze. * When you lose, don't lose the lesson. * Remember the three R's: Respect for self; Respect for others; and Responsibility for all your actions. * Don't let a little dispute injure a great friendship. * When you realize you've made a mistake, take immediate steps to correct it. * Smile when picking up the phone. The caller will hear it in your voice. * Spend some time alone. * A true friend is someone who reaches for your hand and touches your heart.

California District Southwest Region F, DD Review



Bill & Rene

Greetings fellow Winger's,

While trying to decide what to share in my article this month, up popped an e-mail from the home office discussing the revamped "Find-A-Friend" program. For those of you that may not be familiar with it, the following are the details of what they are offering.

- For every five new memberships you recruit (households), you will receive a gift certificate with the equivalent value of a Family Membership - **\$55**.
- You must recruit new memberships only, not renewals. Each membership (household) counts as "ONE" regardless of the number of family members in the membership. (They will however, count under the Find-A-Friend pin and T-shirt program.)
- Gift certificates are non-transferable and will have a one year expiration date.
- **There is no maximum number of gift certificates that can be earned.**
- Free years are issued and redeemed in the form of a gift certificate that is sent by the Home Office.
- Upon achieving the count of five new memberships (households), Members have the "option" to redeem gift certificates(s) for:
 - GWRRA Membership Renewal
 - GWRRA Official Merchandise
 - Wing Ding Registration
 - Chapter Charter Fees
- Memberships recruited during special events (mall shows, rallies, motorcycle shows, etc.) qualify for this program.
- Life Members may use the gift certificates for GWRRA Official Merchandise, Wing Ding Registration or Charter Fees.
- Free year's membership may be applied toward consecutive years necessary for Life membership.
- Trial membership applications may be used for the recruiting efforts. Membership fees must be paid to qualify for this Find-A-Friend program.

So what are you waiting for, this is a great time to get out there and help our chapters grow. I just can't imagine what the world would be like without GWRRA.

Until we meet again, "Hang on - we're going for a ride"

Bill & Rene Johnson
GWRRA CA District Directors



Nick Odell
Educator

THE BEST BOOTS FOR MOTORCYCLE FEET

No one needs to tell you that motorcycle boots protect your feet. And even if you don't ever plan on crashing, your feet are in regular contact with the ground, including every time you stop. In the process, your feet can become acquainted with curbs, grime, spilled oil, branches, rocks, sand, gravel, water, mud and/or other debris that both on- and off-road riders may encounter. In very direct terms, your feet need protection, which means good quality, motorcycle-specific boots. If you happen to be a rider that engages in a more spirited type of motorcycle entertainment, which results in very low bike leans, which can include scraping motorcycle parts, and/or the sides of your boots on the pavement, you are a candidate for even better boots.

When you've had the sides of your boots scrape some fast pavement shooting underneath you, not too far from your shoulder, you will REALLY appreciate that your feet have adequate boot protection. And just in case you DO plan on crashing, well then, that will be the day you will be the most respectful of your boots and all your other protective gear.

All that protection stuff is vital to the purpose of our boots. But if they aren't comfortable, we may be apt to leave them at home. Which means the main point about getting a good pair of motorcycle boots is getting a pair that is COMFORTABLE for you. Of course, let's not get things all turned around here: Tennis shoes may be comfortable, but they do not fulfill that protective role. There are LOTS and LOTS of different motorcycle boots. Let's consider some of the popular ones.

Motorbike boots with laces deserve a special mention. Although some riders like the fact that laces can be tied to provide a real snug, secure fit, those laces "can" present a safety hazard in the event they come untied while riding. Loose laces, or loose ends of any kind (such as a long scarf, or even some very frayed jeans), can translate into bad news on a motorcycle. Imagine the effect of a boot lace getting caught in a chain while riding on the highway. Or how about a lace getting caught on a footpeg, brake pedal, gear shifter, or any other part while dismounting a bike. The first example could end in tragedy and the second may end up in simply getting tripped and dropping the bike. A workable solution is to always DOUBLE TIE your laces if this is the kind of boot you prefer.

The boot that is most readily identified with motorcycles, is the classic engineer style, which has been around a long time, and which could also be considered the iconic "Biker Boot." Engineer boots are black with adjustable leather straps across the ankles, and at the top of the shaft. Another classic biker boot is the "Harness Boot." These are different enough from engineer boots that they can be readily differentiated, however, it's not unusual to hear someone incorrectly identify a harness boot as an engineer boot. Harness boots are usually about the same height as engineer boots, so they share that in common. Harness boots are also available in black, so that's another similarity. But brown harness boots are readily available, as well. The differences between the boots are that harness boots usually feature a square toe and engineer boots featured rounded toes. Finally, a defining feature of harness boots is their non-adjustable leather straps that attach to metal rings on both sides of the boots near the ankle region. (Those circular rings giveaway that cowboy heritage). Regardless, if you prefer a classic biker boot, one of these two will serve you well, and in either case, the better ones are made of heavy duty leather, have strong soles, and may have a steel toe. They are usually a "slip on" style, as opposed to a zipper, buckle or em the best choice.

Good motorcycle boots protect your feet, ankle and shins. Which means they cover a chunk of the bottom of your legs. Which also means they may NOT be the easiest things to get on and off. Enter the style of motorcycle boots with zippers that manufacturers provide to make the task of getting boots on and off your feet as easy as possible. Interestingly enough, you can't even always tell by looking at a boot that is being worn whether it uses a vertical zipper, or not. For some boot styles, the zipper is cleverly hidden so a biker may not even let on to others that he's living on easy street when it comes to wearing boots. Furthermore, just because a boot does have a zipper opening, does not necessarily mean that it cannot also be a waterproof boot, as well. For those zipper boots that are waterproof, the manufacturing the manufacturing trick is that they have included a pleat that unfolds when you unzip

the boot. In effect, the pleat creates a waterproof seal, regardless of whether the zipper is open or closed. But you will still want to ensure that the zipper boots you are looking at do state they are waterproof, since that's not a universal feature.

High quality motorcycle boots for sport bikers typically offer better protective qualities than classic boots, since sport bikes, by their very nature, go faster, and are often worn by riders who are more performance demanding than any other motorbike category. More specifically, boots for sport riders are often purpose-built to offer better ankle and shin protection than classic boots, in the event of a crash. Some even have ceramic or metal external tabs to endure the pavement scraping that aggressive, high-performance riders may subject their feet to. Furthermore, good sport bike boots offer very durable soles, and typically have some type of reinforced toe (usually "not" steel).

If only ALL motorcycle boots were waterproof. But they're not. And if only all motorcycle boots that "said" they were waterproof, truly were! Alas, some boot makers may embellish their waterproof characteristics. Water "resistant" boots can handle a little wetness and keep your feet dry, whether that be a light drizzle, or a short ride home after the rain starts. Also, such boots typically require routine maintenance, such as waterproof sprays or other leather applications, to keep out as much water as possible. But if you are a long-distance rider who may spend all day riding in the rain, or someone who has a long commute, you could truly benefit from a real "waterproof" boot. Another option for you to consider are RAIN BOOTS COVERS. These are lightweight, foldable, nylon-like boots that you wear over your existing boots. They are like a raincoat for your feet. They won't win you any fashion contests, but they do a pretty good job of keeping your feet dry.

Submitted by
Nick Odell, CA2K Educator

One Woman's Itch by Ally Canning.

For 35 years, happiness was being a Honda motorcycle co-rider, lately on the luxurious back seat of our Honda Gold Wing. Then, in summer 2005, the itch hit.

Anyone who has ever had this kind of itch knows that the more you scratch it, the more it itches. The first scratch was to tell Russ, my husband of 28 years, about this itch, this need to get out front where the controls are. It both scared & excited me. Later Russ revealed that my news had a similar affect on him, except in the reverse order.

Having just turned 50, and coming out the other end of a 5 year struggle chronic fatigue, this itch to ride was going to require some careful management.

My first big goal was to ride to Elko, NV to attend a Regional GWRRA meeting over the Memorial Day Weekend 2006. I would have to be able to handle 350 motorcycle miles a day and to be comfortable going over the Sierra Nevada. The long, straight roads didn't concern me so much. I knew my challenge would be the twisties, as my husband so lovingly calls them.

It was early Fall 2005, entering the cold & rainy season here in Northern California. I set my sites on spring 2006 to take the 3-day Basic Motorcycle Safety Course. That would put M-1 on my driver's license just after my 51st birthday; a good gift to myself. After that I would decide what motorcycle I wanted.

But Russ, my beloved riding partner in life, started looking, unbeknownst to me, much earlier than that. So, Christmas 2005 became my Best-Christmas-Ever when my Red 1997 Honda Pacific Coast 800 showed up in our garage with a big red bow on it. Looking very much like a baby Gold Wing, she was quickly christened "Babe".

Next was my biggest challenge. How to balance and maneuver this 650 pound "Babe"....SAFELY. Gratefully, Russ was already a seasoned motorcycle rider. Several weekends before class, he took Babe and me to a large, level, parking lot and the basic rider's course's strategy on me.

"Okay, here's how you mount the bike safely. Now YOU do it. Just sit on it and feel the balance. No need to start the motor yet."

What a relief! To have the motor running at that point would have been the end of me and motorcycling. This Babe was much more unwieldy than I'd imagined. Scratching this itch was getting a little scary.

"Now, just using your arms, legs & weight, move Babe forward...now back... now turn right...now left." Hmmm, maybe Russ is going to be good at this. Not every husband can successfully teach their wife.

It was a strong beginning. The exercise didn't just build my confidence, it also made my arms, legs and butt so tired that all I wanted to do was move on to that next step... to start the engine & learn how to get the gears and motor to do all the work.

While making slow accelerations and decelerations up and down the parking lot, the gears, throttle and brakes were getting a good work-out. So were my hands! Russ only lost his patience with me once or twice. When he yelled it was always for good reason...I knew he was concerned for my safety & well-being.

My determination to take it slowly paid off. Also, I was grateful for the time spent as a co-rider behind Russ. Having been Russ's co-rider when he took an Advanced Rider's Course that year had placed many helpful bits of rider knowledge in my head. Valuable principles like:

Where your head turns, your bike turns.

Brake before entering the turn.

Accelerate out through the turn to increase the bike's stability.

As you enter the turn, the more you press on your inside handlebar the deeper & tighter your turning radius.

"Ride your own ride" was my mantra. To me, as a novice, this meant to stay in the parking lot as long as needed. After numerous sessions in parking lots, I took 4 or 5 sessions in my neighborhood maneuvering stop signs and turns.

With Russ on our Honda Gold Wing behind me, my confidence was growing. It was very helpful hearing his encouraging words over the CB radio wired into our helmets.

"Watch that water in the road. Ride right through it without braking or accelerating."

"Remember to use your foot brake too, not just the hand brake...especially while turning at slow speeds...like in the parking lot"

"Remember your turn signal."

hen, 50 yards past the turn, "your turn signal is still on."

Oops.

"Nice turn. Hey, you're looking good."

"We're turning left up here at the light."

Then, all too often, "Ally, your blinker is still on."

Oops.

Sooner or later, I had to take that first ride entirely alone. Mine was the ride to work. A bit jittery, after having arrived successfully, I hit the kill switch and started to get off my bike. My momentary pride changed to embarrassment as Babe fell on her side. I had forgotten to put my kick-stand down.

All it takes is once. I'll never forget again. It took three men from the shop next door to get Babe back up on the kick stand. Gratefully, my ride home after work was less eventful.

My M-1 rider's test was on a cold and rainy day. Water everywhere can be a bit unnerving when you have only two wheels on the asphalt. It was a confidence builder for me; confidence in my skills and in the motorcycle. I passed.

After 5 or 6 safe rides with our local CA2K GWRRA Chapter, I was ready for the Elko trip. That trip would challenge my riding skills with unexpected cold, sporadic rain and even snow that collected on my windshield until I could barely see the road. I learned it's not enough to enjoy taking the controls on a motorcycle. The safety tips I'd gotten from Russ, our CA2K chapter educator and chapter friends helped make that ride not just personally satisfying but, most important, safe.

I'm glad I scratched that itch.

After Chapter Rides

Dates and Destinations are subject to change.
Check the Chapter website for updated information.

Well it looks like the third "Mystery After Chapter Ride" in January. Not that I'm counting. In the interest of serving the Chapter I would be willing to lead a ride to almost anywhere in Sonoma Co.

George Ficklin's name was drawn at the Dec. meeting. His name went back in the pot for the Jan. drawing, which will be for \$30 again. To recap: Each month one name will be drawn from all of CA2K's official members, approximately 150, if said person is in attendance it will receive the current amount.

Our Illustrious leader Mr. Bill Johnson voiced concern that the names drawn so far have not been frequently seen members and doubted that any of the names in the hat were of members that are seen regularly. So to prove that Kathy had indeed included ALL names; She drew out a name and it just happened to be Rene!! So there really are names of people that attend our meeting in the 'hat'!



Is it just me or is Jerry enjoying that kiss a little too much?

Kay Kennedy's Potato Casserole Recipe

Oven-

2 lb. frozen hash browns	½ c. melted butter
1 pt. sour cream	½ c. chopped onions
1 can cream of chicken soup	2 c. shredded cheddar cheese
Pepper & garlic to taste	

Mix together and place in 9x13 casserole. Cover with 2 cups crushed potato chips & ¼ c. melted butter. Bake at 350 for 1 hour. I have doubled and tripled this recipe depending on the size of the group.

Microwave-

2 c. frozen hash browns	¼ c. shredded cheddar cheese
3 oz. cream cheese with chives	½ c. milk
¼ t. garlic powder	

In a large strainer rinse potatoes with cold water until slightly thawed; drain. Combine all ingredients in a shallow casserole. Cover and cook on high for 6 to 9 minutes or until potatoes are tender, stirring once. Sprinkle with crushed potato chips before serving. Makes about 4 servings.



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Happy Birthday

Sue Neander	Jan 03
Les Valdez	Jan 04
Micki Jones	Jan 15



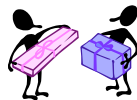
Happy Anniversary

Jeff & Judy Taylor	Jan 29
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Send Newsletter items in early as we try to get it out close to the first. Thanks 80/20 geosieg@hotmail.com

A very special THANK YOU



To everyone who donates items to the Chapter for our monthly Door Prize Pool and those who continue to buy the 50/25/25 tickets.

Good luck to all.



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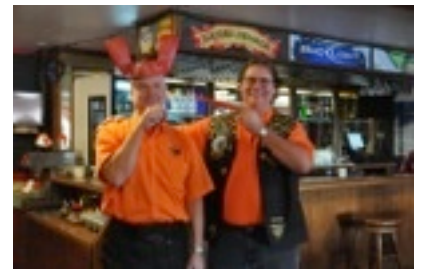


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Membership Enhancer	Kathy Sieg	707 585-1527 katsieg45@gmail.com
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Web Master	Bill Johnson	707 631-4102 bill.johnson.gwrra@gmail.com

Wing Nut

This month's award was given to... surprise, surprise, Nick Odell. Wasn't he the one who thought the Grace Card was a bad idea? Far be it for me to say "I told you so." Nick apparently forgot to send out an email regarding one of the chapter's least attended rides while the women were decorating ornaments. Nick's contact information is: 707 643-4279 nicklodell@comcast.net.

I'm thinking we should just give it Steve for the next few years and be done with it.





80/20 and I went to Pacific Grove to visit with my Dad for a day this last week. He was up here from Meniffee in southern Cal. Before driving home we stopped to see the Monarch Grove Sanctuary to see the butterflies in their winter habitat. There weren't a lot to see and it was too cold for them to be flying about while we were there but it was really interesting to learn that there are several generations of butterflies between these at Pacific Grove and next year's inhabitants. It was very cold and clear when we were there and the ocean was

pretty wild and the waves big and exciting. Pacific Grove is a very quaint and pretty place to visit; lots of bed and breakfast's to pick from with beautiful coast line and beach walkways.



Jack **COUNTRY** Linda's
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CA2K Wind Wings General Meetings
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Breakfast at 7:30 a.m. - Meeting at 8:30 a.m.

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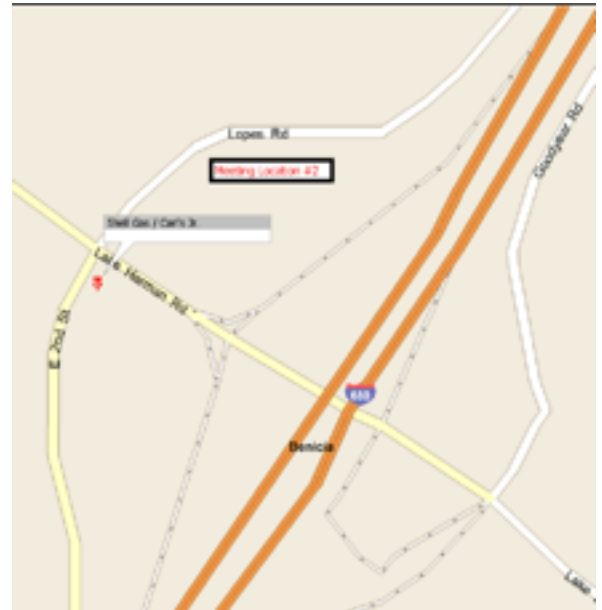
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e-mail: dutchembroidery@netscape.net

Ride Meeting Locations

1 North Texas & Dickson Hill Rd.
North end of Raley's parking lot
in front of Century 21 Realty



2 Shell / Carl's Jr. North side
of the freeway on Lake Herman Rd.



3 Kidwell Rd. East Bound on ramp



4 Rio Vista, CA Corner of
Hwy 12 & Virginia Way
Chevron Station / McDonalds



When showing up for any group ride please be courteous to the other members and be prepared to depart on time. That means being early enough to fill your gas tank if it isn't already full and receive any last minute updates; Wearing proper riding attire for the weather so you don't have to stop to take your clothing off or put more on after a few minutes. (I may have to rethink the part regarding taking clothing off.) And most important, bring a nice surprise for George.