



**OCTOBER 2010**

**THE "PREZ SEZ"**



**To our Newest Member: Chris Rannals**

Fall is in the air, and it's time for some great riding as the colors begin to change. This month Jeff will be leading a great ride on Oct. 9th, probably our last long one for this year; and I will be leading us on our last Sunday ride – Oct. 24<sup>th</sup> - for this year. I hope to see as many of you as possible on the road.

This year is starting to wind down, and as most know, there will be a new team of officers "at the helm" next year. At our past Chapter meeting, the officer team asked if you have any updates such as a new address, phone number, emergency contact person, etc., to please send that information to our Secretary (Robin) and myself. I would really like the new team to have an updated and clean set of records at the first of the year. If you are unsure if Robin has the correct information, please re-send the information anyway.

Over Labor Day weekend, I got a chance to participate in an enhanced MSF Experienced Rider Course sponsored by friends of mine from GWRRA. **WOW** – what a difference it makes to train on, and learn to handle your own bike. While I didn't dump the bike, I suddenly became aware of some bad habits I had been using, and realizing while I thought I was "OK" at certain techniques needed for everyday riding, one needs to constantly practice and remain focused and aware all the time we ride our bikes. I would encourage all to consider taking – or retaking – a Rider Course

every 2 – 3 years, if for any reason but to continue to hone your riding skills. An ERC contains a couple of components - 1) Skills Practice Rider Course; 2) Skills Plus Rider Course. For fun, though this isn't part of the class or course (whew) but many of the techniques apply, I found a neat video from the MSF site on a Top Gun Police Moto competition - **OCTOA Motor Rodeo 2009** – <http://online2.msf-usa.org/msf/videos2.aspx>

I would also like to thank our many Chapter Member photographers. You bring the flavor of our monthly rides and / or activities to life.

Have a great and safe **RIDING** month, let's ride!

Victor Tibbs  
President, Chapter 186.



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## **CALENDAR OF EVENTS**

Check the website calendar for further information

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**\*\* 2010 \*\***

### **CHAPTER RIDE / EVENTS INFORMATION**

**Chapter Rides: 2<sup>nd</sup> Saturday / 4<sup>th</sup> Sunday**  
**Chapter Meetings – red**

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October 9<sup>th</sup> - Chapter Ride  
October 20<sup>th</sup> - Chapter Officer's Meeting  
October 24<sup>th</sup> - Sunday Chapter Ride  
**October 27<sup>th</sup> - Chapter Meeting**

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## AND THE MEMBERS SAID ...

This is your section to share with other Chapter members  
Ride Reports, etc.

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### How the Boss and Barbara Spent Their Labor Day Weekend

You are invited to view Victor  
Tibbs's photo album: [2010 Party on  
the Mountain Rally](#)

[View  
Album  
Play  
slideshow](#)

Check out this link to the Gold Angels Drill Team:

[http://www.youtube.com/watch?v=-  
PaSFEkNEOg&feature=channel](http://www.youtube.com/watch?v=-PaSFEkNEOg&feature=channel)

*(note from the editor)* This video has some  
**INCREDIBLE** riding skills displayed. It's 9 minutes long,  
but it won't seem like it at all.

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### Saturday Chapter Ride Warren's First Annual Carson River Ride September 11<sup>th</sup>, 2010

*By Ken Ayers*

A few words of wisdom before I capture my thoughts for the ride report. **Never, Never** ever go to the restroom until the ride report writer has been chosen! ☺ Those powers that be will surely stick it to you!!! So, with that said, I begin my ride report:

On a beautiful August day, we departed Discovery Bay headed east on Highway 4. As anyone knows that has had the misfortune of riding Highway 4 from this location, the road leaves lots to be desired. We were pleasantly surprised to see that a resurfacing project had commenced and was well on its way to completion. Hopefully by the year's end, if not before, the resurfacing on this stretch of highway will be completed and all those ruts and bumps will be gone!!!!

Heading east into Stockton, we made it across town for a short jaunt up 99 to Linden Road and east again through the agricultural flat lands slowly climbing into the sierra foothills via Highway 26. Just some gorgeous views of the valley to enjoy

with some twisties thrown in for good measure. What more could one want?

We traveled on into West Point where we met up with Highway 88 for the majority of the way up into the sierras. To our surprise, little traffic impeded our way and we were able to enjoy this scenic route as motorcyclists should. Wind in our face and good solid but curvy surface underneath us. Highway 88 follows the original Pacific Crest up and over the Carson Pass (8650 ft.). This pass is open only until the first snow fall of each winter, and then is closed until the snow melt in the spring.

After cresting the summit and heading downhill, through beautiful country dotted with several lakes and elevation changes, we descended into Hope Valley. This area is full of ash trees which should be turning colors as I write this or very soon after. You just have to take this ride during this spectacle of golden color, reminds me of fall in the northeast.

On the east side of Hope Valley and just prior to cutting through the Carson River Valley, we stopped for lunch at the Hope Valley Café. What a great place for lunch! Small but friendly with the owner (and baker) doing the cooking herself! Food was great with several of us purchasing baked goods (cookies and pies) to take home (two pieces of yummy pecan pie for this guy!). The food was good and the company even better as always... we do enjoy eating!!

Following lunch we headed east on 88 for a few miles through the Carson River Canyon, and then turned onto Highway 4 heading to Markleeville. One of the riders reminded me that by the time I got back home, I will have ridden the entire length of Highway 4 on this day. A small bit of trivial there!

Highway 4 continues up and back over the sierras via Ebbetts Passes (8736ft.). This road is amazing not only for its natural beauty, but on this day, for its outstanding surface and curves. This end of Highway 4 was only recently repaved and is exceptionally smooth for many miles thanks to CalTrans! One has to be prepared for the curves and particularly 4 or 5 steep, up-hill switchbacks that we all handled with no problems. We knew they were coming and just motored through! After many miles of riding bliss, we stopped at Mosquito Lake for a "butt" break and a look around. If you have never been there, Mosquito Lake is a small

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alpine lake right off the roadway making it very accessible to all. From here we saddled-up and continued west on Highway 4 which eventually spills down into the rolling hills of the valley before we hit the farmlands. Our last stop was in Farmington where we gassed up, and where my infamous (as mentioned earlier) restroom break took place! The ride officially ended at here. It was here that the group decided that this ride was worth doing annually and thus the name of this ride report!

Those of us who did the ride will be doing it again and hopefully everyone will join us next year as we ride Warren's Second Annual Ride! Many thanks to Warren and Rimma for sharing their favorite ride route with all of us! Be safe!

**Mr. Wiki's Photo Show:**

<http://picasaweb.google.com/prawicki/WarrenSRide91110?authkey=Gv1sRgCKyVmpTbjpKWuQE#>

**Comments:**

Wow Warren,

That was really a great ride and I want to thank you for putting it together and sharing it with all that went. I agree that it should become an annual ride as it has everything so could ask for in a ride. You couldn't beat the weather either and having it in the fall I think would be the best time going forward. Also where we stopped for lunch was nice and I think everyone enjoyed their meal, especially the pie. ☺

Cheers,  
Bob

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## River Rock Casino Sunday Chapter Ride

September 26<sup>th</sup>, 2010

*By John Holm*

We began the morning with a hearty breakfast at Denny's in Pleasant Hill. Most of the people who dined, ate typical American breakfast foods, like various meat products and eggs, or pancakes, but a couple of brave souls flirted with gastric trauma

(as it seemed to this writer), and began their day with what looked like a taco salad. The mere mental image of the spicy fare makes my tummy want to go into convulsions, but that's probably TMI.

After breakfast, we converged behind Denny's and the Shell, for a pre-ride talk, during which Bob Bridges described where we would be riding, and where we would be stopping. After the ride description, Victor Tibbs gave me a chance to announce that our dear friend and seamstress Patti, of Patti's Patchwork, has been battling a very rare and aggressive form of cancer - sarcoma, and had recently undergone a complete hysterectomy. Her doctor said that they had completely removed all traces of the cancer, but it was so aggressive, that he advised her that she would need radiation and chemo-therapy. I reminded everyone present what a wonderful person Patti is, and asked all my fellow STAR members to say a little prayer for Patti, while we would be riding and thus alone with our thoughts.

After voting in our newest Chapter member, Chris Rannals, it was time to suit up, with that **BOB** call (Butts on Bikes).

Our ride took us from Pleasant Hill, to Napa, where we found our way to the Silverado Trail, and then on to Calistoga, where we made a brief stop at the Arco for comfort and tobacco. We then continued on, on Hwy 128, until we got to River Rock Casino, around 12:30 p.m.

We assaulted the Casino Buffet as though we hadn't eaten in 5 hours, which for bikers, is like about two days for non-biker people. Over-fed and bloated, and cursing ourselves for over-indulging ... AGAIN (!!!) ... our leaders announced a re-group time of 2:00 p.m. in the parking garage, and we then dispersed into the casino gaming area, otherwise regarded as "Montezuma's Other Form Of Revenge". Or maybe it was Chief Sitting Bull, who knows? I just know I wasted \$100 at a Blackjack table that I didn't really need to waste. Oh well...

At the designated re-group time, we converged at the garage, and we were ready to depart the cash vortex, when one of our riders, Chris, experienced a malfunction of his electrical system on his Harley

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- yeah, go figure, huh? We waited patiently until he got the thing to start up, and we were once again, on our way, only about a half hour later than our leader had planned. No biggee, for sure.

We then meandered our way, back to Napa, through some VERY nice residential areas in northeast Santa Rosa, and of course, through more beautiful country back roads. We finally arrived at Ox Bow, an old warehouse in Napa, that had been converted into a beautiful and comfortable indoor mini-mall. It was there, that Bob Bridges treated us all to ice cream, as he had won some money at the blackjack table where I had not done as well. **Thanks Bob!** You're an awesome guy for treating us all to ice cream!

It turned out, one of our riders, had experienced major upset stomach symptoms, and declined to eat any ice cream. It was rare for Lin, normally a very cheerful and sociable gal, to appear to be not feeling well.

After the ice cream, we gathered again in the parking lot, where Bob announced that the ride was officially complete, and that members present were free to disperse and depart in whatever direction and manner they desired. Lin chose to depart quickly, as she was still not well. Jenna accompanied her for the journey home, being a good friend that she is. The rest of us made the trip back south to Contra Costa, breaking off one by one along the way, with lights flashing, and horns tooting, as we bade our farewells to our fellow riders.

Words alone cannot express my gratitude not only for the ice cream treat, but for the entire ride that Bob had put together for us! Three cheers for Bob Bridges! Bob, you're the man!

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## **KEEP THE SHINY SIDE UP!**

### **Safety Tips/Tech Talk**

This is your section to share "techie" stuff

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### **Safety Tips:**

- Slow down before you enter the turn.

- Look as far ahead as possible through the turn / curve.
- Keep your feet on the pegs, and grip the gas tank with your knees.
- Lean with the motorcycle; don't try to sit perpendicular to the road while the motorcycle is leaning over.
- Keep an even throttle through the turn, or even accelerate a little bit.



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## **OTHER SAFETY INFORMATION**

### **WHEEL TRAPS**

By James R. Davis

*(Note from the President):* this article is reprinted by permission from James R. Davis for use in our Chapter's Rotating Wheel newsletter. Please see his information and web link below for additional information.

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As agile as we know our motorcycles are, there are times when two wheels simply are not up to the tasks we present to them - unless we know HOW. For example, assume you are riding along and notice that there is a trough in the middle of the road extending for as far as the eye can see. It also just happens to be about four inches wide and about one inch deep. Like a magnet, that trough sucks your front wheel into it, the rear wheel obligingly joins it and suddenly your wheels are trapped. You cannot steer out of it.

OK, OK, I can hear it now: 'Get real!'

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Fine, so it's not down the center of the road. It's alongside and some people would call it a rain gutter.

Or it is down the middle of the road, but it only has one side - they resurfaced the road, one lane higher than the one next to it.

Or you eased off the pavement and there was about a one inch drop to the apron beyond.

Or you are on a surface street and pull over to the curb and your front tire slides right up against the curb, parallel to it.

You get the picture. There are all kinds of traps out there that we don't normally have to deal with, but that can be encountered at any time, and you will have no choice but to deal with them.

In every case I described above the problem is that you must either ride up and over one side of the obstacle or you must turn away from that obstacle - both of which turn out to be more difficult than first expected.

The problem, of course, is that you often simply cannot turn your wheel because it **\*IS\*** trapped. An effort to turn away from the curb that your front tire is hugging finds that the rear edge of the tire must push against the curb in order for the front edge to turn away from it. A mere one inch of height is sufficient to stop you cold - your bike will fall over before you can turn the wheel.

In this particular case you have no choice but to stop completely, lean the bike away from the trap, and walk the bike free.

- Never get within 6" of a raised surface that runs parallel to the direction you are moving!

If the surface is only 1" high you can ride over it without much concern so long as you approach it at any meaningful angle. (Greater than 20 degrees.) Anything higher than about 1", you must put as great an angle of attack to it as possible. Ideally you want to cross over it with a 90 degree (perpendicular) angle.

- Always approach a trap that you must cross over with more than a 20 degree attack angle.

It is not so much that you should fear that your front tire will fail to get over the trap; it is that you must be concerned about getting your rear tire over it. What happens if your attack angle is low is that you instinctively turn your front wheel into the trap to get over it, so it does, but your rear tire, having a lower attack angle, slides along the trap rather than going over it. This immediately twists your bike into the turn and presents an ever increasing attack angle for that rear tire. At some point (quickly) the attack angle will be sufficient and the rear tire will grab and ride over the obstacle. Unfortunately, while it was sliding along you and your bike turned the front wheel in the direction of the slide. Thus, when that rear tire grabs it is analogous to the classic conditions of a high side. About 2/3s of a second later you will hit the ground.

- Before trying to ride over a trap that is relatively close to you, turn away from it and then towards it in order to build the largest attack angle possible.

About 1/2 second before your front tire hits the obstacle, accelerate. That unloads your front shocks. At the same time shift your weight to your pegs and lift your butt off the seat. When the rear tire hits the trap, the rear-end of the bike will get quite a vertical jolt - possibly enough to throw you off the seat and cause you to have to fight for control if you have not already raised that derriere.

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(James R. Davis is a recognized [expert witness](#) in the fields of Motorcycle Safety/Dynamics.)



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## TECH TALK

This is your section to share "tech" stuff

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Introducing ... THE STRYKER

The Stryker is the coolest bike to hit the streets since the Raider hit the industry by storm. With its raked out front end and "fists in the wind" riding position, this bike is pure attitude. And with fuel injection, a 1340cc V-twin, and a beautiful final belt drive, the Stryker churns out plenty of low-end torque that gets to the ground in a very satisfying way. It's time for an attitude adjustment!

[Go now](#)

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A very interesting motorcycle – from one of the original Big 3 manufacturers.

<http://www.stumbleupon.com/su/2RL9qW/www.bikeexif.com/art-deco-custom-motorcycle>



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For any current or new members that want to become a Star Vet, go to the National Web Site [www.startouring.org](http://www.startouring.org) to get the Star Vet Application (DD Form 214 required) as well as the form to get Star Vet Patches.

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### Let's Say Thanks:

This site allows you to pick out a card, select a message or type one of your own, and is then printed out and sent to the military member. You only have to provide minimal info - your first name and city.

<http://www.letsaythanks.com/Home1024.html>

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## HAPPY HAPPY BIRTHDAY

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[Editor's Note: From the responses that I received]

6<sup>th</sup> – Nancy Ferrasci  
10<sup>th</sup> – Shirley Karrer  
10<sup>th</sup> – Samuel Israel  
13<sup>th</sup> – Dave McNamar  
20<sup>th</sup> – Valorie Johnson  
24<sup>th</sup> – Bill Petaccio  
29<sup>th</sup> – Marguerite Brackett  
29<sup>th</sup> – Dave Nelson

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### CHAPTER RIDE / EVENTS INFORMATION

Chapter Rides: 2<sup>nd</sup> Saturday / 4<sup>th</sup> Sunday

**Chapter Meetings – red**

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November 7<sup>th</sup> – Daylight Savings Time Ends

November 13<sup>th</sup> - Chapter Ride

**November 17<sup>th</sup> - Chapter Membership Meeting -  
Nomination of 2011 Chapter Officers**

December 11<sup>th</sup> – **Chapter Membership Christmas Party – 6:00 – 8:30PM – Fuddruckers – RSVP Requested Election of 2011 Chapter Officers**

**OTHER EVENTS Notification**

Sunday, October 3<sup>rd</sup>: Northern California Ride for Kids.

October 8<sup>th</sup>-9<sup>th</sup> **BIG BIKE WEEKEND** –

October 16<sup>th</sup> – Solano County STAR Chapter #315's **CHOCOLATE RIDE**

Saturday, October 30<sup>th</sup>: **RIDE OF THE HEADLESS HORSEMAN** – Chico STAR Chapter

Saturday, November 20<sup>th</sup>: **Sacramento STAR Chapter's 2<sup>nd</sup> annual COATS FOR KIDS**

November 19<sup>th</sup> – 21<sup>st</sup> - San Mateo International Motorcycle Show  
<http://www.motorcycleshows.com/5daystoSave>



**Group Photo from the River Rock Casino Sunday Chapter Ride**

Check out Mr. Wiki's Photo Show:

<http://picasaweb.google.com/prawicki/RiverRockRide92610?authkey=Gv1sRgCJiG7rqX8oLPoAE#>

