



**JUNE 2011**

## **THE “PREZ SEZ”**

**“When in Rome, do as the Romans do?”**

I recently had the opportunity to ride with some people that I don't normally ride with. Their riding style was a bit different than mine but not so much that it created any problems. It did get me to thinking about our Chapter and how we have developed our own style of riding, one that most of us are very comfortable with. We know our ride leaders and how they lead, we know the other riders in our group and how they ride, and we feel secure in our group.

When venturing out and riding with other people or other groups we need to be on guard for the unknown. We might find ourselves riding with people that don't use hand signals to communicate, or when we're in the twisties, they're peg scrapers. We might find they don't maintain a constant speed or comfortable spacing. Not that I'm being judgmental about any of those riding characteristics, I'm not. Everyone has the right to ride the way they chose to ride. The bottom line is **“Ride Your Own Ride”**. You ride the way you are most comfortable and don't let other people influence how you ride.

So the old adage, “When in Rome, do as the Romans do” doesn't really work for motorcycling.

## **CALENDAR OF EVENTS**

Check the website calendar for further information

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

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

**June 11<sup>th</sup>** Warren's Annual Ride  
**June 15<sup>th</sup>** Chapter Meeting  
(Bulldogs-Martinez)  
**June 26<sup>th</sup>** River Rock Casino

### **AND THE MEMBERS SAID ...**

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

## **MUSEUM OF THE FORGOTTEN**

**WARRIORS Chapter Ride**

Saturday, May 14<sup>th</sup>, 2011

“Where's the 2<sup>nd</sup> Group?”  
“Are we there yet?”



*Riding in the Sticks with #186*

[www.star186.org](http://www.star186.org)

With "Born to be Wild" by Steppenwolf playing in my head I put me Mum's boots on, (which I'm gonna pinch), and her bike gear, had my photo taken and off we went.

We pulled in at the Pleasant Hill gas station where I did my usual blonde routine: all I heard was go and say hello to the man with the short grey hair called Pauline; so I said hello to one of the group, (a man), who obviously wasn't Pauline, 'cos he didn't respond! (Nobody but my Dad noticed that one but he made me write it in). When I was introduced to everyone though, I had a lovely welcome and applause from the gang.... You Americans are so friendly!

We went down to the 680, through Fairfield to Winters where we stopped for gas. We had lunch at the Dancing Tomato at Yuba City. I wasn't that hungry but decided I needed to try a bit off everyone else's plate just the same! ( Dan still beat me eating however!)

Me and my gang continued to The Forgotten Warriors Museum at Marysville next to Beale AFB, (the pilots of the AFB use the museum as a reference point for take-off and landing!). We met Dan and Tony, (Vietnam war veterans), who run it. Dan founded the place and had collected over 85,000 pieces of memorabilia. It was from the civil war to today. This place was humbling and a reminder that freedom is not free:

*In Flanders fields the poppies blow  
Between the crosses, row on row,  
That mark our place; and in the sky  
The larks, still bravely singing, fly  
Scarce heard amid the guns below.*

*We are the Dead. Short days ago  
We lived, felt dawn, saw sunset glow,  
Loved, and were loved, and now we lie  
In Flanders fields.*

*Take up our quarrel with the foe:  
To you from failing hands we throw  
The torch; be yours to hold it high.  
If ye break faith with us who die  
We shall not sleep, though poppies grow  
In Flanders fields.*

...Lt. Col. John Macrae



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On the way back we rode alongside the river Levee. This was the best part of the ride for the scenery. We stopped at Dixon for an ice cream. I've never seen anything like this before and I was like a kid in a candy store, it was too tasty!



(Our docent, Tony Pinto, Ride Captain Michael Kuttner, and Dann Spear, Curator)

We all said our good-byes and applauded Micheal for his first ride as ride captain, well done Mike! We then hit the road again and went past some nice farmland and impressive wind generator fields. Then me and me Dad split off, we came to a fork in the road and I thought, this is it we're heading off into the sunset! (The sun finally decided to come out), and we turned into another gas station, then home!

Thank you all for a nice experience and it was good to meet you all, from the girl from England.

x Adele

<http://www.museumoftheforgottenwarriors.org/index.htm>



Dominic's Photo Show: <https://cid-21513777ee514589.photos.live.com/play.aspx/Museum%20of%20the%20forgotten%20warriors%20ride%2051411?Bsrc=EMSHOO&Bpub=SN.Notifications>



## TIRE TRACKS

Tid Bits of Useless (?) Information  
*Written by "aka David"*

### **FREEZE THE BALLS OFF A BRASS MONKEY**

*The expression we use to express extreme cold.*

Ah spring ... the rain is over and the weather is warming. Those of us who ride year-round can say good-bye to the bone-chilling, finger-numbing 65 MPH blizzards that we are so fond of. Also, I think there is no group of people that know what cold is more than my two-wheeled friends. We wrap in layer after layer of clothing and we even hook some of our gear up to electricity; all in the quest to stay reasonably warm. But some of us are actually proud of our ingenious ways in which we retain our warmth. We actually dare the elements to chill us. My proof is in the annual Polar Bear ride. Each year, we dawn our multi-layers and look for trouble: we ride to the snow.

The „ol aka is no exception. So confident was I in my belief that I could stay warm (and share my profound knowledge of this process with others)

that I presented the Polar Bear ride to Mrs. AKA. When am I gonna learn? You would think that after all these years of being Mr. aka, I would know that cold weather rides are not on her agenda. But there I was, big grin on my face having come up with a great idea, when she bellowed, "it's cold enough to freeze the balls off a brass monkey." What! Where did this come from? It musta" been something she learned in Chicago because as far as I knew, we had no brass monkeys in No Cal.

Being that we just observed Memorial Day, it is most fitting that this term comes from the Navy of old. During the 1700s, the guns needed powder to fire the cannonballs. For obvious reasons, the powder was stowed (Navy term for stored) in a different part of the ship from the balls. It was common in those days to use small boys, usually orphans, to carry the powder from storage to the guns. They could do this because they were small enough to fit down small passage ways and tight spaces. So agile were they, that they became known as „powder monkeys" and by association, the brass trays used to hold the cannonballs became known as brass monkeys. These trays had 16 cannonball-sized indentations in them to hold the balls that would form the base of a cannonball pyramid. Brass was used because it did not rust, thus sticking the balls to the tray. But brass contracted quicker in cold weather than iron. Therefore on very cold days, the brass monkeys would contract, making the indentations smaller, thus unable to hold the base of the cannonball pyramid. The balls would spill all over deck, hence „cold enough to freeze the balls off a brass monkey".

Anyway, that's my story and I'm sticking to it!!!

By the way, Hoover Dam was built to last 2,000 years; the concrete will not fully harden for 500 years!

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

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

This is your section to share "techie" stuff

### **Bob's Safety Tips:**

**RIDE YOUR OWN RIDE**

*Riding in the Sticks with #186*

[www.star186.org](http://www.star186.org)



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## OTHER SAFETY INFORMATION

### Highside Dynamics

#### What happens and how to prevent it

By: James R. Davis

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More often than not, making a mistake while riding a motorcycle leads to misfortune, usually not serious, but sometimes fatal. One of the most deadly mistakes you can make is called doing a *high side*.



When a bike is 'dumped', or 'laid down', it falls DOWN, gravity assisted, all the way to the ground and ends up on its side. At slow speeds this usually results in little or no damage to the bike or the rider. Even at higher speeds, given that the rider is wearing appropriate protective clothing, most damage is restricted to the bike. In either case, these are known as doing a *low side* - meaning that the rider exits the bike by going in the direction of the fall: down.

Obviously, doing a *high side* means that you exit the bike by being thrown up and over the high side of the bike. That, in itself, is not particularly deadly, but it happens that the bike usually follows the rider into the air and then it comes back down, often on top of him. Not too many people survive such an encounter.

So how does a high side happen? What causes it and what can you do to prevent it from happening?

To begin with, a high side starts when you use so much rear brake pressure that you lock your rear wheel. If you are in a curve, (or if you have also applied your front brake while going in a straight line, or if there is substantial road camber, or severely unbalanced loading of the motorcycle), this starts the rear end sliding/skewing away from the direction the bike had been moving because traction is diminished on the rear tire (it has become 'sliding friction' - about 80% of what it was just prior to the skid) and that tire has begun to MOVE FASTER (in the direction of bike movement) than the front tire (centrifugal force, among others, is having its way.) The automatic, and correct, driver response to this situation is to turn the front wheel in the direction of the slide. [Actually, the front wheel will turn in the direction of the slide by itself - your job is merely to let it.] **Let me be clear about that - I do not mean that the front-end ACTUALLY is steered or turns toward the slide but that it will APPEAR to be doing so. Without steering input the front-end will continue to point in the direction of bike travel while the rear-end slides to the side which makes it look like the front-end is being steered in that direction - and your job is NOT TO FIGHT these dynamics.** But now he can make a mistake that can cost him his life - he can release the rear brake.

Let's look at what is happening at the instant his rear brake locks up causing his rear wheel to begin to slide and the instant that he releases pressure on the rear brake. Let's assume a rider is in a gentle turn at the time. (Riding in a straight line is exactly the same as soon as the rear wheel starts to skew to one side or the other of the front wheel track.) The bike is moving in the direction pointed to by the front tire at this instant. Note that the back tire is always 'scuffing' a little as it tries to get into the same direction pointed to by the front tire.

Now at this instant the rear brake locks and the rear wheel loses a significant amount of its traction (at least 20%). It begins to skew outward from the center of the curve.

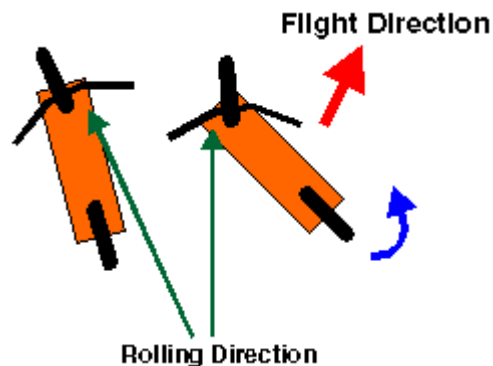
The driver now allows the front wheel to turn in the direction of the slide. The direction of bike travel has thus changed. Meanwhile, the rear end continues to slide and is still moving FASTER than

the front end at this instant. The bike is trying to 'lay down' [because with the rear-wheel no longer connected with the roadway, the front-end's restoring force is no longer providing attitude stability] and will do so if nothing else happens quickly.

But the rider, realizing that his rear end is sliding completely out of control, decides to release the pressure on the rear brake to try to drive out of the situation. When he does so the rear tire, which is being dragged forward as well as to the side, is suddenly able to start turning again. This allows it to move in the forward direction much more easily than a moment before, and just as suddenly it regains traction (mind you, it lost only about 20% of its traction when it began to slide and it is picking up only that 20% or so of traction at this point.)

Whether the engine is driving the rear tire or not, because the bike is not simply 'dragging/scuffing' the rear tire forward with it (because the tire is now rotating), the bike begins to move faster (actually, is slowing more slowly) in the direction pointed to by the front tire. At the same time, because full traction has been regained, the sliding movement of the rear end of the bike comes to an abrupt end. And what next happens is the high side!

Whether the slide movement of the rear end is abruptly stopped because the rear wheel hits a curb, or because the tire has regained traction, the results are the same: centrifugal force, coupled with inertia, try to keep the center of gravity of the bike moving in the direction it was last traveling. Since the bottom of the rear wheel has stopped sliding, (all stopping forces are at the contact patch), clearly a torque is developed. The result is that the bike is violently twisted in the direction of the earlier slide. The front wheel actually helps this twisting action because it has a bearing in its axle and the bike merely rotates using that bearing as an axis.



Naturally, the driver will be thrown in the same direction as the bike is twisted.

The mistake, of course, was releasing the pressure on the rear brake. Said differently, if you are in a situation where the rear wheel is sliding out from under you, despite having turned the front wheel in the direction of the slide, then the safest course of action is to RIDE THE BIKE INTO THE GROUND - do a low side. (i.e., do NOT release the pressure on the rear brake.)

Let me also add that there is one more thing that could have been done to avoid the high side described here: always straighten the bike BEFORE you aggressively use your brakes when in a curve!

If the bike is moving in a straight line, particularly if the bike has any form of integrated braking, and the rear wheel brake locks resulting in a skid, it is still possible to do a high side, but the odds of doing so are far less than when in a curve [the faster you are moving, and the greater the camber (slope) of the road, the higher the odds.] Still, the best decision the rider can make is to NOT RELEASE the rear brake if it is locked to try to insure that a high side does not result.

Abruptly releasing the front brake when the rear wheel is locked and skidding can also cause a highside because it will increase rear wheel weight and, therefore, traction. Nevertheless, the only possible way to 'ride out' of this situation is to get the front end of the bike to go faster than the rear in the direction of the skid. Thus, a gentle relaxation of the front brake is a reasonable action to take. (Note, however, that with any form of integrated braking, this is virtually hopeless because so long as the rear brake is applied the front brake is also being applied.) Increasing front brake pressure, on the other hand, will almost

certainly result in immediately laying the bike down on the low side.

Can a high side occur if you do not release the rear brake pressure at all? You bet! If you have ever witnessed a 'straight line' high side accident you will remember that the skid mark was a straight line until the very end at which point it became a 'J'. What that shows is that the rider successfully managed to keep his front wheel pointed in the direction of the skid until he had turned his wheel to its limit (a 'stop' was reached.) When that happens, of course, he can no longer continue to turn into the skid and the direction the bike travels begins to abruptly change - the skid increases until it presents a 90 degree tire face in the direction the bike is moving, which happens to present the largest contact patch 'face' perpendicular to direction of travel and, thus, maximizes the odds that traction can be reestablished. This, then, is approximately when the bike stops its skid and violently snaps into the air.

Having seen that a rear end skid requires that you gently relax front brake pressure and maintain rear brake pressure in hopes that the front wheel can be coaxed into catching up with the rear one (slow more slowly), what should you do if the front wheel begins to skid instead of the rear one? EXACTLY THE SAME THING! Gently release the front brake and maintain the rear one! Thus, you do not have to make a decision based on which tire is skidding. The reaction is the same.

So, above I said that if you have a choice you should ride the bike into the ground rather than do a high side. I also said that the dynamics will almost certainly result in a high side even if you do what is corrective - turning into the slide and feathering the front brake. Is it hopeless? Must you do the high side? Not at all. It means that as soon as you know the attempt you are making is not going to work, CLIMB ON THE FRONT BRAKE! This will FORCE a low side!!! (If you have any form of interlocked brakes you can also force a low side by INCREASING rear-brake pressure because that increases front-brake pressure as well.)

Please, I do not want to get flamed for suggesting that you actively low side your bike! If you have ever seen the results of a high side, you should kiss the ground that you have the ability to stop it by laying your bike down. If you can do it, do it. If

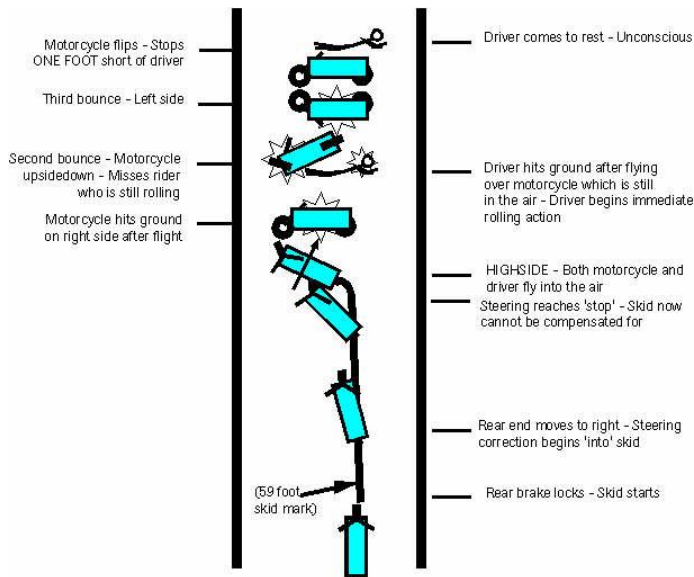
not, good luck to you anyway.

[I have been asked why aggressively using the front brake will cause a low side rather than making a high side happen sooner. This is because by applying front brake you cause weight transfer that further relieves the rear wheel traction which, in turn, both reduces the odds of a high side and slows the bike faster. I.e., it falls over (low sides) sooner.]

Some people have argued that if you can release the rear brake quickly enough after it locks you can avoid a high side and regain control of your bike. This is TRUE! However, you should understand what that really means. There is a difference between a SKID and a SLIDE. During a skid your tire is not rotating at the same speed as the bike is moving and so you scrub off some rubber but you are still fundamentally in control of your bike - that is, the tire is still pointing in the direction of bike movement during a skid. During a slide, however, the bike is FALLING OVER and the rear wheel is moving laterally - to the side - and you are no longer in control of your bike. If you release the rear brake during a skid you will feel a modest 'jerk' as the rear wheel regains traction and you continue on - UNDER CONTROL. If you release the rear brake while in a slide regaining control is far from assured as the 'jerk' becomes a very severe 'jolt', or worse, a high-side.

So, the advice to not release the rear brake when it is locked refers to the situation where a SLIDE HAS BEGUN. For almost everybody this means NEVER RELEASE A LOCKED REAR BRAKE because a slide begins VERY QUICKLY in the real world and most people cannot react quickly enough or even recognize that the rear tire is sliding - it is foolish in the extreme to pretend that you are the exception and can catch it before that slide has begun.

Though it is often thought that a high-side can only occur while in a turn that is simply not true. This is a reasonably accurate graphic of a high side accident personally witnessed by both Cash and myself.



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<http://www.msgroup.org>

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

### TECH TALK

This is your section to share "tech" stuff

### PRODUCT REVIEW

Unique Garage Door Opener



Motorcycle\_rider\_invents\_unique\_garage\_

"Mood" Lighting

Hi Pauline,

I can't remember if I told you or not, but I recently purchased and installed some "bling-bling" lights on my bike. I got them from [www.customdynamics.com](http://www.customdynamics.com). This is a very cool website and has anything and everything electrical a person would want for their bike.

(Jeff Brackett)



By Michael Kuttner



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. I'll have a hard copy of the Star Vet Application and Patch Form on our rides.

### 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>

### STAR KNIGHTS RIDE

Saturday, May 28<sup>th</sup>, 2011

By Pauline Carlton

Rich Martin, the originator of this STAR KNIGHTS Ride, is participating in an annual event: **RUN FOR THE WALL ("ROLLING THUNDER")** which started on Sunday, May 15<sup>th</sup>, 2011 from Sacramento. The goal is to reach the Viet Nam Wall in Washington, DC on or before Memorial

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Day. Rich sends those of us who would like to experience this ride with him through his e-mails. I was especially touched by part of the May 19<sup>th</sup> e-mail which said:

*“Once again, we see people on the overpasses. While this is easier for me to deal with, it still tugs at my emotions. Sometimes I wonder where they were 40 years ago. Back then, if they were on the overpass it would have been to throw things at us. Now times have changed. They cheer us on. As I think of this, I start to think about things. My father was a Pearl Harbor Survivor. He also fought in Europe. The WWII generation is called our “Greatest Generation”. They **do** deserve that for what they did. Then I think that maybe Viet Nam Vets can lay claim to being one of the best generations also. When we came home there were no parades. We weren’t welcomed home. In fact, we were vilified. We were made to feel like third class citizens. Most of us didn’t let anyone we met know we were Vets. This country made us feel ashamed of our service. But now look at what we have done. We badgered the VA into giving us the benefits we were promised. Agent Orange damaged many of us, some more severely than others.*

*But the most important thing in my mind is that we demanded respect for today’s Warriors. We are determined that this country will not do to today’s Veterans what they did to us. We take care of each other and make sure the present military veterans get the help they need. We will never turn our backs on our fellow vets. It will not happen. And that may be our greatest contribution to date. Like I said, we can lay claim to being one of our greatest generations. We now stand tall.*

On Friday, May 27<sup>th</sup>, I received this e-mail:

***There are 58,267 names now listed on that polished black wall, including those added in 2010.***

***The names are arranged in the order in which they were taken from us by date and within each date the names are alphabetized. It is hard to believe it is 36 years since the last casualties.***

***Beginning at the apex on panel 1E and going out to the end of the East wall, appearing to recede into the earth (numbered 70E - May 25,***

***1968), then resuming at the end of the West wall, as the wall emerges from the earth (numbered 70W - continuing May 25, 1968) and ending with a date in 1975. Thus the war’s beginning and end meet. The war is complete, coming full circle, yet broken by the earth that bounds the angle’s open side and contained within the earth itself.***

***The first known casualty was Richard B. Fitzgibbon, of North Weymouth, Mass. listed by the U.S. Department of Defense as having been killed on June 8, 1956.***

***His name is listed on the Wall with that of his son, Marine Corps Lance Cpl. Richard B. Fitzgibbon III, who was killed on Sept. 7, 1965.***

***There are three sets of fathers and sons on the Wall.***

***39,996 on the Wall were just 22 or younger.***

***The largest age group, 8,283 were just 19 years old***

***3,103 were 18 years old.***

***12 soldiers on the Wall were 17 years old.***

***5 soldiers on the Wall were 16 years old.***

***One soldier, PFC Dan Bullock was 15 years old.***

***997 soldiers were killed on their first day in Vietnam.***

***1,448 soldiers were killed on their last day in Vietnam.***

***31 sets of brothers are on the Wall.***

***Thirty one sets of parents lost two of their sons.***

***54 soldiers on the Wall attended Thomas Edison High School in Philadelphia. I wonder why so many from one school.***

***8 Women are on the Wall. Nursing the wounded.***

**244 soldiers were awarded the Medal of Honor during the Vietnam War; 153 of them are on the Wall.**

**Beallsville, Ohio with a population of 475 lost 6 of her sons.**

**West Virginia had the highest casualty rate per capita in the nation. There are 711 West Virginians on the Wall.**

**The Marines of Morenci - They led some of the scrappiest high school football and basketball teams that the little Arizona copper town of Morenci (pop. 5,058) had ever known and cheered. They enjoyed roaring beer busts. In quieter moments, they rode horses along the Coronado Trail, stalked deer in the Apache National Forest. And in the patriotic camaraderie typical of Morenci's mining families, the nine graduates of Morenci High enlisted as a group in the Marine Corps. Their service began on Independence Day, 1966. Only 3 returned home.**

**The Buddies of **Midvale** - LeRoy Tafoya, Jimmy Martinez, Tom Gonzales were all boyhood friends and lived on three consecutive streets in **Midvale, Utah** on Fifth, Sixth and Seventh avenues. They lived only a few yards apart. They played ball at the adjacent sandlot ball field. And they all went to Vietnam..**

**In a span of 16 dark days in late 1967, all three would be killed. LeRoy was killed on Wednesday, Nov. 22, the fourth anniversary of John F. Kennedy's assassination. Jimmy died less than 24 hours later on Thanksgiving Day. Tom was shot dead assaulting the enemy on Dec. 7, Pearl Harbor Remembrance Day.**

**The most casualty deaths for a single day was on January 31, 1968 ~ 245 deaths.**

**The most casualty deaths for a single month was May 1968 - 2,415 casualties were incurred.**

**That's 2,415 dead in a single month.**

I brought Rich's words with me to read while downtown Sacramento. I brought an excerpted copy of this e-mail that I also wanted to share with everyone. Maybe I can share them with you ☺

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## **BLUE STAR MOMS**

The Blue Star Moms is a non-partisan, non-political non-sectarian, non-discriminatory and non-profit organization. The military represents all aspects of America, as does the Blue Star Moms group. Their mission is to support through service.

- Members and their sons and daughters who serve or have served honorably in the Armed Forces of the United States of America.
- United States military personnel who serve or have served honorably and their families
- Veterans' organizations
- Causes that will benefit military personnel.
- Gold Star Families

At our Chapter #186 meeting on 4/20/11, it was decided to redirect our current canned food drive from collecting canned foods for donation to a soup kitchen to collecting items for donation to the Blue Star Moms care package program.

The Blue Star Moms will be assembling their care packages on **June 18th** so they will need our donations by that time. A listing of items needed for donation can be found below. You can bring your donated goods to the next chapter meeting (in May) or by contacting me directly if you are unable to make the next meeting.

Below is a link to the Blue Star Moms website which contains some general information on the Blue Star Moms organization. They are a dedicated group who provide invaluable support to our troops.

<http://www.bluestarmoms.org/index.php?page=about>

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## **Star-Spangled Thank You 2011 Donations List**

### **Just Add Water - Individual Serving Sizes**

Hot drinks - hot chocolate, spiced cider, tea bags, coffee

Powdered drink mixes- i.e. Propel, Crystal Light

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[www.star186.org](http://www.star186.org)

Hot cereals - oatmeal, Cream of Wheat  
Instant soup mixes

### **Proteins - Individual Serving Sizes**

Tuna or chicken - foil pouches  
Beef jerky or Slim Jims  
Nuts - all kinds  
Protein bars, Power Bars  
Peanut butter - Jiff to go

### **Clothing**

White COTTON athletic socks  
Dark colored knit hats,  
White COTTON crew neck T-shirts (M or L)

### **Snacks - Individually Wrapped Packages**

Crackers, mints, gum, trail mix, Corn Nuts  
Sunflower seeds, microwave popcorn,  
Granola bars (no nutri-grain), Fruit snacks,  
Fruit rollups, dried fruit (no chips)

### **Personal Items - Travel Size**

Powder - Gold Bond, foot and baby powder  
Baby wipes, Waterless hand sanitizer  
Lip balm with SPF, toothbrushes,  
toothpaste, shower gel, suntan lotion  
Disposable razors, hand and foot warmers  
Batteries (preferably AA)

### **Stocking Stuffers and Entertainment**

Silly putty, Nerf or tennis balls, yo-yos,  
Crossword puzzles, word search and Sudoku  
Paperback books, CD's, DVD's,

### **Specialty Items**

Ground coffee (Peets and Starbucks are popular)  
Local Grocery Store Gift Cards

## **Drop Zones**

**(for info only – please bring your  
donated goods to the next Chapter  
meeting)**

**Saturday, June 4<sup>th</sup>** at Pleasanton Wal-Mart  
(10-3)

**All donations are greatly appreciated! Our Troops  
thank you! This is our small way to thank them!**

Blue Star Moms -P.O. Box 2537 -San Ramon, California  
94583 [carepackages@bluestarmoms.org](mailto:carepackages@bluestarmoms.org)



**WELCOME to the  
VETERANS RESOURCE CENTER**  
(helpful links to services and organizations in  
support of veterans)

### **U.S. Department of Veterans**

**Affairs** <http://www.va.gov>

**State of California's Operation Welcome Home**

<http://www.veterans.ca.gov>

**California Department of Veterans**

**Affairs** <http://www.cdva.ca.gov>

**Contra Costa County Veterans Services**

**Office** <http://www.co.contra->

[costa.ca.us/depart/veterans/index.html](http://www.co.contra-costa.ca.us/depart/veterans/index.html)

**The American Legion**

<http://www.legion.org>

**Wreaths Across America**

<http://www.wreathscrossamerica.org>

**CalVet Home Loan Center**

<http://calvethomeloans.cdva.ca.gov/>

**Helmets to Hardhats (job  
opportunities)**

<http://helmetstohardhats.org/>

**Hiring a Military Veteran**

<http://recruitmilitary.com>

**Vet Jobs**

<http://vetjobs.com/>

**Vet Friends**

<http://www.vetfriends.com/>

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**HAPPY BIRTHDAY !!!**

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

4<sup>th</sup> – Jan Sanchez  
5<sup>th</sup> – Judy Carreno  
21<sup>st</sup> – Robin Flay  
25<sup>th</sup> – Michael Smith

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*Riding in the Sticks with #186*  
[www.star186.org](http://www.star186.org)

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

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

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July 9<sup>th</sup> North Coast  
July 24<sup>th</sup> Oakland Hills  
August 6<sup>th</sup> Chapter Picnic (Buchanan Park)  
August 13<sup>th</sup> Big Basin  
August 28<sup>th</sup> Southern Sierra

September 10<sup>th</sup> Coulterville / Bear Valley  
September 25<sup>th</sup> Apple Hill

October 8<sup>th</sup> ( T B D )  
October 23<sup>rd</sup> Delta Loop

November 12<sup>th</sup> Pony Tracts Ranch  
**12/10/11 CHRISTMAS PARTY**

**Sunday, November 6<sup>th</sup>, 2011 Daylight savings  
time ends**

**3-DAY CHAPTER RIDES:**

September 16 - 18 Fort Bragg / Coast  
October 22 - 24 Pismo Beach

**OTHER EVENT INFORMATION:**

**June 3 - 4 HIGH SIERRA STAR-B-Q (Reno)**

**August 12-13 NW STAR-B-Q**  
(Kelso/Longview, WA)

**Sunday, November 6<sup>th</sup>, 2011 Daylight savings  
time ends**



## **HOP ON AND LET'S GO RIDING!!**



### Sharing Times And Roads



STAR Touring Mid Cal Region Chapters Ride Schedule  
Projected Ride Information – Subject to Change – and / or Additions  
Compiled By Victor Tibbs – Mid Cal State Ambassador  
From information received to date

**Please confirm information with individual Chapter's President and/or Chapter Website.**

**June 3 – 4 – High Sierra BBQ, Sparks, NV. – STAR TOURING REGIONAL EVENT – pre-registration deadline – May 7, 2011**

- June 11 – Contra Costa Chapter #186 Ride – Coulterville / Bear Valley
- June 18<sup>th</sup> – Hayward Chapter #103 - Ride to Bodega Bay
- June 18<sup>th</sup> – Monterey Chapter #161 – Los Gatos / Santa Cruz Mountains
- June 18<sup>th</sup> – Santa Clara #209 – Ride to San Francisco
- June 19<sup>th</sup> – Lodi Chapter #102 - Ride to Plymouth for Breakfast – Father's Day Ride
- June 25<sup>th</sup> – Modesto Chapter #294 - Ride to Alice's Restaurant
- June 26<sup>th</sup> – Contra Costa Chapter #186 – River Rock Casino

**July 2<sup>nd</sup> – Monterey Chapter #161 – HolliSTAR – ALL CHAPTERS WELCOME!!! PRE-REGISTRATION DEADLINE - MUST BE POSTMARKED BY Monday June 13th, 2011**

- July 9<sup>th</sup> – Contra Costa Chapter #186 - Ride to North Coast
- July 9<sup>th</sup> – Monterey Chapter #161 – possible overnighiter to Solvang
- July 16<sup>th</sup> – Modesto Chapter #294 - Ride to Ebbetts Pass
- July 16<sup>th</sup> – Santa Clara Chapter #209 – Ride to Healdsburg with lunch at Johnny's Garlic
- July 17<sup>th</sup> – Lodi Chapter #102 - Ride to Marysville
- July 19 -22 **STAR DAYS – STAR TOURING INTERNATIONAL RALLY - Middleton, Wisconsin**
- July 24<sup>th</sup> – Contra Costa Chapter #186 - Ride to / through the Oakland Hills

August 6- South Stockton Chapter #192 - Mariposa for backpack ride (Gary)

**August 12 -13 Northwest BBQ – Kelso/Longview, WA – STAR TOURING REGIONAL EVENT  
Pre-Registration Deadline - receive before July 15, 2011**

- August 13 – Modesto Chapter #294 - Ride to Bass Lake
- August 13 – Contra Costa Chapter #186 - Ride to Big Basin
- August 13 – Hayward Chapter #103 - Membership BBQ
- August 13 – Monterey Chapter #161 – Big Sur / Fernwood Lunch
- August 20 – Santa Clara Chapter #209 - Annual BBQ, Mt Madonna – ALL CHAPTERS INVITED!**
- August 21- South Stockton Chapter #192 - Lake Alpine ?
- August 21 – Lodi Chapter #102 – Ride to Topaz Nevada Two Pass Ride
- August 28<sup>th</sup> – Contra Costa Chapter #186 - Ride South Sierra area

*Riding in the Sticks with #186*

[www.star186.org](http://www.star186.org)

## 2011 STAR Touring – Mid California Chapter Website and President Information:



### Modesto, CA - Chapter 294

Barry Dias  
209-505-1459

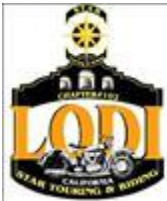
[View Chapter Web Site](#)  
[bmdias64@yahoo.com](mailto:bmdias64@yahoo.com)



### Contra Costa Cnty, CA - Chapter 186

Rich Flay  
925-354-1412

[View Chapter Web Site](#)  
[pres.star186@sbcglobal.net](mailto:pres.star186@sbcglobal.net)



### Lodi, CA - Chapter 102

Don Nordstrom  
209-327-3298

<http://www.star102.org/>  
[don.nordstrom@gmail.com](mailto:don.nordstrom@gmail.com)



### South Stockton, CA - Chapter 192

Gary Shirey III  
209-513-3944

[View Chapter Web Site](#)  
[garychilla@comcast.net](mailto:garychilla@comcast.net)



### Hayward Fault, CA - Chapter 103

Ed Carreno  
925-519-4796

[View Chapter Web Site](#)  
[prez@star103.org](mailto:prez@star103.org)



### Santa Clara County, CA - Chapter 209

Tony Machado  
408-591-5473

[View Chapter Web Site](#)  
[scc209pres@aol.com](mailto:scc209pres@aol.com)



### Monterey Bay, CA - Chapter 161

Kelly Riggs  
408-512-3030

[View Chapter Web Site](#)  
[kelly@painteffects.biz](mailto:kelly@painteffects.biz)

### Mid CA State Ambassadors



Victor Tibbs & Barbara Medeiros  
415-706-7421

[mcasa@startouring.org](mailto:mcasa@startouring.org)