

Garry Woo
Chapter Director
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May 2008



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District COY 2007-2008 John & Sallie Baldwin	District IOY 2007-2008 Frank Wilcox	

Arizona Chapter Meetings

Chapter	Meeting Day/Time	Location	Contact
A	3rd Saturday 8:15AM Breakfast 9:00AM Meeting	Golden Corral 4380 E. 22nd St. Tucson	Garry Woo 520-883-7155
C	4th Saturday 8:00AM	JB's Restaurant 1621 McCulloch Blvd Lake Havasu	Joe Callaway 928-855-8981
D	2nd Saturday 7:30AM	Old Country Buffet 6625 E. Southern Ave. Mesa	Dennis & Beth Britton 480-786-0365
E	1st Tuesday 5:30PM Dinner 7:00PM Meeting	Golden Corral 798 South Hwy 92 Sierra Vista	Gene & Judy Goethe 520-452-1893
F	2nd Wednesday 7:00PM	KC's Grill No Street Address Golden Vaeely	Bob & Caroline Seip
G	2nd Saturday 8:00AM	Arizona Family Restaurant 80 W Esperanza Blvd Green Valley	Carl Welch 520-548-0223
J	Email Notification		Tim & Mary Gales 928-774-7361
K	4th Saturday 8:00AM Breakfast 9:00AM Meeting	Golden Corral 715 E. Wetmore Tucson	Kent & Alice Lash 520-237-2155
R	3rd Saturday 8:00 AM	Old Country /buffet 17125 N 79th Ave. Glendale	Bill & Susan Trask
S	1st Saturday 8:00AM	Jason's Deli N/E Corner of Scottsdale & Shea, Scottsdale	Gail & Bob Johnson 623-414-3003
W	1st Sunday 1:00 PM	Pizza Factory 100 N White Mtn. Rd. Show Low	Shari Bermeale 928-532-2908
Y	4th Saturday 9:00 AM	Prescott Golf & Country Club Dewey,	Sherwin & Heather White 928-772-0800

Why do Harley owners have tassels on their handlebars and clothing?

To be able to tell if they're moving or not !

How is a Harley Davidson like an old dog?

They both like to ride in the back of pickup trucks.

He who laughs last thinks the slowest.

When everything is coming your way, you're in the wrong lane

Inside every older person is a younger person wondering, "What the heck happened?"

The funny thing about common sense, it ain't all that common.



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“A”

Pioneer Chapter



Arizona District

Region F - California, Nevada, Arizona, Utah, Colorado, New Mexico & Hawaii

Chapter A Director

From the desk of Garry Woo.

We had another good month of riding and getting together. Chapter A is now whole again. I asked for a group to get together and go and retrieve our mascot Alphie from Sierra Vista and this happened on May 6, 2008. There were 17 people that went down, 15 who rode and 2 that drove. It was great to see all that participated. It looked like there were more Chapter A people at the Chapter E meeting then Chapter E members, great showing Chapter A. A word to consider is that we have a bunch of overnight rides and two and three day rallies coming up so we need to get our reservations and registrations in as soon as possible so plans can be made for the ride to get there. Thanks again for the great support.

Ride to Chapter E Poker Run. 4-26-08 By Kerry Woo

We went to breakfast at the Landmark Café in Sierra Vista before going to the Chapter E Poker Run and the open house for Cochise Motorsports in April. Garry asked me what I was going to have for breakfast and I no more than said “waffles sound good” when the waitress came up to our table and said we have everything but waffles. That was the statement that started it all. Jon told her how disappointed we were to hear that because this was our 5th Annual Waffle run and we had heard their waffles were the best. After explaining why they were out of waffles she brought out the owner who also happened to be her mother. We again explained this was our 5th Annual Waffle Run. She asked if we would consider making this our 1st Annual Pancake Run instead. We were all enjoying going back and forth with the two of them about this situation. The waitress took our orders and soon came out of the kitchen with their unique brand of waffle to help us with our ride. She had taken two pancakes and a dry erase marker and drew squares on top of the pancakes for us. Dave said they tasted great. You never know what will happen when you are on a ride with this group but one thing is for sure you will have a good time and a hardy laugh. Hope to see you all out there soon.

Kerry

May 2008

As announced by Honda of America Manufacturing Company, the manufacture on Honda Gold Wings will be transferred from Marysville Ohio to Kumamoto Japan in 2009. With that said, is there any place on the Gold Wing where it says Made in USA or America? Save your answer for next meeting.

May 2-08---Friday -4-8 pm.

Dave and Garry held a SWR. –CB Radio. tuning get together. Garry and Kerry provided all of the hamburgers, it was pot luck. Thanks to all that helped with food and everyone that came to make it a success. We had 25 attend this fun project. Boy, we will have to do this more often. We loved having everyone come to our home. Great weather!!

Hope I don't forget anyone.

Participants==Dan & Donna, Smitty & Elizabeth, Mel & Marsha, Dean & Jannine, Geb & Christy, Jon & Sharon, Steve & Laurie, Garry & Kerry, Dave & Dee, Jerry & Mary Ann Johnson, Stephan, Bob R., Diane L., Dave & Sandie.

Ride safe and with good volume, hugs, Dee & Dave

The Gaslight Theatre By Laurie Williams

We had such a wonderful time there watching “Arizona Smith” a take off of Indiana Jones. The cast did such a good job keeping us laughing the whole time. The professional costumes and stage props added a real fun atmosphere. They used a local drummer and pianist to keep the action going. They did a second act of “Viva Las Vegas” that in itself was really good. It was two full hours of excitement & laughter –and worth every penny. We had a large group of approximately 30 Gold Wing Riders in attendance. A smaller group went to dinner at Little Anthony. Lots of good food there and best of all sharing a good time with friends!

April 08 Meeting Stats

Regular members attended	38
Guests	3
Bikes	17
Trikes	3

On Thursday May 1st 2008, Christine and I left Tucson early enroute Payson. The weekend was full of excitement for both of us since part of the trip was for my wife's birthday 5-1-08 and the other half was for my highway patrol academy class reunion. It took us forty years to put it together. Thursday was a leisurely trip with stops at the country kitchen for breakfast (Globe) and the visitors center at Roosevelt Lake. From the stop at the Roosevelt Lake stop, we went straight to Payson.

Friday morning We had our continental breakfast and coffee and then headed north on highway 87 toward Pine. We stopped and visited the Tonto Natural Bridge and then went to Pine where I treated Christine to the Nifty Fifty's Diner.

She was quite impressed with the natural bridge and the diner. Once back in Payson, we visited the Zane Grey Cabin. Again, we were enjoying the sights and the time together.

Friday afternoon began the reunion. It was really heart warming to see so many of my fellow cadets. Almost all were in good health, with only a couple with poor health conditions.

Saturday morning was a monthly meeting with the coalition of retiree's and then back to the reunion. Saturday night was the final night for the reunion with a dinner.

Sunday morning Christine and I headed home,

We stopped at the Tonto National monument at Roosevelt lake and visited the cliff dwellings. then onto Tucson and home.

My thoughts are that Both the Natural Bridge and the Cliff Dwellings would be a great reason for another week-end trip for the chapter. Perhaps we should consider doing this.

Bill Leach

Fun places to ride to in Arizona by

Jon Hofer, Newsletter Editor

Patagonia, AZ

Patagonia's founder was Rollin Rice Richardson, a Pennsylvanian who made his money in oil investments. Richardson purchased the San Rafael de la Zanja land grant in 1880 and three years later followed his friends into business with the San Rafael Cattle Company. Rollin founded Patagonia in 1896, and named it after himself. But in 1899 when residents petitioned the post master general for a post office, they decided to also change the town's name to Patagonia, after the mountain range that towers over the valley.

Mining was the mainstay of Patagonia residents, since rich ore and other minerals were discovered in the Patagonia and other surrounding mountain chains. While Patagonia became a bustling hub, other mining towns sprung up around its outskirts: Harshaw, Duquesne, Mowry, and Washington Camp were successful settlements located to the east and southeast.

With strong competition between railroads and a corporate imperative to reach the Pacific Coast, the New Mexico and Arizona Railroad built a railway straight through the heart of Patagonia, past the spot where the Town Hall (formerly the railroad depot) now stands. With the railroad in place, Patagonia was connected to the rest of America's train routes and became an important commercial center in Santa Cruz County. Hotels, boarding houses, an opera house, restaurants, and bars were built to serve the burgeoning population. The town was inhabited by Hispanic, Anglo, and Chinese residents. Patagonia had its own newspaper in 1912, and christened an elementary school on 1914.

But when the mines went south, so did the town's boom days. The last ore was shipped in 1960, and in 1962 the rail line was closed down. The rails were removed and the railroad right-of-way was dedicated as a park. The old depot became Town Hall. Walnut trees were planted in the park by Charles Mapes and a gazebo was built by Louis Valenzuela, son of a Patagonia pioneer family. Although the railroad and bustling mining town is just a memory, the hard lives of those who lived it will always be remembered.

The area's wide open grasslands are surrounded by a half dozen mountain ranges, and flanked by two protected ranches: the third generation, family-owned Babacomari and the Empire Cienega Ranch State Park Annual events center around horse shows, wine tastings, and events at the County Fairgrounds, located just south of the crossroads at Hwy 82 and Hwy 83.

The Santa Cruz County Fair (last weekend in September), Sonoita Quarter-horse Show (the oldest in the nation), and the Sonoita Rodeo (Labor Day weekend) are just a few

June, BD

2, BD, Garry Woo
4, BD, Bob Ryan
6, Ann, Ron & Cathy Platt
8, BD, Mary Anne Johnson
15, BD, Ross Mike
16, BD, Bob Rathjen
16, BD, Debbie Ammons
16, BD, Carl Jackson
17, BD, Alice Lash
18, BD, Jeff Martensen
20, BD, Michelle Sacchatti
28, BD, Pablo Alonzo
28, ANN, Ross & Betty Mike
30, BD, Julie Martin

ANN

17, ANN, Geb & Christy Bailey
18, ANN, Bob & Betty Rathjen
19, Ann, Scott & Julie Stevenson
26, ANN, Garry & Kerry Woo
26, ANN, Les & Julie Martin
29, Ann, Carl & Ginny Hill

Tuning CB radio antennas

Does your CB radio seem like it doesn't transmit long distances? It could be that the antenna simply needs tuning. There's a law in electronics that states: "to get maximum transfer of power to the load, the impedance of the load must match the impedance of the source" Ok, what the heck does that mean to me? To put this in more familiar terms, if you've ever hooked up speakers to a stereo, you probably noticed that speakers (the load) have a resistance rating in ohms (W) on the back. This is typically 4 or 8 ohms, which is the impedance or apparent resistance of the radio (the source). If the numbers match, the power of the radio amplifier all goes to and is dissipated at the speakers. This is good! If the load is not the same impedance as the source, some of the power sent from the radio gets reflected back to the source (radio) from the speakers and this is undesired and could be harmful to your radio

Your CB works the same way. Your CB radio is the source of power and the antenna is the load. There is a formula to calculate the length of an antenna based on the frequency it transmits at. Each channel on your CB is assigned its own frequency and the antenna theoretically would be a precise length for its frequency or channel it's operated on. A typical CB has 40 channels and one typically will tune the antenna to the predominate channel he or she uses most of the time such as channel one. The antenna would be lengthened or shortened to get the proper length. There's a setscrew on the antenna you loosen and you move the antenna out or in to change the length and tighten the setscrew. If this setting is correct, when you key up your CB, you'll get good power out and people will be able to hear you from a decent range away from you. Most mobile CB radios have power meters on them that shows you a relative signal strength when you transmit on a scale of ~1 to 5, 5 being maximum power which is good. The GW CB doesn't have any meter so you need to hook up a VSWR (variable standing wave ratio) meter between the CB and antenna to test for antenna efficiency. When you key the CB, the signal from the CB passes through the VSWR meter towards the antenna and if all is well you'll have high transmit levels which shows little signal reflected back. If more signal is reflected back to your radio than going to your antenna, you'll see lower power out. You're going to accept part of this because you are choosing to cut your antenna for channel one. If you turn your CB to channel 19 when you're in that convoy with Burt Reynolds your power out will be less than it was on channel one because now your antenna is the improper length for channel 19. It's a tradeoff and you may decide to cut your antenna to channel 9 as a happy medium. That would be ok too. One thing you never want to do is to key a CB without an antenna hooked up to it. All the signal from the CB will go towards the antenna and if it isn't there, that signal will bounce off or reflect off the end of the cable and go back to your CB and likely burn out your final amplifier stage of your CB...not good! Oh, if your curious about the formula for calculating the length of an antenna, here it is: Wavelength (l) in inches is given by $l = 11811/f$ (MHz). Quarter Wave Whip Antenna $l/4 = 2775/f$ (MHz). Huh? Ok, looking in the Yoda book of neat stuff to know I find that Citizen band channel one is at 26.965 MHz. Inserting this figure into the first formula we get $l = 11811/26.965$ and this equals 4146 inches. Get your tape measure and a trike to balance this behemoth. Fortunately, most people use a quarter wavelength antenna and that's where the second formula comes into play. Take that 4146 figure and insert it into the formula as follows. (I love these articles!) $l/4 = 2775/f$. $4146/4 = 2775/26.965 = 38.44$ " This is a much more respectable antenna size. If you are still skeptical, go to your bike and measure from the tip down 38.44" and you should come about to that black insulator on the antenna. Now, is that cool or not!? Ron.

RIDING SMARTER

Ace H. Peterson

Region F Educator

After reading Nick Hoppner's last two articles I found myself looking at a glowing light bulb mentally. The last one on "Fear" really hit home, especially after taking the ERC course a few weeks ago. More on that later. But the idea came to me that there is an easier way (other than getting rid of the motorcycle) of doing things to ensure we ride smarter and safer.

It came to that I am indeed not as young as I once was so to speak. Of course the brain, who attempts to rule the body, still insists I can do all the things I used to do. Of course the body does not always go along with that philosophy. I especially learned that this past weekend while taking a Dirt Bike riding course! Perhaps more on this later.

And it has been said "you can't teach an old dog new tricks", however, perhaps the "old dog" can learn to modify the tricks which is where riding smarter comes into play.

Take the last ERC for instance; not having had a riding course for some three and a half years, all the confidence in some maneuvers had long since left the building in a sense. Oh yes, the mind said no worries mate! That is until mind and body got crossways with each other and I found out just how hard this makes things in riding. Things went somewhat okay until the side hill "box". Fighting the fear of falling, which I did, made this obstacle impossible for my eroded skills. Now the "old dog" would have set back, analyzed the situation and said "sit this one out". That is where riding smarter comes in once again.

So how do we ride smarter than we once did? Analyze the situation before getting to deep into what becomes an impossible task. Do gravel parking lots terrify you? Sometimes we have to park there regardless of our wishes. So, riding smarter, we make as few maneuvers as possible; straight in, straight out if at all possible. How about those sharp corners on our highways for instance in making the heart beat a little faster. You know those speed cautionary signs in yellow that say 25mph for instance? Where does it say we have to ride those at 10 mph over that posted recommendation? Ride it at 25 mph or a tad slower if that makes you feel more comfortable and to heck with the ego. And those tight turns in parking lots which seem to get tighter each year we ride. Again, make the least operations necessary, even to stopping safely, back around and so forth to get where you need to be. What about parking on a slanted parking lot or street? Past experience has told me to avoid these by riding on by to a much more level place to park to avoid dropping the bike. The "old dog" system you see. In other words, let's put all the wisdom we supposedly gained all these years to work for us instead of letting our younger ego get us in trouble. These are just a few situations we all encounter, and you can fill in the blanks of your own problem areas. Think things out, and adapt your riding to make the ride in all aspects more trouble free for you and your co-rider.

The last part of this lesson revolves around practice. There is a saying that "if you do what you have always done, you will get what you always got". Another one I like is this; "we are what we repeatedly do. Excellence then, is not an act, but a habit." You can credit Aristotle for that verse. In these words of wisdom, do not refuse to take any and all riding courses or other instruction courses that are available, or else another little saying may come into play. That one is "experience is a great teacher. However, it often gives the test before the lesson". If we have indeed gotten wiser in our later years, then at least experience should allow us to recognize past mistakes when we do them again! Practice may not make perfect, but it beats the alternative. So we often say to ourselves, "well, I don't have time or a place to practice". Wrong motorcycle rider! If you live on a street without a lot of traffic, practice U-turns in front of your house. If you live on a cul-de-sac that is even better. I often use vacant areas of parking lots to do this by riding my turns as tight as possible into parking places for those hard right or left turns, 180's and so on. Manhole covers make a great obstacle practice for swerving; again making sure one does not stray into traffic. In other words, think about all the lessons we do in a riding course that apply to our daily riding in and around town, and we will find that we can practice every item everywhere we ride somewhere. Except for that infernal sloped box!

The Dirt Bike experience taught me a whole new set of meanings for age versus youth. It was loads of fun, and I found out that fear can indeed be put away even if not conquered. This course was one of those smart decisions on my part because of some ulterior motives. However, in riding many of the same ERC lessons in dirt, I found I can handle a motorcycle in some adverse conditions. Call it cross training if you will, but I came out of that course feeling like a pretty smart "old dog". Of course there is a big difference in motorcycles and technique, but the cross over of the lessons learned definitely applies to my riding.

Perhaps you the reader get the message to analyze your riding habits, skills, and training plus where you ride and how you ride. If there is a trick to all this it is that by recognizing our limitations and mind sets, we can overcome those impediments with some thought and planning. Think, decide, execute (or in some instances don't execute), or if needed, stop and rethink the situation before executing the action. Remember, the choice of what we do or do not do is ours alone. Ride smarter, ride safer and therefore-

RIDE WITH PRIDE AND CONFIDENCE.

May 3-08--Saturday, Ride to Prescott, MAD press conference


7AM , 3 bikes left in cool weather. Yes, I did have my electric on. Dave and Sandie Novitt, Garry and Kerry Woo, and Dave and Dee Gormley enjoyed the ride to Prescott. Stopped several times, to rest and get gas.

Arrived at Prescott Valley about 10:30 Am. We ate lunch at the Sonic. Watched the Motor-police do skill riding, visited with Ray & Chris Hardyman (old chapter A member's) and Dick Studdard.

They were passing out more LOOK OUT FOR MOTORCYCLISTS T-shirts, looked very familiar.

The press review was held at noon. Dave and Sandie were celebrating their wedding ANN. They rode to Cottonwood to visit a Niece and Nephew.

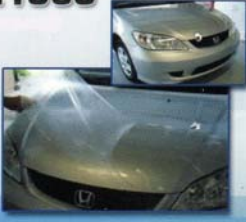
The other 2 couples returned home. It was very warm at this time. Did enjoy and it was good practice for the rides this summer. A very weary BUTT and so glad to be home 450 miles later. Ride safe--Hugs, Dee



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June 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<u>1</u> Jun	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>
7:30a Ride to Apache Gold Casino in the White Mts for lunch meet at Magee & Oracle Chevron				6:00a Utah Rally - click here 6:30p Ride coordination meeting - dinner at 6:00 IHOP 5101 E. Grant Rd		
<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>
				6:00p Staff Meeting at Pantano Christian Church on Houghton north of Old Spanish Trail.		7:00a Breakfast at the Longhorn.- Leave from I10 & Wilmot- Sponsor is Dean Flag Day
<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>	<u>19</u>	<u>20</u>	<u>21</u>
Father's Day					District Rally Yerington, NV thru the 22nd	Chapter A gathering at Golden Corral 22nd/Columbus 8:00 Breakfast 9:00 festivities
<u>22</u>	<u>23</u>	<u>24</u>	<u>25</u>	<u>26</u>	<u>27</u>	<u>28</u>
			5:30p Dinner at Casa Del Rio 1060 S. Pantano - Bowling to follow at Brunswick Bowling 7:00 at 114 S. Camino Seco Sponsor Geb & Christy			Mt. Lemon with Chapter D TBD time/place Sponsor: Steve
<u>29</u>	<u>30</u>	<u>1</u> Jul	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>
			Wing Ding 30 Greenville, SC 3rd - 6th	6:30p Ride coordination meeting - dinner at 6:00 IHOP 5101 E. Grant Rd		

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July 2008

Sunday		Monday	Tuesday		Wednesday	Thursday	Friday	Saturday
<u>29</u>	Jun	<u>30</u>	<u>1</u>	Jul	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>
					Wing Ding 30 Greenville, SC 3rd - 6th	6:30p Ride coordination meeting - dinner at 6:00 IHOP 5101 E. Grant Rd		
<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>		
					6:00p Staff Meeting at Pantano Christian Church on Houghton north of Old Spanish Trail.			6:00a Pinetop get-a-way leave from Wilmot/I-10 stay at Best Western 76.99/night for GWRRA Chapter A 928- 537-5773 block of rooms avail til June 28
<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>	<u>19</u>		
								Chapter A gathering at Golden Corral 22nd/Columbus 8:00 breakfast 9:00 festivities
<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>	<u>24</u>	<u>25</u>	<u>26</u>		
<u>27</u>	<u>28</u>	<u>29</u>	<u>30</u>	<u>31</u>	<u>1</u>	Aug	<u>2</u>	
2:00p Bluegrass Music at "Thirsty's" 2422 N Pantano 4-7 pm come early for seating								

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