



"Soaring Eagle"



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Monthly News for Our SCRC Nation June 2012

June 2012
Vol. 3 Issue 6

"Hammer Time"

HELP!! Slow this ride down so I can, well... RIDE! ... is that an oxymoron or what! Makes me chuckle... errrr, what is the NEW saying – LOL! I wanna ride... & I wanna write (this newsletter)... BUT not at the same time.

Yep – "Sophia" is still down & out. Can't free up the time to repair her... figure it will take 6-8 hrs of wrenching, sweating, & drawing a little intimate bloody-knuckle time with her. Maybe soon.

'Til then I'm stuck here at home (when I'm not working) watching Survivor, American Idol, Celebrity Apprentice, (heh heh)... &, oh yeah... Martha Stewart! Are you a fan?

Sure getting lots of salt poured on me, too. Many are asking me "if I have been riding much". OUCH! STOP IT!!! THAT HURTS!! Guess I need to own multiple bikes... then I could ride.

Oh well, on to bigger & better things. I have checked out a few of the SCRC events... online. Even ordered me a t-shirt... well, I guess I registered & then got a t-shirt. And I love it. Don't you be thinking that you have to go to these events to support St. Jude!! Use the 'net to help support SCRC, other chapters, & St. Jude kids!!!

On a similar note, many events coming up. Maybe some in your area. Check the calendar. Help support SCRC!! REV IT UP!

Let's do 180° - I saw a H-D powered roadster car in a popular rod magazine the other day. Wonder how they tagged it... auto? Or cycle? May depend on the state. But would be a head-turner, for sure.

Made a hot-shot weekend trip to Vegas for my nephew's wedding in April. It was incredible – married in top of the Stratosphere Tower. I had a death-grip on anything & anyone I touched. Yes sir – I am scared of heights. And this was about 900 ft high (give or take a few feet).

Hope to see you on the road SOON... You will recognize me when you see me... I am the one wearing the SCRC patch on the back of my vest!

Remember...

"I am Southern Cruisers! We're all family here!"

"Grab some wind... hammer down!" by Bruce "Hammer" Mathis

2012 SCRC Event Calendar

Listed below are the SCRC events on the 2012 SCRC calendar:

http://www.airsetpublic.com/AirSet.jsp#app.CalServe+qi.taGnyWwQUzIN_v.month

If you plan on having an SCRC event in 2012, contact Bubba Prescott to get it reviewed & approved!

JUNE

- June 1-3 - WV State Rally Sutton, West Virginia
- June 2 – Run to the Sun North Carolina (city not listed)
- June 7-10 - California State Rally Big Bear Lake, California
- June 7-10 - Tennessee State Rally Cookeville, Tennessee
- June 8-9 – Pa. State Rally State College, Pennsylvania
- June 22-24 - Tennessee Ridge Runner Johnson City, Tennessee

JULY

- July 12-15 – Kentucky State Rally Richmond, Kentucky
- July 19-21 - Georgia State Rally Commerce, Georgia
- July 20-22 – New England Rendezvous – Barton, Vermont
- July 27-28 - Indiana State Rally Scottsburg, Indiana

AUGUST

- August 3-4 - Virginia State Rally Roanoke, Virginia

Aug 30-Sep 2 – 2012 SCRC National Rally Lafayette, Louisiana

SEPTEMBER

September 27-30 - Texas State Reunion DeSoto, Texas

OCTOBER

October 12-14 – Run for the Border 11 Texas (city not listed)

NOVEMBER

November 2-4 – National Peanut Festival Rally Dothan, Georgia

A Growing SCRC Nation - New SCRC Chapters

Sending out a "rev 'em up" welcome to these new SCRC chapters. Chapters can be located at –

(<http://www.southerncruiser.com/chapterpage/index.htm>)

- Sauk Valley SCRC #571** Illinois - 1st Officer DeWayne Cardwell
- Garden City SCRC #573** Garden City, Kansas - 1st Officer Thomas Nugent
- Hunter Valley SCRC #574** Hunter Valley, New South Wales, Australia - 1st Officer Shane Czemerys
- Arkadelphia SCRC #575** Arkadelphia, Arkansas - 1st Officer Timothy Wilson
- Rolling Hills SCRC #576** Junction City, Kansas - 1st Officer Kyle Kelso

SCRC Memorial Page

Visit the SCRC memorial page... & read a few of the poems & stories. They are absolutely awesome! Check them out at:

www.scrctemorial.net

*You could fly without a fear of falling
and we know you are soaring high*

*We wish we could have had the chance to say
good-bye*

*Although you have left in search of better roads
You are never truly gone, you are watching over us
below*

*Our road angel you will forever be
Until that day we will together all ride free
-Eternally Yours*

Please visit the memorial page... the poems are incredible! There are many faces of members that I never met... & some that I have. We are all Southern Cruisers! The pictures prompt me to... Reflect & Remember!

SCRC 101 #19 – GROUP RIDE GUIDELINES – Part 3

Minimum Safe Following Distances:

- A) Within the group, a safe distance is defined as a MINIMUM TWO SECOND DELAY between the rider, and the next rider directly ahead (ref. NOTE below). This means that there is a MINIMUM of a ONE SECOND DELAY between staggered riders. Whenever a single file formation is employed, a safe distance remains defined as a MINIMUM of a TWO SECOND DELAY between the rider, and the rider directly ahead. The riders should also realize that by creating a large gap in the formation, cars will try to move in and split the formation, causing a dangerous situation. It also causes problems for the Road Captain when there are large gaps in the formation.



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SCRC 101 #19 – GROUP RIDE GUIDELINES – Part 3 (cont'd)

- B) Too many people get hung up with “there must be only 2 seconds between bikes”. This is a guideline for average highway riding. The gap should be determined by the speed and road conditions. The gap should be established before the ride for the sections of road to be traveled. The faster the speed, the more gap there should be. With that said, we also do not want huge gaping gaps in the formation where other vehicles will attempt to break into the formation. The gap should be consistent throughout the formation.
- C) With respect to vehicles ahead of the group, a safe distance is defined as an ABSOLUTE MINIMUM of a THREE SECOND DELAY between the Road Captain and any vehicle directly ahead of the group (ref. NOTE below). If a car in front of the formation, make adjustments to keep a good distance.
- D) A safe lane position is defined as riding immediately to the right or left of lane center. This will keep the riders just off the center oil stain, while maintaining the staggered formation, distance between riders and other obstacles, and not obstructing the line of vision between the Road Captain and Tail Gunner.

TRAFFIC LANES:

The Road Captain will attempt to lead the group in a single lane when:

- A) The traffic flow appears to be most consistent with the speed of the group (using lane changes only when necessary to pass slower traffic or to avoid a hazardous condition); and to avoid blocking faster surrounding traffic.
- B) On highways with two lanes each direction, the group will normally travel in the number two lane, also known as the "SLOW" lane, (ref. Note below) allowing faster traffic to pass to left; except when passing slower traffic on the right.
- C) On highways with three or more lanes in each direction, the group will normally travel in the number two lane (See Picture) and (ref. Note below), keeping the right lane open for other vehicles entering and exiting the highway, and the left lane(s) for traffic to pass.

LANE CHANGES AND PASSING:

- A) On a multi-lane highway, the double row staggered formation will normally be maintained.
- B) The Road Captain will hold his or her position and signal for a lane change.
- C) All riders will hold their positions and pass the signal to the rear.
- D) The Tail Gunner will change lanes at the first safe opportunity, protecting the lane for the group, and allowing the Road Captain to see that the lane is clear and protected. The Road Captain should be aware of when the Tail Gunner has changed lanes by using his mirrors. Make a head check to insure no cars are beside the formation.
- E) The formation will change lanes using the "follow the leader" approach. The Road Captain will make a definite hand signal, indicating to the formation he is moving into the other lane, and change lanes first followed by all other riders moving from the front to the rear of the group.
- F) There are times it will not be possible for the entire group to change lanes as above. When this situation arises, the Road Captain will signal for a turn, and signal the group with one finger extended into the air. This indicates that changing lanes as a group is not possible. The Road Captain will then change lanes when safe to do so. Everyone signals, head checks, and changes lanes front to back, as individuals, when safe to do so. Should the group become separated, regroup when it is safe to do so. Please use known good safety practices, INCLUDING

HEAD CHECKS.

- G) On a two-lane road with two way traffic (one lane each way), a single file formation should be used when passing other vehicles. The Road Captain should also maintain a steady speed after the slow moving vehicle has been passed allowing the individual riders room to move back into formation ahead of the passed vehicle.
- H) If for any reason the group becomes separated, merge safely back into the formation, returning to your original position, using known good safety practices. Don't feel it's necessary to break the world land speed record in trying to catch up. The Road Captain will be aware and adjust accordingly once they are clear of the passed vehicle.

GAS, FOOD, REST STOPS, AND TOLLS:

- A) If necessary, due to the length of the trip, gas, food, and rest stops should be discussed and scheduled prior to departure. These scheduled stops should be adhered to as much as possible, depending on varying conditions as the trip progresses.
- B) Deviation from the scheduled stops may be required due to varying weather, traffic, and bladder conditions (availability of gas, rider fatigue, and other unforeseen circumstances).
- C) Gas and rest stops should be limited to no more than ten to fifteen minutes, depending on the size of the group and based on the ride plan. Remember the last rider in the group waits the longest, therefore has the shortest rest period.
- D) If toll stops are included, money should be collected in advance. If available, a riding couple should be positioned in the number two slot. As the group approaches the tollbooth, the Road Captain will allow this bike to assume the lead position in order to exchange the toll. The Road Captain will assume the lead as soon as it is safe to do so. If a riding couple is not available, it then becomes the Road Captain's responsibility to pay at the tollbooth.

MY FIRST TIME

1953 - I was 17 yrs old. Airborne radio operator school at Keesler AFB in Biloxi, Mississippi, pre-cursor to B-29 combat crew training. Guy posted his 1950 Indian Chief for sale. Bike was at a garage in an alley just outside the base main gate. Mechanic had the key. Seller did not ask if I had ever ridden a motorcycle, and I did not volunteer that I had never so much as sat on one.

Mechanic handed me the key, pointed to the bike. I managed to find the ignition. I sat on the big leather single seat. I had no idea what to do next. Just sat there, looking at all the unfamiliar “stuff”. Where was the throttle, the brakes? The gearshift was obvious; a tall hand shifter on the left up by the tank that looked a lot like the floor shifter in my high school '36 Ford.

The mechanic had been watching me trying to act like I had a clue. He came over. “Need some help?” He also never asked if I had ever been on a bike before.

“Yes. Thanks.” I said.

He talked me through the “stuff” and the starting procedure. When he got to the clutch, lower left, a big heel-and-toe shifter, he said, “This is called a suicide clutch. No spring return like in a car. Toe down to change gears, heel down to engage. You want to do that real easy.” He reminded me, “No spring return on the throttle either. Twist on, twist off. Got everything?”

“Yea, sir.” I said.

“Go ahead.” He said.



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MY FIRST TIME (cont'd)

I weighed a 138 lbs. I had to stand up, all my weight on the kick-starter even to get it to move... a little. He explained how a lightweight like myself had to get up on the pedal, leg bent, then throw my weight down while at the same time kicking my leg straight (thus kick starting). He added, “But be sure you kick all the way through and careful not to lock your knee because sometimes there’s a back-kick that could throw you over the handle bars, or break your knee.”

I only flooded the motor twice while trying to start it. The mechanic cleared the carburetor for me each time. I jack-rabbed and killed the motor twice. Then got it re-started all by myself.

“I’ve got it now”, I thought. I eased to the street at the end of the alley. Directly across was a dry cleaning store with a big plate glass window all across its front. It came down to within inches of the sidewalk. I waited, in first gear, clutch in, motor idling, for traffic going into and coming out of the base - a lot of it. I saw my opening, engaged the clutch – not real easy, as I had been instructed. The Indian sputtered – that is the right word – straight across the street, straight for that plate glass window!!

I instantly forgot where all the “stuff” was on the motorcycle, like the brakes. Instinctively I leaned left, the tires skidded into the groove between the street surface and the curb and I raced along it at a 45° angle, like a slot car on a track.

Before anything catastrophic happened, I remembered where some of the “stuff” was. I rolled off the throttle, braked, tried to disengage the clutch, stutter-stalled, and got my left foot down before I dropped the bike. (For those of you who know, I don’t want to hear about Kern County). Moral: Ain’t motorcycles the funnest!!

Submitted by: William F. “Old School” Williams, Antelope County Chapter - Antelope Valley, California

Meet an SCRC State Officer (STO) – in Arkansas

Hey SCRC Nation – Meet Tip “Gabby” Hockersmith, STO of Arkansas.

I was born & raised in Benton, Arkansas, & got my first motorcycle when I was 12 yrs old - an Allstate Moped from Sears & Roebuck. Boy! did I love that moped – I threw a lot of newspapers from that cycle.

I have ridden motorcycles most all my life & only stopped during the raising of our children (Jacqueline & Lee “Sparky” - who is FO of SCRC 266).



After they were out on their own, we got back into motorcycling. We had several bikes, & I got ‘pushed’ into getting my Kawasaki when looking at the bike... as told to do by the wife, June. I called her & stated that these motorcycles were a lot more expensive than the old ones we had... & at that point in the call I was told to stay there in the dealers - she’d be right there!! Once getting there, she gave me a choice - either a new diamond ring - or new motorcycle. After mulling it over & thinking “I would not get much out of this deal unless I picked the motorcycle”, so I got the new Kawasaki 1600!

After several 100,000 miles, we are on our third Kawasaki cruiser. We have joined several groups & it was at that time I got my biker name, “Gabby”. Because the wife overheard someone getting ready to name me, & she jumped in & said he ought to be called “Gabby” because he NEVER SHUTS UP! And no- that’s not true, but it just hurt hearing it LOL!

Most of the groups & clubs we joined were not what we needed. That is until my wife’s cousin, “Mama Rabbit”, introduced us to the world of the Southern Cruisers Riding Club 2007. We found a chapter here in Arkansas & joined. We rode for several years, I was appointed SO. And after year or two, I was asked if I would form a chapter closer to Hot Springs because at the time a lot of riders would have to make long rides just to get to a riding starting point.

With only a few chapters in Arkansas, it was hard to get a group of more than 3 or 4 to ride much. That’s when SCRC Chapter 266 in Benton was formed. Later, I was offered the Arkansas STO position. I went to Memphis to talk to the VP about it in person at the SCRC National Rally. I was a little apprehensive, but to me there is no other club or group I would rather belong to.

When I started in the SCRC, there were very few chapters - like one or two in the north, one in the central, & one south, Over the 1-1/2 yrs that I have been STO, the members have really promoted the SCRC. And with their help, we now have 16 chapters in Arkansas!! I could not be prouder of all the officers & members we have - they show me everyday what it is to be a Southern Cruiser.

The job of being STO is a lot more than I first thought... as I’m sure a lot of STO’s have experienced. The first thing is you can’t be everything to everyone. You have to make decision that may not be liked, but with the rules & code of conduct & our constitution make it a lot easier.

I must say that the members I have been exposed to have made my job easy in the fact that they want to be a Southern Cruiser & want to show other people what it is to be one. And sad to say that the ones that don’t stay - they really didn’t want to be a Southern Cruiser. And key on the ones that are your core members.

As advice for the officers & members - simply treat people like YOU would like to be treated. Believe me, there are a lot of people that will treat you better than you every expected ‘cause they are Real Southern Cruiser & they want to show it.

There are so many rides that I like, but as you can imagine living around the Ozarks, any twisty is a great ride. Add mountains with great overlooks - that’s the ride for me! And we have lots of them.

My least likely road to go on is, of course as my wife says, a “bummpidy one”.

I must say the wife has been the best co-pilot you could ask for. And putting up with me for all these years - she deserves better, BUT I must have something... & it ain’t money! LOL! or good looks...never mind I just might talk myself out of a job.

We put on our first Regional Rally in 2011 in Arkansas. It was a great success, so we are going to do an Arkansas State Rally in 2013.



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2011 National Peanut Festival – in Alabama

Well, once again the Southeast Alabama chapter of the SCRC hosted our 11th annual National Peanut Festival Rally down here in Dothan, AL. We started the weekend events off with a bang on Thursday evening with a dinner ride to the *Outback* steakhouse with all the early arrivals. I believe we had about 50 members in total at dinner. After dinner we all laughed, chatted, relaxed, and just basically had a "chill-axin" kind of time.

Friday was the official start of our rally weekend. Members started arriving from Georgia, Florida, Tennessee, Louisiana, and of course Alabama. At 9:00 AM we had a State Parks ride that several that enjoyed. Registration opened at 1:00 PM. At 5:00 PM we closed registration so all the Southeast AL members could get the food ready for everyone. This was donated food from local restaurants and our local members for all to enjoy after a long day of riding. Around 9:00 PM the band started playing. Just prior to the band playing we drew the winning number for our 1st 50/50 for the weekend.

Saturday was another fun filled day. At 9:00 AM the dice run was starting with the 1st bikes out. At around 1:00 PM we offered bike games that of course involved peanuts for props. We had the "Road Kill" game, the "Clothes Hanging on the Line" game, the "Hog Kill" game, and several others. A few of our local HOG chapter members put on a slow riding demo segment after the games. I have to say they are quite good.

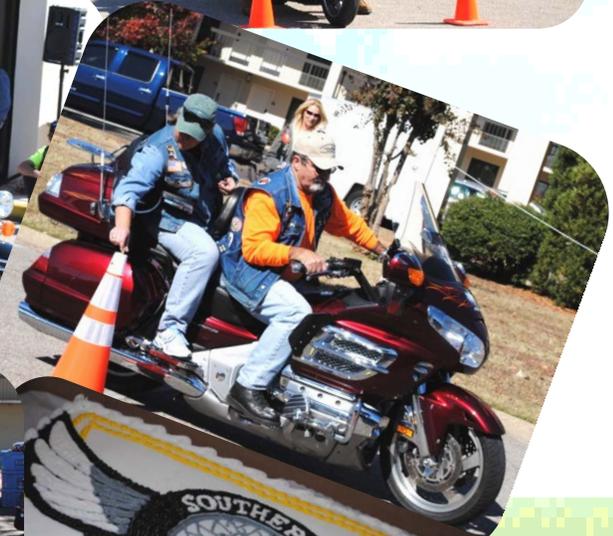
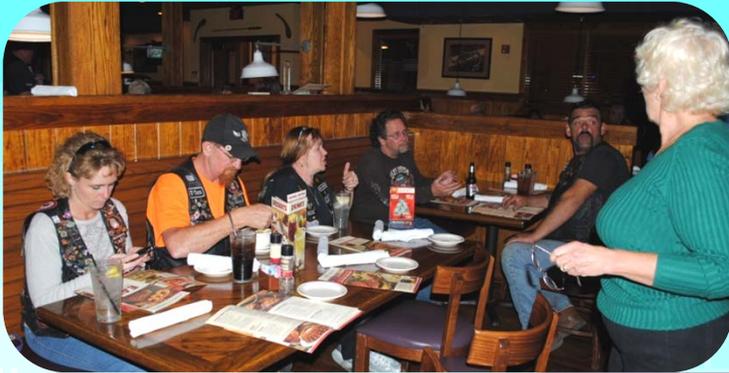
Then at 3:00 PM we began our auction, door prizes, dice run high & low winners, & 50/50 drawing. We ended around 5:00 PM. Everyone kind of went and did their own thing for a few hours - some went to dinner and some went to the National Peanut Festival fair just down the road. Of course, come about 7:00 PM not too many were very far from a TV set since AL vs. LSU was on. It wasn't very hard to find folks. Just look for around... and most were close to a TV set... (this is the Readers Digest version of the weekends events).

Thanks for this submission by: Tammy Martin, FO - SEA-SCRC Dothan, AL. "Just chasing the roads of life with friends"

Website: <http://seascrc.org/>

Forum: <http://forums.delphiforums.com/AlabamaSCRC/start>

Facebook Page: www.facebook.com/home.php#!/pages/SEA-Chapter-013-SCRC/133027273421768





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I've Been To... But Never To...

I have been in many places, but I've never been “in Cahoots”. Apparently, you can't go alone. You have to be “in Cahoots” with someone. I've also never been “in Cognito”. I hear no one recognizes you there. I have, however, been “in Sane”. They don't have an airport; you have to be driven there. I have made several trips there, thanks to my friends, family and work.

I would like to go “to Conclusions”, but you have to jump, and I'm not too much on physical activity anymore. I have also been “in Doubt”. That is a sad place to go, and I try not to visit there too often.

I've been “in Flexible”, but only when it was very important to stand firm. Sometimes I'm “in Capable”, and I go there more often as I'm getting older. One of my favorite places to be is “in Suspense”! It really gets the adrenalin flowing and pumps up the old heart! At my age I need all the stimuli I can get!

I may have been “in Continent”, and I don't remember what country I was in. It's an age thing. Life is too short for negative drama & petty things. So laugh insanely, love truly, and forgive quickly! From one unstable person to another - I hope everyone is happy in your head... we're all doing pretty good in mine!

“A Caged Outlook” – I Finally Scored!! What Is It Used For?

My last article expressed my weekly need to attend a local auction always in search of a reasonably priced treasure. Well folks, I am here to brag on my luck and tell you it finally happened!! My ship came in, a blind hog found an acorn, or whatever saying you use to explain the good fortune of finding a needle in the hay stack.

My exceptional week started on Thursday morning as I stopped to see what bargains lurk in the shadows of the auction house. I like to poke around in boxes thinking I am the only one who would even think of looking in such an unsightly box. Carefully, I inch my way through years of spider webs and greasy dust to the very bottom of every box. Box after smelly box, and still nothing to tempt my interest. Just as I was about to start on my fiftieth box of the day, one of the workers shouted “Hey! Have I got something you've gotta see”!

So reluctantly I followed Gary to the darkest corner of the auction house. Oftentimes, this is his trick to get you to pull his finger. I won't fall for that a third time! Anyway, he reaches behind a stack of strategically placed boxes and pulls out a small, waxy box roughly 2" X 4" X 3". The box was black and yellow, well faded from years of setting on a shelf in someone's garage. It was heavy for its size, and as I stood in disbelief of its weight, Gary says “Well don't just stand there, aren't you gonna open it”.

I thought maybe we were getting engaged with the way he was acting. I opened the box slowly, just in case it was a prank. Inside the box was waxy/oily paper. Hmm... paper can't weigh that much. I set the box down so I could use both hands and cautiously pulled back the paper. What to my wondrous eyes appeared, no, not a miniature sleigh and eight tiny reindeer, but rather... a Gonculator!

This was no ordinary whatchyamacallit, thingamabob, doodad, doohickey, or widget. It was an actual Gonculator!!! I played it so cool, like I didn't know what I was staring at. I looked at Gary and asked “What in the world is it”.

Gary shrugged and said “I was kinda hoping you would know. I've showed it to everyone who has stopped by and no one knows.”

“I hope it doesn't get thrown in a big box of junk I am not interested just so it will sell” I said. I reassured him it would look nice in my collection of nick nacks. I continued to admire and inspect the Gonculator, secretly yearning to purchase it, as Gary sauntered off acting about half-hacked off because I wasn't outwardly impressed

with it.

I asked Gary to put it on the table for individual sale, so it wouldn't get lost in the sea of other bargains. I snickered and I walked away, almost feeling guilty for hiding my excitement!!

I bet you are asking yourself “What is a Gonculator?”... and why is “Mr. Visible” so excited for a chance to buy one of his own? Well I will tell you why! Apparently Gonculators are as rare as hen's teeth. I have only heard rumors of their existence, and “Hammer” claims to have one, but will never let me see it!!! (Kinda rude don't ya think?)

I am now holding in my hands a chromium plated, fully illuminated, genuine accessory Gonculator, with its original box. It is so original, it still has its 1972 J.C. Whitney's mailing label!!!! Upon even closer inspection, it still has all the factory packing grease, instruction manuals, and calibration gauges. Could it be? A new, in the box, never installed, never used, knurled, Gonculator with left hand threads? It sure seems to be.

It is now 5:30 PM and time for the auction to begin. An hour passes before Gary reluctantly holds up the faded black and yellow Gonculator box. He tries desperately to describe what he is holding up. He can't accurately explain what it is because he doesn't know what it is!! He nearly made me nauseous when he referred to it as a “Kind of shiny thing”.

Joe tried to set the bidding in a \$10 – but no takers. He drops to \$5... and still no takers. Most of the patrons just want it sold so the auction can proceed.

Finally, playing it cool and bid \$2. Joe smacked the gavel down quickly, trying to get on to the next item. I DID IT! I BOUGHT MY VERY OWN GONCULATOR.

I can't wait to tell Hammer I bought one, but there is no way he will ever get to see it. Show me yours and I will show you mine does not work with me!!!!

From the archives of the twisted wit of “Mr. Visible”

A “NEW” Tradition for the San Diego Chapter

The San Diego Chapter has been around for over 10 years, leading the way in a number of activities including the “SC4K” (Southern Cruisers For Kids) only a couple of years after the San Diego Chapter was born. On numerous occasions, Chapter 027 had been at the forefront when attending State Rallies, overnights, and weekenders to various destinations throughout the southern part of the state.

But this year we did something a bit different. With 5 military bases packed into Southern California, one can't get away from the military even if you wanted to. They're EVERYWHERE! There are poker runs put on by various clubs throughout the year, and various other opportunities to be able to give back to those who are defending our fine country. We gave back!

In November about a week before Thanksgiving, FO Rick “BoilerMaker” Denessen touched bases with an employee of the Fleet and Family Support Center and was given a list of families in need. We took up donations to cover the expense of a turkey and dinner table fixin's, tossed in quite a few extra dollars and put food on the table for 14 needy families. We had turkeys ranging from 8 lbs to a whopping 22 lbs (or was it 24 lbs, “U-Turn”?)

And to top it all off, these weren't just “needy” military families, these were military families with “special needs”. What sets these families apart is the fact that each of these families have special needs children or in one case a Marine with PTSD. What a great event that was, and it was well appreciated.

A few months back Larry “BigWheel” Asher and four other Cruisers



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A "NEW" Tradition for the San Diego Chapter (cont'd)

were involved in a multi-bike wreck in the back country hills of San Diego County. But Larry got it worse, with punctured lungs, broken ribs and a bike that was barely salvageable. An out of control bike coming from the opposite direction wiped him out and he was in the hospital for about 2-1/2 weeks.

During the time that Larry was in the hospital on the mend, 4 of us rode with other chapters to Peggy Sue's on the way to Las Vegas. Prior to this event, I, "BoilerMaker", sent a request to our fine STO Brian Eveland to see if we could have a bit of a fund raiser for Larry. He agreed, and almost \$500 was donated by everyone who showed up including one guy who rode all the way down from San Francisco area!!

When Larry was able to get out and about, he was finally able to make it over to my house where myself and my sweet wife Linda "Queenie" Denessen handed him the envelope. He tried to give it back, but of course I couldn't accept it. After some goading, I convinced him to take it. (Heck, \$28k for a helicopter ride is a bit expensive, eh?)

He brought it back to my house the next day and suggested that we put it to good use. I suggested gift cards for military families, he agreed, and he followed us on our ride to make the deliveries one week prior to Christmas. The gift card amounts varied from \$25 for a family of 3 with one small child, to one card which contained \$75 for a family of 6 with 5 children.

We were still limited, but were able to come up with a way to do this by donating according to the ages of the younger children. So, the San Diego Chapter of the Southern Cruisers, Chapter 027 gave. Oh yeah, we received too, all right. We received the warmest greetings on the planet, children loved the "Bikers"...and hugs and the Holiday Spirit were in abundance.



The San Diego Chapter is a bit low on membership right now, following a tumultuous journey through 2011, but we're on the rebound with a few active members. Chapter 027 rides every weekend, we have a "breakfast and ride" on the first Saturday of every month, and a BS&B on the 3rd Thursday of each month. (Still unsure what "BS&B" stands for. Something about "Burgers and Bikes"? But the BS could stand for something else too, huh?)

With BoilerMaker at the helm and Rich "U-Turn" Grihalva steering the ship, we've got what promises to be a fantastic change of weather in the forecast. Stand by for fair winds and following seas.

Where Have We Been?

Many of our members this month have taken the opportunity to ride to local breweries and/or wineries.



D.G. Yuengling & Son Brewery

With that always in the back of my head, Keith Openshaw and I took the opportunity to travel south of the border and visit D.G. Yuengling & Son "America's Oldest Brewery" located in Pottsville Pennsylvania.

The brewery originated in 1829 in the same city that it is in today. In 1833 there was a significant fire that destroyed its original location however the brewery relocated within the city of Pottsville and remains there today, along with its dairy division that began in 1920 built directly across the street. The dairy division closed in 1981 however the building still remains.

This brewery is by far the most interesting tour that has ever been experienced. Speak about eras, of world war, prohibition, as well as the "big box" breweries and Yuengling's defiance to still be a family owned "microbrewery" made this one of the best tours that I personally have ever been on. Walls that were built and later taken down inside their caves chilling area, located over 50 feet into the mountainside and the demand of over 300,000 gallons of water required daily to maintain demand. Just a couple of topics of interest making it an hour that flew by, ending at their local tasting area. Cost was FREE!!!!

Three Brothers Estate and Winery

Located outside of Geneva, NY, in the Finger Lakes - this little winery was really unique offering a brand called War Horse, with their 22oz bottle of Reisling Ale as their main feature. The atmosphere of the bar itself was reason enough to revisit, just south of Rochester, NY. Can anyone say "road trip!"



Bagg Dare Winery

For those that enjoy wine, there is also a winery called Bagg Dare. For those craving sugar, Bagg Dare is definitely up your alley with nothing less than a three. Nothing dry about these wines.

Again, atmosphere is the real eye catcher at this winery. Pictures do it no justice. With a couple of glasses of their wine, "Stay on Path" is the challenge to be met!

Submitted by: Doug "Bee-Dee" Ransom, SO North Halton Chapter 464, Milton, Ontario, Canada



Got a Story?

Thanks to all of those that have responded & sent me stories for the newsletter. It will be a great help for future newsletters. Just wanna make sure your story is tied to SCRC & an SCRC chapter. Send me your story & pics: [news at southern cruisers.net](mailto:news@southern cruisers.net)