



# GOLD NUGGETS



G.W.R.R.A.

REGION J – CHAPTER BC-A, VANCOUVER, B.C.

AUGUST, 2002

Beautiful sunny day!!!! Watched about 10 'Wings heading North on King George about mid-morning July 14. Try as best we could, we couldn't recognize any of them. When that happens I always wonder if they have heard of GW and if they would be members if we could talk to them in a parking lot somewhere.

The weather the last little while has been either hot and clear or cool and cloudy. On balance it has been great riding weather.

BC-A's busy social/riding season is taking a break until our July 28 meeting and then until the Mount Baker ride on August 24. On June 21 we had our Longest Day ride. Bob and Tracy Smith and Chris and Joan Maki arranged for a great ride, most of which took place in the Aldergrove area. I always say this but it amazes me the number of great new roads organizers find in an area that I figure I know really well. The ride wound along the river, ending up at dusk (actually dark dusk) at Deas Island Park. We had taken a bit too long to get there so we missed what was described as a gorgeous sunset. Matter of fact the last of the group arrived just in time to head out and avoid being locked in the park. Half the group ended up at Tim Horton's at the South end of Alex Fraser Bridge for a windup hot chocolate and coffee. Many thanks to the Smiths and Makis for another great ride.

On July 13 we held our annual swim and barbecue at our place. While the numbers were down a bit (competing with the Kellowna Bug Run hurt) the quality of attendees was right up there. The weather was cloudy and spitting until 3 pm. Between 3 and 3:20 it cleared right up and was great for the balance of the day. Those few who chose to swim enjoyed a perfect dip. Those of you who didn't missed a great part of the afternoon. The day ended around a campfire on the patio and lots of talk of past trips and plans for the future. Thanks to all the chefs, slicers, dicers and servers for pitching in.

And so we proceed through the summer. Time is marching at a quick pace through the peak-riding season. Next event is the meeting on July 28. Ivan will be handling the meeting as Margaret and I will be in Victoria for the wedding of her niece. We will be bringing Margaret's mom back with us so we won't be able to take the bike. With all the problems with the ferry sys-

tem we will sure reserve though.

On the August Long Weekend the Region J District Rally will take place in Innisfail, just South of Red Deer. The only Chapter person that is thinking of attending is Kzrys Kochanowski. If he does attend we will get him to report at the August meeting. I'm in Alaska over that weekend and Margaret will be with our daughter in Williams Lake. The District rallies are always great events. While this one is further away than normal, the ride through the mountains and North along the foothills will be an unforgettable experience this time of year.

Just prior to our August meeting we will be holding our annual Mount Baker run. Weather always governs whether this ride goes to Baker or avoids it because of rain and cloud. Regardless, we'll meet at Denny's in Blaine and figure out where we are going to go.

The September long weekend is the weekend for the Gold Run. After some 7 or 8 years in Clinton. Chapter D is moving the event to Princeton. All reports are that the town is jumping up and down in anticipation. BC-D has set up a great program. There are some great roads in that area and the poker runs and other runs will be great. It's an easy ride to Princeton and can be done after work on Friday. Make sure you sign up and plan on attending. It's the last big event of the season and a super way to wind up the rally events.

As you read this the July /August period will be 50% complete. Make sure you get out and enjoy the long days, warm weather, great scenery and things to do that we have in BC. Just for fun, take a ride and imagine that you have just arrived for a biking holiday from somewhere well south of the border. Imagine you are seeing Vancouver and environs for the first time. You'll know once again why we are so lucky to live in the best part of the world.

Happy and safe riding. Watch out for everyone else. Ib Mikkelsen experienced first hand a car doing a u-turn in front of him. Pay special attention to cars on the side of the road.

Keep the shiny side up.

*Margaret and Barry*

Chapter Directors: Barry & Margaret Irvine 604-597-8547  
Ass't. Chapter Directors: Rick & McIvor 604-273-7282  
BC-A Website: [www.gwrra.bca.tripod.com](http://www.gwrra.bca.tripod.com)

## CLASSIFIEDS

**For Sale (3) Ladies Leather Riding Outfit** This is a very classy women's leather motorcycle riding outfit for a petite person. Leather pants, waist 26 in., pockets in the front and back. Leather jacket size 10 (small), pockets in the front and small zippers at the wrists. Leather boots 3/4 length size 7. Please contact: Nancy at nancymtl@shaw.ca  
Vancouver, B.C. Canada

**For Sale (3) Honda Goldwing Aspencade 1984** in pristine shape. Great plum/gold colour. Loaded. Has seen only fair weather roads. Stored indoors its whole life. And winterized from October to April every year. Oil changes every 3 months when on the road. Island bike its whole life. 129,000 k's. Runs great! \$5,500.00 firm.  
e-mail me at: venture@shaw.ca

**For Sale (3) 1982 GL1100 Goldwing Interstate.** Mint condition, garage kept, new exhaust, lots of lights and much more. \$4500. Contact: Sharon & Bob  
lvtorde@mtn.net

**For Sale (2)**  
2 White HJC CL10 Full Face Helmets Medium & Large  
J&M HS-157 Elite Series Headsets, Anti Fog Visors  
(New \$1000.00) Asking \$300.00 OBO  
Call: Don Gorby (Victoria, BC) (250) 414-7279

**For Sale (2)**  
A size medium Eclipse electric vest  
Price: \$35.00.  
Richard & Suzanne Knuth  
knuth@shaw.ca

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**Honda Goldwing Aspencade 1984** in pristine shape. Great plum/gold colour. Loaded. Has seen only fair weather roads. Stored indoors its whole life. And winterized from October to April every year. Oil changes every 3 months when on the road. Island bike its whole life. 129,000 k's. Runs great! \$5,500.00 firm. e-mail me at: venture@shaw.ca

**For Sale (2)**  
1982 GL1100 Goldwing Interstate. Mint condition, garage kept, new exhaust, lots of lights and much more. \$4500.  
Contact: Sharon & Bob, Squamish, B.C. Canada  
lvtorde@mtn.net

**For Sale (2)**  
1985 Goldwing Aspencade excellent condition, Matching aluminum cargo trailer, With extras. \$5,950(cdn) for both OBO. Could separate,  
Call Nancy & Al (250)479-0971 leave message  
Victoria, BC. Canada

### For Sale (1)

1. Drag Specialties Outside Trunk Bag (Wineberry) \$15
  2. Shoei Full Face Helmet (Wineberry) with headset. Clean \$100
  3. New Auto/Truck "Hitch Hauler" Hitch mounted rear storage platform \$100
  4. Black Bear Rug 6' x 5.5' \$195
  5. 303 Hunting Rifle. Scope mounts and 40 rounds of ammunition \$50
  6. Bicycle rack for RV with 4" x 4" bumper and spare tire mounted. \$15
  7. RV spare tire mount for 4" x 4" Bumper.
  8. JVC Black single CD Player (good shape) \$25
- Bob and Hanne Hoogstins (604) 945-7701

### For Sale (1)

J&M Helmet Headset. Part Number HS-8169-OF  
For Honda Goldwing. Fits Open Face 3/4 style helmet. Like new. Works extremely well. \$150.00  
David Christmas 474-1142

### For Sale (1)

European type of windshield for sale for a Honda Goldwing. The windshield is cut down and is complete with a vent. It came off of my 1997 1500 Goldwing. Asking \$25.00 Cdn. for the vented windshield.....Thanks  
Paul Cheney  
Phone: (250) 380-6140  
Victoria, B.C. Canada

### For Sale (1)

1982 Seberg Jukebox — \$500.00  
Meryl Davies  
604-464-8179

## BIRTHDAYS

August	3 <sup>rd</sup>	Carol McRae
	18 <sup>th</sup>	Ian McAlpine
	11 <sup>th</sup>	Chris Maki
	18 <sup>th</sup>	Rick McIvor
	28 <sup>th</sup>	Hanne Hoogstins
Sept	2 <sup>nd</sup>	Bob Hoogstins
	3 <sup>rd</sup>	Jan Bai
	12 <sup>th</sup>	Edward Drozdik
	15 <sup>th</sup>	Margaret Irvine
	19 <sup>th</sup>	Paul Shedegar
	23 <sup>rd</sup>	Joan Crandlemire
	26 <sup>th</sup>	Fred Wall

## ANNIVERSARIES

August	6th	Bruce and Manon Eburne
	10th	Ron and Gloria Maki
	20th	Chris and Joan Maki
		Gilbert and Julie Brennenstuhl
September	28th	Edward and Kathy Drozdik

## EXCERPT FROM NEWSLETTER

Watch out for those Rubber Bungee Cords on the road!! Ralph was slowing down and looking in his mirror to make sure the person following was doing the same. "When I looked forward again I saw the bungee cord, but it was too late to maneuver around it." It managed to hook on the rear tire and some safety chrome which was then sucked into the rear wheel. "My heart rate increased a lot faster than my speed decreased. The rear wheel didn't lock up, which was what I was thinking was going to happen by the sound effects I was hearing. Upon inspection, after removing some bent and broken lights and chrome, I didn't immediately see anything else wrong. I traveled another hour or so before stopping again and upon inspection of the tire found it was warm and down to about 6 psi. I pumped the tire up and managed to make it into Ephrata. The next day I took the bike to Chets Honda and found out I missed a puncture hole - Yes K491/Dunlop II - will still give good control at 6psi. Two new tires in less than 1000K as I had just installed a new set of tires a week previous. In retrospect, I should have done a better inspection (needed soapy water to find the hole)." Let this be a lesson to everyone. All ride leaders should be in the habit of calling ANY safety hazard (somebody in the group may not be focused on the road), and everyone should maintain a consistent distance from the rider in front of you, this results in more attention focused on the road and less time focusing on the mirrors.

Ralph & Joan Young  
BC-District Directors  
GWRRA

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### Highway 50 The Loneliest Road in America

When I announced I was going to spend several days riding through Nevada and back again, I was met with a puzzled look by my riding buddies. Nevada? There's nothing out there. Just desert. Why would you want to ride in Nevada?

I would come to know the answer to that.

In planning this trip, I like traveling light. Real light. I'm wasn't even toting any clothes with me. Just what's on my back- full leathers, long johns, and extra leather jacket. It's large enough to where it'll fit over my skin-tight armored jacket. Being cold sucks. It's quite the motivator. I made tracks up the hill and gassed up in South Lake Tahoe chatting with a guy on a beautiful red VFR headed the other way. He was zig-zagging the passes- Carson, Ebbetts, Sonora, Tioga- just running back and forth across the mountains headed for Kings Canyon.

Down into Carson past the train museum on Main Street and eastward to Fallon. Just north of here is Virginia City where they pulled a bazillion bucks worth of silver out of the ground, not to mention it was home to 20,000 people. Today, a mere handful remain. When you think of Nevada- do you think of farms? Neither did I. I felt like I was in Kiowa, Colorado or somewhere in Texas. Irrigation is a beautiful thing.

In Fallon, fighter jets flew overhead making a tremendous racket

twisting, rolling over and over. Chasing each other in a mock game of shoot the bad guy. Last time I saw something like that, I was on Elmendorf AFB in Anchorage. Fallon Air Force Base is home to the U.S. Navy's 'Top Gun' school. The skies above are just one big playground.

15 Miles south of Fallon is the Top Gun Raceway. The season runs March through November so you might check the schedule to see if they'll be drag racing any bikes. You might even drag race your own since you're here. Fallon also has the Churchill County Museum and Archives (775-423-3677) for us history buffs. Local Native American exhibits, the Emigrant Trail, the Pony Express, and county exhibits round out the attraction. Check the hours, but typically- it's open 10-5 M-S and 12-5 on Sunday with only a donation to get in during the summer months.

Also at the museum, a docent led tour 1/4 mile away to Hidden Cave which was an ancient storage site of the Native Americans. Usually the second and fourth Saturday of the month. (Nearby Fernley also has a Native American Museum.) Fallon is close enough to Reno that it could still be considered civilization. My intent was as far away from civilization as I could.

Eleven miles east of Fallon I rode up on Grimes Point Archaeological Site which has an interpretive trail through some boulders covered with petroglyphs. You'll see the sign and it's a good place to stop and stretch your legs if you don't want to do it in the midst of civilization. There was a nearby pile of rocks near the road. It's the remains of the Pony Express Station dating back to 1861. Hwy 50 follows the original route of the Pony Express. After Fallon, Hwy 50 gets cookin'. At last!

Along this stretch (to the north) was a mass, no, a mound, well actually it was like a mountain of sand along Hwy 50. The Sand Mountain Recreation Area (775-885-6000 BLM site) is a two mile long 600-foot tall sand dune that'll make the dirt bikers salivate. Lots of Sand Rails, ATV's and sand skiers. FJ's and sand don't mix well. I dropped down a gear and rolled on the joy juice.

Past the Pony Express Station Site near Cold Springs and across a valley the likes of which I could have never imagined in my most exotic motorcycle dreams. Now I admit I love curves- canyon carving- that sort of thing. But the road splayed out before me as far as I could see. In the distance, almost a mirage, was the Desatoya Mountain Range and the New Pass Summit.

Sixty miles of Nothing. The bike seemed to float, suspended from a cloudless blue sky across this expansive flat valley. I rode in a state of tranquil bliss, feeling the vibration of the bike beneath me and watching the world go by.

As usual, I did little homework about this ride. And I had no idea that Hwy 50 is actually a series of valleys separated by mountain ranges. When you fly over Nevada from 35,000 feet, it looks like ripples. Tiny ripples. The passes run up to 7500 feet, but this isn't Death Valley- it's the high desert. So you might keep that in mind as to the time of year you ride this road.

And valley doesn't mean the shape of a V, try perfect smooth flatness. And always with a low mountain range in the distance hurtling at you so fast, you feel as though you should duck.

There is a certain beauty to the desert unlike any other ride in America, especially Nevada. The land is a flat expanse of untouched carpet of scrub brush. Endless road, straight as far as the eye can see, and no people. Perfect nothing. Beyond peaceful. Almost spiritual. I ran the 60 miles between the summits in about... well, it was less than 60 minutes. You could see direct ahead 20, 30 miles down the road. No towns. No billboards. No side roads. Nothing. Incredible road conditions. Smooth pavement. One section was red. The road was red. What's up with that? In these 60 mile jumps- I was lucky if I might see 2 or 3 other cars.

I had made good time. And I had to wipe the silly grin off my face as I coasted into Eureka at dusk riding slowly past the gracefully aged buildings. Coasting along in 2nd gear, the motorcycle burbling beneath me, hand on my leathered hip- I basked in that feeling we motorcyclist's crave. That tired but accomplished feeling. That moment when the sensation of the open road seeps into your pores, calms your inner soul. And you say to yourself- in this moment... all's right with the world.

Eureka is supposed to be one of the best preserved mining towns in Nevada. The Courthouse dates to 1880 and still holds some of its original furniture. The pressed tin ceiling is also original, and even the walk-in vault remains the same. Not to mention the courthouse is still in use. The Opera House (across the street) also dates to the same time period. The Opera House has been made into a modern convention facility and performing arts center for the town which now is home to a mere 1000 people. The Sentinel Museum holds the story of this mining town along with much of the press equipment used to print the town's longest running newspaper. Yes, you'll need to get there during the day, say 9-5 April through September daily.

After a quiet meal at the Jackson House Hotel and a fresh tank of gas- I headed up the hill out of town. There are 5 hotels in town totaling 109 rooms in the whole town. But not only do I like to travel light, I like to travel cheap. A few miles outside of town beckoned the Pinto Summit at 7376 ft. There I pulled my military issue sleeping bag out of the pressure sack and crawled in wrapping myself in a camouflage poncho to counter the dew. There I lay, flat on my back wiggling for the least bumpy portion of ground staring up into the clear night sky under an abundance of stars. Hands on my chest, slowly breathing the night air, I began to drift off to sleep with images of endless stretches of road in my mind's eye. There wasn't a sound except a light breeze flowing over the mountain top. Motorcycle bliss.

The elevation is up there, but it doesn't feel like the Sierra Nevada. The only reason I stopped riding was because it was completely dark outside. You know that feeling when you're

not riding, and every fiber screams to continue riding? I couldn't wait for tomorrow. I was so excited about the ride and the wide open spaces of Hwy 50, I barely slept. I left the next morning before dawn screaming down the hill. There wasn't a single other vehicle on the road. None. Nada. Zero. The road was mine. This is what super bike dreams are made of.

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I rode through the former copper town of Ely. Like Carson City and Old Sacramento, the town has much train memorabilia. The Nevada Northern Railway Museum holds several locomotives and restored train cars used locally to once haul copper from the mines. Open Tuesday through Saturday, you can even take a sightseeing excursion on a steam locomotive, The Ghost Train of Old Ely, up a 14-mile long canyon. There is also the town museum- the White Pine Public Museum. Aside from the usual highlights of mining and railroading history- the museum holds 663 dolls of the Hesselgesser collection. Try 9-3 M-F & 10-3 Sat & Sun.

5 Miles south of Ely on Hwy 93 is the Ward Charcoal Ovens State Park. The Ward Mine needed charcoal for its smelter and so six 30-foot tall kilns were built with local stone. After pulling out of Ely still early on this Saturday morning, I crested Murry Summit, another 7702 ft. pass and then looped around Great Basin National Park south of Highway 50. The park is home to the ancient bristlecone pine tree. Like the whitebark pine, this tree only grows at extremely high elevations- like 10,000 feet. The bristlecone can be a whoppin' 4000 years old- which is the oldest living thing on earth. Wonder if it's related to the sequoia? The second highest peak in all of Nevada- 13,063 ft Wheeler Peak overlooks alpine lakes and also Lehman Caves on the east side of the park. The cave also has some terrific displays of stalactites and stalagmites.

Despite being some 300 miles long, as I rode up on the state line, I wished it were even longer. Highway 50 runs parallel to Interstate 80 and is a straight shot across the state. South of 50 is another parallel ride- Hwy 375 / Hwy 6 from Tonopah to Utah- The Extraterrestrial Highway. Las Vegas, the Hoover Dam, and the Grand Canyon are to the south up and over Area 51 which is now home to that mysterious super-duper super-sonic pulse-engine plane our nifty military is testing. Just remember, it doesn't really exist.

Highway 50 can be many different things depending on what type of rider you are. Obviously, it is a speed freak's dream, if you're in to that sort of thing (Who me? Never!). Point A to Point B riders (no stopping) will love this ride. You can rack up distance quickly. And whether it's avidly patrolled- I have no idea. I only saw coppers in the towns but be smart and never assume. If you're of the mindset of getting away from it all- this is definitely the place. Rewards lie at either end of this ride. The Sierra Nevada Mountains (and Lake Tahoe) on the west end, Utah on the east end (remember there are tons of national parks in southwest Utah- Zion & the north rim of the Grand Canyon are mere miles away). And no, gas isn't a problem- towns are spaced out at just the right intervals.

If I had to design the perfect road, how about one that involves a series of wide valleys and just a road flowing across, one wide valley after the other. You could see for miles. I imagine doing (insert speed here) mph for 20, 30, 45 minutes and not seeing another vehicle. Wake up silly goose. It's real.

Courtesy: <http://www.pashnit.com/roads/Nevada/Hwy50.htm>

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## **DUMPING A BIKE IS NO SIN!**

By James R. Davis

I have a suspicion that many here think that dumping a bike is to be avoided at all costs. That dumping a bike is extremely dangerous. That experienced riders simply don't do such a thing.

Nonsense! I do not know anybody who has a few years of experience on two-wheels who has failed to dump their bike, or who will not sooner or later do so.

To dump a bike should be an embarrassment, and is the stuff we kid each other about, but it need not be dangerous.

After a very long ride, I have seen very experienced people stop, get off their bikes and start to walk away from them - without having put their side stands down. I have seen people mount a bike that was parked on a right-biased slope and have the bike fall over to the right as a result. I have seen loose gravel cause a foot to slip away and the bike lay down before an eye could blink. But in virtually every case, there was neither damage to the bike nor to the rider.

It is no sin to dump a bike, but it is stupid and dangerous to

end up under that bike!

The VERY FIRST riding lesson I give a person who is moving up to a larger bike is how to dump it. If they are not, yet, riding a big bike, I even let them learn this lesson using my GoldWing.

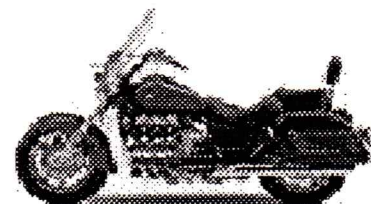
I have them take the bike onto a grassy area with relatively firm ground and, with the engine turned off, I have them lean the bike slowly over to the left. I have explained before we do any of this that what I want them to learn is that there comes a point in leaning the bike where the center of gravity of the bike will move past the side of their tank and that most of the weight of the bike will be on their 'down' leg. That at this point NOBODY can hold up a GoldWing and that to try to do so can result in injury! That they are to decide for themselves when they have reached that point and then to STOP TRYING TO HOLD UP THE BIKE. They are to let go of the lower grip, QUICKLY step on the high peg and step as wide away from the bike as possible with their 'down' leg as the bike lays down. If they do this correctly they will find that they remain standing, one foot on the ground, the other on the high peg, with the bike between their legs on its side.

It usually takes no more than two tries to get this right - the first try usually finds them landing on their hands. (If they do, I remind them that they might want to let go of the lower grip before it pulls them to the ground <G>.) But by the second time they get the idea that they have to *let go of the lower grip*, shift their weight VERY FAST to the high peg and step away with the other leg. This 'move' tends not to be forgotten long after it is learned.

With the bike down they then observe, at least for Wings, that it usually does not even leave its wheels because of the engine and saddlebag guards, and that neither is there damage to the bike. This goes a long ways towards increasing confidence. The next lesson, of course, is how to pick up a 900 pound bike. <G>

By the way, I extend this lesson into a discussion of when you should keep your feet on the pegs and when you can safely step away from a bike that is going down: If the bike is moving faster than you can walk, keep your feet on the pegs! If it is going slower than that, stand on the high peg and let the bike fall between your legs and walk (hop) away from it.

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# 2002 ACTIVITIES CALENDAR

## July

28 BC-A Breakfast Meeting

## August

07 BC-D Dinner Meeting

03/04/05 Region J/District BC Rally

10 BC-A Progressive Dinner

19 BC-C Dinner Meeting

24 BC-A Ferndale-Mt.Baker Ride

25 BC-A Breakfast Meeting

## September

31/01/02 BC-C Gold Run

07 BC-A Bug run

07 BC-C Campout

BC-D Corn Roast

16 BC-C Dinner Meeting

22 BC-A Breakfast Meeting

## October

02 BC-D Dinner Meeting

06 Vancouver Toy Run

13 Fraser Valley Toy Run

21 BC-C Dinner Meeting

25 BC-A Fun and Games Night

27 BC-A Breakfast Meeting

## November

06 BC-D Meeting

18 BC-C Dinner Meeting

24 BC-A Breakfast Meeting

BC-C Christmas Dinner

## December

06 BC-A Christmas Potluck Dinner

BC-D Dinner Meeting

16 BC-C Dinner Meeting

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## SIDESTANDS

By James R. Davis

Like an airplane, it is my opinion that motorcycles should have a 'walk around' performed before every ride. During these quick checks you will see the obvious: low tire pressure, damaged tires, dripping oil, open luggage, and the like. (You might also get in the habit of checking your oil level.)

Depending on how frequently you ride, I suggest that a 'touch everything' (literally) check should also be done regularly where such things as loose windscreens, loose spark plug wires, loose antennas, loose mirrors, etc. are discovered

But one part of our machines tends to get overlooked by most during our casual checks - our side stands.

First, let's look at what can go wrong with them.

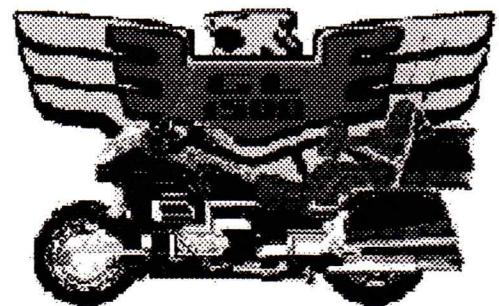
The most obvious is a weak or broken lock spring. With either you can end up dragging the stand as you ride, or it will fail to 'lock' the stand into place when you lower it leaving your bike on its left side when you dismount.

Newer bikes have an interlock switch that kills the ignition if you put the bike into gear while the stand is down. That switch can fail. If you rely on it and don't bother to check that the stand is up before you drive away, that first left turn can easily send you bouncing over to the right and result in total loss of control.

Older bikes have a rubber 'finger' extension at the tip of the stand that will wear over time. The purpose of that little 'finger' is to grab the pavement before the metal part of the stand itself does and ATTEMPT to pull the stand out of its locked position before it hits. There is a wear marker on these rubber extensions and when yours gets worn to that point it should be replaced because it no longer reaches the ground before the metal part of the side stand.

If when parked on a level surface your bike is not leaning heavily on the side stand you should adjust the side stand, if possible, so that it does. If it is not possible for you to adjust the side stand sufficiently, any welder can easily do so in a matter of minutes.

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[www.surrey.quik.com/merchison](http://www.surrey.quik.com/merchison)

**Phoenix** 1-800-843-9460

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Sign-in Table	Margaret Irvine	604 597-8547
Newsletter	Meryl Davies	604 936-3358
Rider Educ. Courses	Ian McAlpine	604 990-4919
Mall Show	Barry/Margaret Irvine	604 597-8547
Fun Run	All members	
Camp-out	Pat Pearce	604 530-5133
Longest Day	Chris Maki / Don Smith	
Backyard BBQ	Barry/Margaret Irvine	604 597-8547
Mt. Baker Ride	" " " "	
Prog. Dinner		
Fun & Games	Committee	
Xmas Dinner	Committee	
Phone Tree	John Plant	604 522-0951
	Margaret Irvine	604 597-8547
	Pat Armstrong	604 273-1004
	Heinz Blisse	604 937-3123
	Herb Broerken	604 574-7021

**If you can lend a hand, please contact Barry Irvine or anyone on the Chapter Committee**



## B.C. CHAPTER MEETINGS.

- 4th Sunday BC-A Vancouver**  
Barry & Margaret Irvine 604- 597-8547  
CB#33 ABC Restaurant,  
2350 Boundary at Lougheed Hwy.  
Breakfast 8am. Meeting 9:30am.
- 3rd Sunday BC-B Campbell River/Courtney**  
Ernie & Halina Lambert 250-923-4871  
CB#33 Popsies Log Grill @ 9:00am  
1120 Ironwood St.  
Every Tuesday @ Tim Hortons  
Coffee @ 7:00pm.
- 3rd Monday BC-C Chilliwack/Fraser Valley**  
Ken & Karen Thornton 604-826-0590  
CB#33 Cross Roads Family Restaurant @ 6:30pm  
1821 Sumas Way, Abbotsford. 852-1614
- 1st Wednesday BC-D Surrey**  
Emery & Jenny Larocque 604-591-6460  
CB#33 Ricky's @ 7pm. 152nd St./Fraser Hwy.  
IHOP -19700 Hwy.10 Bypass, Langley  
Friday 7pm.
- 1st Tuesday BC-G Kamloops**  
Ron & Penny Marshall 250-573-4037  
CB#33 Brass Kettle @ 7:00pm. 1485 West T.C.H.  
Coffee: West Rock Bakery, Thurs. 7:00
- 2nd Wednesday BC-H Dawson Creek**  
Ken & Marion Guay 250-782-2959  
CB#33 Hart of the North Café @ 7:30  
Apr.-Oct. Coffee & Ride Wed. 7:30
- Every Saturday BC-K Kelowna**  
Randy & Carol Werger  
CB#33 The Specialty Bakery, 833 Finns Rd..  
Kelowna. Every Saturday Breakfast  
(8:00am Summer, 9:00am Winter)  
www.ogopogo.com/bck
- 2nd Monday BC-P Prince George**  
Henri & June Plouffe 250-964-3867  
CB#33 Fortune Palace @ 6:00pm Peden Hill.  
www.members.pgonline.com/~haggis
- 2nd Sunday BC-V Victoria**  
9am.Nov-Mar. 8:30am.Apr.-Oct.  
Garry & Monique Shrive 250-380-4624  
CB#33 Princess Mary Restaurant,  
358 Harbour St. Victoria.  
garryshrive@home.com

## Please Plan On Joining Us:

The Fourth Sunday of each Month

**ABC RESTAURANT**  
**2350 Boundary**  
**(Boundary Rd. at Lougheed Highway)**

**Breakfast at 8:00am.**  
**Meeting at 9:15am.**

*Enjoy breakfast with new and old friends, or come  
for a cup of coffee before the meeting.*  
See you there!

## NEWSLETTER ARTICLES

**Deadline for articles to go in the newsletter  
is one week prior to the monthl.y newsletter.**

Meryl Davies,  
#420-1220 Lasalle Place,  
Coquitlam, B.C. V3B 7L6  
604-464-8179

