

Peter & Sheila MacGregor 858-0861



GOLD NUGGETS



G.W.R.R.A.

REGION J - CHAPTER BCA, VANCOUVER, B.C.

FEBRUARY 2003

A Happy, Healthy and Safe New Year to you all!

We certainly saw some changes this past year: Barry and Margaret stepped down from their positions as Senior Chapter Directors to a well-deserved rest (they promised to stick around to enjoy the fun and activities); Pat and I took over as the new CD's and hopefully are up for the challenge; and the old Unwin Hall was torn down.

The latter item left us looking for a replacement venue for our Christmas party - we chose the Kinsmen's Hall in the Richmond Nature Park. There was an added bonus: the park was lit by thousands of Christmas lights, an annual event.

The hall is a cozy older panabode building that seats 80 people, we had approximately 40 so there was lots of space. Many thanks to the excellent cooks who brought a whole variety of delicious food - nobody left hungry! We socialized, stuffed ourselves, sang Christmas carols and generally had a good time (in that order!).

Santa finally showed up after the firemen removed him from the chimney, he entered through the front door muttering something out "going on a diet". Santa supervised the draw for the presents which lead to a much more peaceful and dignified (if not as exciting) process - thanks Santa!

On the 19th Pat and I packed the car (and I do mean "packed" - know what I mean Vern?) and headed south for Palm Springs California and the sun. We got as far as Grant's Pass, Oregon (800km) when we heard that the pass was closed due to snow. The next day saw us with our chains on ("don't leave home without them!") heading up the first of three passes, there wasn't more than 3" of snow on the road but people were sure having fun - someone (me) pointed out to the drivers of a Mustang and a Camaro that were doing the "skaters waltz" that the chains go on the REAR wheels on their cars! What can I say????

The second chain-up was for nothing (except a bumpy ride) as the road was clear - some communication system! The third chain-up saw us caught in a two-lane, eleven mile line up before we even got to the last pass! That day we did 200 miles (320k) in 10 hours..... They closed the highway behind us and we had to drive an extra two hours just to find a room for the night, at that point a three hour flight seemed very nice!

We finally made it to Palm Springs after a 12 hour drive on the third day - we usually do the 1400 mile trip in two 12 hour runs - we arrived to sunshine and temperatures in the 65 to 70F range, we soon forgot about the trials we had gone through. Sunshine, fresh citrus fruits on the trees and golf courses everywhere—what a life! Believe it or not, but after a week Pat and I were beginning to miss Vancouver - who would have "thunk" it? Mind you, if we had have had the "wing" along it might have been a different story! Barry, about that trailer of yours.....?

As you may already know, we, your "officers", hope that this year we, "you", will find that there are more organized rides than in the past so mark your calendars accordingly. These club rides will only succeed if you participate both as riders and volunteers - plan on doing some of each (please!). We are open to new ideas and suggestions from anyone—talk to us.

The first motorcycle event this year will be on-going as you read this: The Motorcycle Show at the Tradex Center in Abbotsford. It's not too late to catch it, leave right after the meeting and go out the #1 Hwy until you see the Tradex signs, take your credit card and visit Karen's Krome and the GWRRA booth which will be right across from the Honda booth - enjoy! I will already have been there on the Friday afternoon trying to recruit new members for the GWRRA and, of course, our chapter! New members breathe fresh air into any association and help keep existing members alert and young. I will also be looking at the "toys" and "safety chrome".....

The Tuesday night "socials" are back and you are all welcome to meet us at Tim Horton's on Annacis Island at 7pm for a coffee and a laugh - some brave souls are still showing up on their bikes: "way to go" Ian, Fred, Ralph and Mike! Our 1500 is at BCIT undergoing a major service that should see it on the highway instead of beside the highway this summer - remember that preventative maintenance is the secret to "happy miles".

Don't forget that your brake fluid and antifreeze should be changed at least every two years. When did you last grease that driveshaft spline? Your brakes are self-adjusting and will not warn you when the pads are worn out - you have to look at them! There's more to do but that will do for a start - check your service manual!

Gotta go for now, enjoy life and ride safely, sincerely, Ivan and Pat.

Chapter Director: Barry & Margaret Irvine Phone: (604) 597-8547
Ass't Chapter Director: Rick McIvor & Heather Pentyluk Phone: (604) 273-7282
Ass't Chapter Director: Ivan & Pat Armstrong Phone (604) 273-1004
BCA Web Site: www.gwrrabca.tripod.ca/

CLASSIFIEDS

For Sale: (1)

1986 SEI 1200. Ivory colour. 40,050 miles (US bike). Loaded with Hondaline accessories. Original owner. Finds kids must come first. \$10,000 OBO. Contact Howard Olson 604-856-2955

For Sale (3)

1990 White SE, 140,000 km, backrest, trunk, rack & bag cover. Asking \$10,000 (CDN) Contact John Savage, Victoria 250-383-0221

For Sale (3)

2000 Honda GL 1500 Trike (35th Anniversary Edition) conversion by Lehman. Two tone red and cherry, 3,500 km. All standard features plus trailer hitch, winged custom floor boards, heated hand grips, hook-up for cell phone and electric vest. Asking \$31,500 CDN. Open to offers. Contact Mokhi Saina, Campbell River 250-287-4535 or msaini@oberon.ark.com

For Sale (3)

Green fibreglas canopy for 8ft Dodge truck box. Best offer. Contact Heinz Blisse 604-937-3123

For Sale (2)

One 1100 headlamp c/w bulb \$10
One m.cyl swivel hitch (replaces the ball) \$40
Phone Ivan at 604-273-1004

Wanted

Old helmets, wanted for BCIT students (all sizes). Contact Ivan 604-273-1004

NEW GOLDWING TOURING COMPANY

Margaret and Barry recently received a request to pass on the following information about a touring company recently formed at Lake George, New York. Lake George is about 1 hour north of Albany, New York. It is a beautiful area with many great riding roads.

"Thank you for allowing us to show you what we have to offer. Margie and I have wanted to open this company for some time now and with the increase of biking's popularity, we felt this year is the time and the Adirondacks is the place.

Adirondacks and Beyond Motorcycle Tours specializes in tours for couples. We blend riding and activities together to insure that both rider and co-rider enjoy their stay with us. We have both "pre-planned" tours and "custom" tours for clubs and private groups.

We know the roads, the places to see, where to find the great meals and how to put it all together into an experience that will be remembered long after the tour is over.

Please take a moment to go through our web site at www.twouptours.com. Pay particular attention to the "Custom Tours" area. We can put together a custom tour package for as few as six couples any time from May through October.

Marc and Margie Connelly
Info@twouptours.com

Marc and Margie Connelly
Adirondacks and Beyond Motorcycle Tours
www.twouptours.com

PRACTICE MAKES PERFECT

by Robert Vaughan

Your skills are good. You ride every week. Last year you took the Riding and Street Skills course and this year you took the Experienced Rider Course. Turning around in the street, two-up, is a breeze. And you do your SIPDE so well, watching 12-15 seconds ahead, that you can't remember the last time you had to do an emergency braking or swerving maneuver.

But perhaps the problem is that you are so good at avoiding using emergency maneuvers that you're out of practice. If you ride properly, you don't get to practice some of your skills on the street. That doesn't mean you should let them deteriorate until the next time you take a rider course. That's why they make parking lots. And you thought those painted yellow lines were just there to corral the cars. Their real purpose is to provide a marked area to practice so you can keep **all** your skills sharp—not just the ones you use every day. The same skills which degrade in a few months can be retuned in a few minutes of practice.

Quick stops are easy to practice on a good parking lot with a good surface. Bring your speed up to 15-20 mph, **look** at a distant object straight ahead, and **squeeze** the front brake while you press on the rear brake. You squeeze quickly, progressively and hard. Do not grab the front brake. If you keep the speed the same for several tries while you start braking at the same yellow line, you can measure your progress.

Now comes the fun part—swerving around an object. Recently, one study found that an expert rider could swerve as sharply on his Gold Wing as he could on a much smaller bike. Make sure you got your bank angle sensor replaced by Honda (for free) if your bike was recalled for that. If not, when your Wing dies after a sharp swerve, you will need to turn the key off and back on before you can restart your engine. If your sensor is a good one, you won't believe just how quickly you can swerve. Try swerving around an eight-foot wide obstruction (tennis balls cut in half) at 15 mph. Remember, do not brake or downshift while swerving.

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WEARING THE RIGHT CLOTHING

The following directive has been received from Phoenix. It makes a lot of sense. Wearing the correct clothing is as much training as is any other skill we learn. None of us will ever regret being properly clothed. Which of us will find out the hard way we should have???

"For Immediate Distribution to all staff members, districts and chapters. GWRRA Policy Regarding Conduct of Training & Skill Events

We sometimes assume that there is a consistent and common practice employed when conducting various training and skill events within the association. Based upon information recently received this does not appear to be the case when our Regions/Districts/Chapters are conducting training and/or skill events on behalf of our members. As an association we have always attempted to consider safety when conducting any activity and that includes setting minimum requirements to the benefit of our members and for consideration of liability regarding the association.

Effective immediately, all Region, District and Chapter level training or skill events must adhere to the following requirements (rider training courses include the GWRRA Advanced Rider Course, Trike Rider Course, or Trailering Course; skill events including any Field Events competitions, Top Gun competitions, Parking Lot Practice programs or any other sponsored skill event):

Rider Licensing - All riders participating in GWRRA conducted and/or sponsored training or skill events must, at a minimum, hold a valid drivers license or a motorcycle operators permit. Riders who do not hold a valid license will not be permitted to participate.

Proper Riding Attire - All riders and co-riders participating in a training event or skill event must wear "proper" riding gear. This will include, at a minimum, a DOT approved helmet, eye protection, full fingered gloves, over the ankle foot protection (boots preferred, "sneakers" do not meet the minimum requirement), and have the balance of the body fully covered (jeans and jackets, minimally, preferred but not required). The upper torso apparel (jackets or shirts) should be constructive as a singular piece of apparel and not modular i.e. "riding" sleeves).

These requirements are to apply to any sponsored event whether conducted at a rally or a chapter get-together. These requirements do not apply to any "uncontrolled" riding activity such as a chapter ride, parade, fun/poker run, etc. (Editors note - no matter where you go down, proper clothing should be the order of the day)

Please assist us in getting this message out to our officers and with developing an understanding as to the benefits and necessity for this.

If there are any questions regarding this, please contact Mike Wright or me.

Bob Lorenz
National Director, Rider Education"

HOW TO ENHANCE MOTORCYCLE SAFETY BEFORE YOU RIDE

Motorcycle safety begins by inspecting your motorcycle before you ride. Never ride without first checking these motorcycle safety items. Your life depends on passing these motorcycle safety checks.

Here's How:

Move your motorcycle so it has at least five feet of space all around it so you can easily do the motorcycle safety check.

If the motorcycle has a centerstand, place it on the stand.

If the motorcycle has a windshield, clean it and check for any defects.

Turn on the motorcycle ignition so the lights will work.

Check the high and low beams in the motorcycle headlight.

Check to see if the taillight works. A motorcycle safety check fails if any step fails.

Depress the motorcycle brake pedal and check to see if the brakelight comes on.

Squeeze the front brake lever and check to see if the brakelight comes on.

Check the left and right turn signals both front and rear.

Check the motorcycle horn.

Run your hand along the sidewalls and portion of the tire that touches the road looking for foreign objects. If you find any, don't ride until fixed. Motorcycle safety checking of tires is important.

Check the air pressure in the motorcycle tires and set to the specifications for the tire.

Walk around the motorcycle and check for any loose bolts, antenna mounts, plastic, or other items detracting from motorcycle safety.

Check the oil level in the motorcycle engine.

If you have a chain, check that it has proper free play and has been oiled recently

B.C. CHAPTER MEETINGS

- 1st Tuesday BCG Kamloops**
Ian and Cynthia Hiscock
(250) 579-0075
Brass Kettle @ 7.00pm.
1485 West Trans Canada Hwy.
Coffee West Rock Bkry, Thurs 7 PM
- 1st Wednesday BCD Surrey**
Emery & Jenny LaRocque
604-591-6460
Ricky's @ 7:00pm.
152nd Street and Fraser Highway
Fridays Cruisers Pit Stop 7:00 pm
Fraser Hwy @ 216th Street
- Every Saturday BC-K Kelowna**
Randy & Carol Werger
The Specialty Bakery
833 Finns Rd., Kelowna
Every Saturday Breakfast
(8:00 am Summer, 9:00 Winter)
www.ogopogo.com/bck
- 2nd Sunday BCV Victoria**
Jim and Mathew Carson
250-383-0799
Princess Mary Restaurant
358 Harbour St
9AM Nov-Mar 8:30AM Apr-Oct
- 2nd Monday BCP Prince George**
Steve and Marilyn Foulston
(250) xxx-xxxx
Fortune Palace @ 6:00 pm Peden Hill
www.members.pgonline.com/-haggis
- 2nd Wednesday BC-H Dawson Creek**
Ken and Marion Guay
250-782-2959
A&W Restaurant 7PM
Apr-Oct Coffee/ride Wed 7PM
- 3rd Monday BCC Chilliwack/Fraser Valley**
Bruce and Joan Dunmall
604-824-0498
Cross Roads Restaurant 6:30 pm
1821 Sumas Way Abbotsford
- 3rd Sunday BCB Campbell River**
Mike and Colleen Bouchard
(250) 287-8861
Popsies Log Grill @ 9:00am.
Every Tues-Tim Hortons for coffee
- 4th Sunday BCA Vancouver**
Pat and Ivan Armstrong
Vancouver (604) 273-1004
ABC Restaurant @ 8:30am.
2350 Boundary at Lougheed Hwy.

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 9:30am.

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

See you there!

Tuesday night coffee (ride in season)
Tim Horton's—Annacis Island 7:00 pm

NEWSLETTER ARTICLES

Articles for the April Newsletter are due
by February 13th, 2002

Meryl Davies,
2231 Haversley Avenue,
Coquitlam, B.C.
V3J 1W3
(604) 936-3358

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Once you bring these two skills up to par, it's time to put them together. Quick stops on a curve require you to (1) straighten up before you (2) brake hard to stop. Let's look at that order again. First press on the handlebar near the outside of the curve. (If you're turning right, press left.) Press until the bike is completely vertical. Be sure to straighten the handlebars as the bike straightens up. Once you are straight, all your traction is available for stopping. **Look** at a distant object straight ahead, and quickly and progressively **squeeze** the front brake while you press on the rear brake.

You have just put two skills (swerving and stopping) together (but not too closely) to practice quick stops on a curve. Now you're ready to go out and face the world again, much better prepared than when you rode into that parking lot. You've tuned yourself up for another few months.

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GROUP RIDING

When you ride in a group it is unquestionably your first priority to take care of yourself - to ride within your limits and the limits of your bike, regardless of what the rest of the group does. That's often been described as 'Riding your own ride'.

But you ARE in a group and that means some new responsibilities and behaviors apply. You ride at the speed the group rides, you stay in the lanes chosen by the lead bike, You stop when and where the group stops. Sounds a lot like you are riding THEIR ride as much as your own, doesn't it?

In business, management has recently come to realize that 'team work' is not always the best way to get things done. Sometimes it is better to work as a group of collaborators than as a team. A motorcycle drill team is a clear example of team work - everybody is expected to do no more nor less than what is required by the boss to get the job done. Independent thought is valued, but only to the extent that it contributes to the team doing its job.

When riding in a group there is certainly some team work going on, but each and every person in that group is expected to 'ride their own ride'. Doesn't that sound just a little bit different to you than each person being expected to do whatever it takes to make the team effort successful?

In collaborative efforts the assumption is that each individual is expert/proficient in some specialty while generally being able to function in team efforts. That is a very subtle difference in attitude. For example, in a collaborative effort, it is not unusual to find debate about what should be done next as each individual contributes based on their expertise. What IS unusual in a collaborative effort is that there is any rancor in these debates [well, there are sometimes rather harsh arguments, but the point is that each member is heard and contributes based on their specialty.] Each member RESPECTS the expertise of the other members and will generally defer gracefully to that expertise. Further, in a collaborative effort the group will do what the boss (lead bike) tells them to do unless there is a good reason not to.

The result is that almost invariably you have the best of the best from the best, though it looks like team work.

Back to motorcycling in a group ... some in the group have more stamina, some have better night vision, some have better navigation skills, some have better familiarity with the surroundings, some have better emergency preparedness or EMS training, some are better diplomats. You get the picture.

Respecting the skills and uniquenesses of each of the rest of the team results in getting the best of the best from the best. Respecting yourself is riding your own ride. Respecting the others is collaborative group riding. The group leader/road Captain in a well functioning collaborative effort has certain responsibilities, each of the rest have theirs, and with respect, together they all decide on the best way to do things for the group.

Rather than the lead bike making all the decisions for the group, in a collaborative effort, he/she will consult with the others and give serious consideration to the expertise therein. Strategic decisions (destination) remain the leader's responsibility while tactical decisions (how) might well come from the members. Dictatorship it's not. Nor is it a drill team. Rather, it is a group of 'professionals' engaged in a cooperative effort designed for the benefit of all. Safe arrival and a good time with maximum contribution and participation by each may look like team work, but is more.

This is merely a proposed way to organize and function in a group. I posted it to invite you to think about it and, possibly, to create a new dynamic in how we all function when riding as a group.

Ride smart.

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CHAPTER COMMITTEE

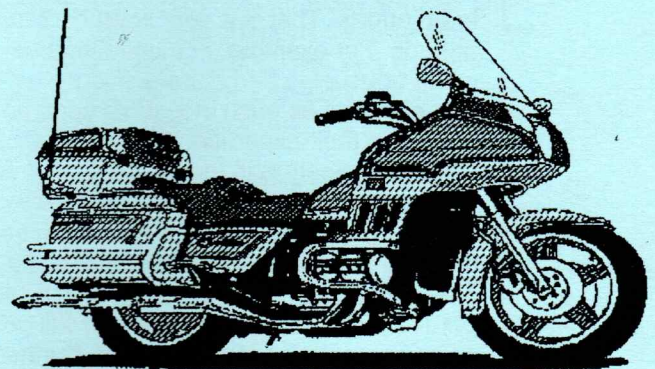
| | | |
|-------------------|---------------------------|----------------|
| Chap. Director | Ivan and Pat Armstrong | 604-273-1004 |
| Asst. Chap. Dir. | Rick & Heather McIvor | 604-273-7282 |
| Chap. Educator | Ian McAlpine | 604-990-4919 |
| Treasurer | Gary Robins | 604-421-6765 |
| N/L Editor | Meryl Davies | 604-936-3358 |
| Ride Coord. | Vacant | |
| Membership | Rick & Heather McIvor | 604-273-7282 |
| Phone Tree | Ivan Armstrong | 604-273-1003 |
| Tech. Cons. | Ron & Gloria Maki | 604-946-2247 |
| Stores | Brian Davis | 604-943-5337 |
| BCCOM Liaison | Ron & Faye Seligman | 604- 271-0739 |
| Past CD | Barry & Margaret Irvine | 604-597-8547 |
| Historians/ | Rick & Heather McIvor | 604-273-7282 |
| Webmaster | Gary Robins | 604-421-6765 |
| Minstrel | Ivan Armstrong | 604-273-1004 |
| District Dirs. | Ralph & Joan Young | 1-250-766-1390 |
| Asst. Dist. Dirs. | Robin & Cheryl Jackson | 1-250-962-5682 |
| Dist. Educator | Robin and Cheryl Jackson | 1-250-962-5682 |
| | goldwing@netbistro.com | |
| Reg. J Op. Dir. | Jim & Doris Carey | 1-250-765-3478 |
| Reg. J Trainers | Larry & Robyn Merchison | 604-951-9202 |
| | surrey.quik.com/mershishn | |
| Phoenix | | 1-800-843-9460 |

"A"-CTIVITY CO-ORDINATORS

| | | |
|------------------|------------------------|--------------|
| Sign-in Table | Pat Armstrong | 604-273-1004 |
| Newsletter | Meryl Davies | 604-936-3358 |
| Rider Educ. | Ian McAlpine | 604-990-4919 |
| Mall Show | Ivan and Pat Armstrong | 604-273-1004 |
| Fun Run | All members | |
| Camp-out | Pat Pearce | 604-530-5133 |
| Longest Day | Chris Maki / Don Smith | |
| Backyard BBQ | Ivan and Pat Armstrong | 604-273-1004 |
| Duffy Lake Ride | tba | |
| Prog. Dinner | tba | |
| Fun & Games | Committee | |
| Xmas Dinner | Committee | |
| Phone Tree Coord | Ivan Armstrong | 604-273-1004 |
| Phone Tree | Margaret Irvine | 604-597-8547 |
| | Pat Armstrong | 604-273-1004 |
| | Heinz Blisse | 604-937-3123 |
| | Herb Broerken | 604-574-7021 |
| | Paul Wing | 604-322-3488 |

Ed Drozdix

If you can lend a hand (don't be shy now!!) please contact Ivan Armstrong or anyone on the Chapter Committee



2003 ACTIVITIES CALENDAR

January

26 * BCA Breakfast Meeting

February

5 BCD Dinner Meeting
22 * BCA Bowling Night
23 * BCA Breakfast Meeting

March:

5 BCD Dinner Meeting
14 * BCA Sky Train / Spaghetti Hse
23 * BCA Breakfast Meeting

April:

2 BCD Dinner Meeting
5 BCD Spring Tuneup
12 Spring Maintenance—K Thornton
11, 12, 13 * ~~BCA La Connor Tulip Fest'l~~
26 * ~~and WAC Spring Fun Run~~
27 * BCA Breakfast Meeting

May:

7 BCD Meeting
10 BCD Ice Cream Social
16/19 WAS Victoria Days (Soap Lk.)
24 Road Craft Course—Arnie Tucker
25 * BCA Breakfast Meeting

June:

01 * BCA Fun Run *Bob Davies*
04 BCD Dinner Meeting
06/07/08 * BCA Campout - Vedder
Campground
20 * BCA Almost the Longest
Day of the Year Ride
19/22 Can Am Reg. J Rally (Osoyoos)
22 * BCA Breakfast Meeting

July:

01/04 Wing Ding
02 BCD Meeting
19 * BCA Backyard BBQ & Ride
24/27 WA District Rally - Leavenworth
27 * BCA Breakfast Meeting

August:

01/04 * BC District Rally—Winfield
06 * BCD Meeting
9 * BCA Progressive Dinner Ride
23 * BCA Duffy Lake Loop Ride
24 * BCA Breakfast Meeting

September:

05/07 BCD Gold Run
14 Squamish Toy Run
20 BCD Corn Roast
28 * BCA Breakfast Meeting

October:

01 BCD Dinner Meeting
05 Vancouver Toy Run
12 Fraser Valley Toy Run
18 BCD Planning Meeting
24 * BCA Social/Chinese Food
28 * BCA Breakfast Meeting

November:

05 BCD Meeting
23 * BCA Breakfast Meeting

December:

03 BCD Dinner Meeting
6 * BCA Xmas Pot Luck Dinner.

UPCOMING EVENTS

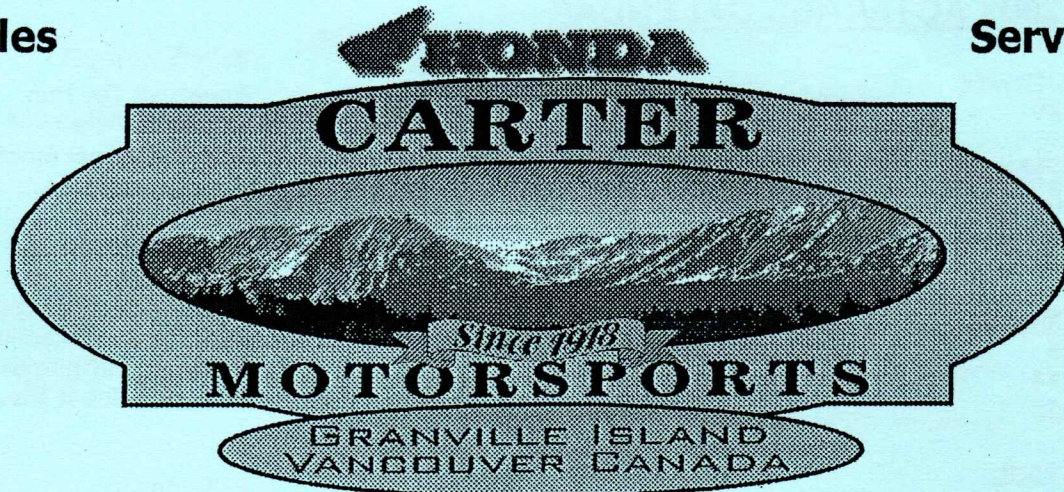
Take part in Tuesday evening coffee and rides in season. Meet at Tim Horton's on Annacis Island 7:00 pm

LATE JANUARY/FEBRUARY BIRTHDAYS AND ANNIVERSARIES

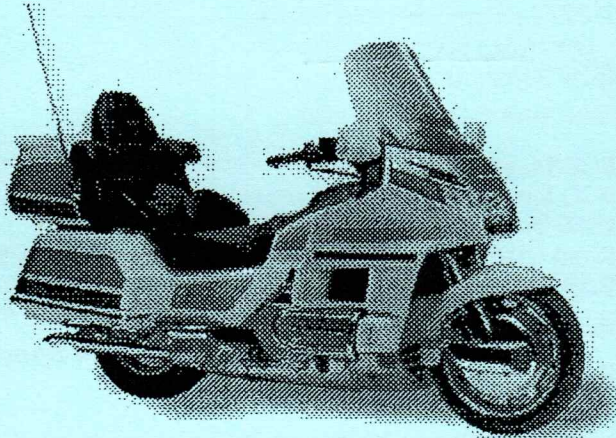
Regret to advise that this information resides on Meryl's computer and she is away!!!

Sales

Service



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