

BRITISH  
+ BRAD

Emergy "D"

Annie

Seehet (504)  
First Aid Crs



# GOLD NUGGETS



G.W.R.R.A. REGION J - CHAPTER BCA, VANCOUVER, B.C. MARCH 2002

## SHINY SIDE UP Barry & Margaret Irvine

We think we have waited about as long as we can stand it. This weekend we insure the bike!!! (unless the weather gets really cool and wet!!!).

Riding season is just around the corner. With daylight saving starting in little more than a month it's time to begin mental and physical preparations for the season. As in the past the motorcycle show was the first indication of riding ahead. Daffodils and warmer weather with a few bright, warm days thrown in, is the other.

The first chapter event of the year had to be cancelled due to lack of participants. Bowling had been scheduled for February 16 but only 7 people were prepared to come out. The next social event is dinner at the Spaghetti House in Gastown on March 9. If enough people are interested we may gather and ride the train down together. In any event the eating part will take place so make sure you sign up.

The first riding event of the year is the Early Spring Fun Run with Chapter WA-C. Hopefully a bunch of us will be gathering in Blaine at Denny's for a 7:00 am departure to Everett. "Early" certainly describes this run. Over the years we have had everything from unseasonably warm to the opposite. Last year we ran into snow, hail, rain and sun. The one constant, though, is the great ride. Northwestern Washington has some absolutely gorgeous roads to travel and every year on this ride has shown us some more great areas. This year the ride ends in Mount Vernon meaning a bit shorter ride home. We hope you'll get a jump on the season and ride along. If the weather concerns you then come along in a car.

Ian McAlpine is arranging for an ERC course to be held on April 20/21. The location is in the course of being nailed down. The chap-

ter will, once again this year, be subsidizing the cost. ERC is by far the best way to shake the cobwebs out and get rid of the winter mental bad habits.

Ian is also working to set up a first aid course. The course will take place in Sechelt. Two years ago we held it there - great rides up and back sandwiching a day of first aid instruction. The date will be in late April or early May. Make sure you sign up.

The first long weekend event is on the May long weekend - Victoria Days in Soap Lake, Washington. WA-S are great supporters of everybody's rides. We'd like to return the favour and show our support for them. Plus they always have a great weekend. The present plan is to drive down late Friday and come back mid-Monday. Riding time is about 6 hours.

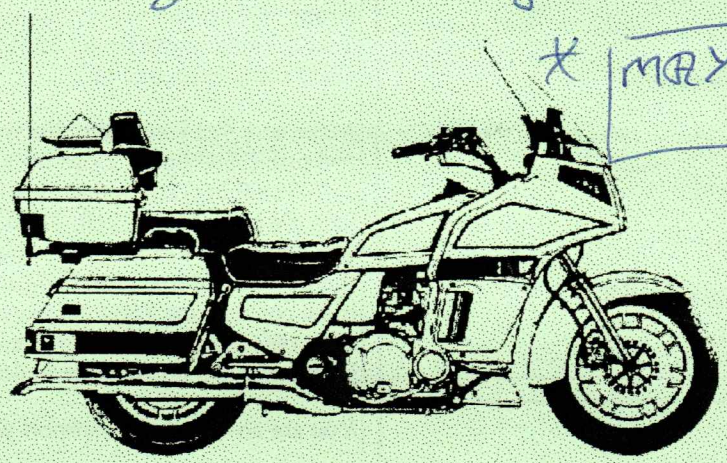
This year we have arranged for a new fun event. We will be holding a brief May meeting in Squamish as part of the Squadron to Squamish ride. Chapter's C and D will be joining us at the abc Restaurant for an 8:30 departure. Bob "Turtle" Patterson has arranged for a restaurant to open for us in Squamish. We are expecting between 25 and 30 bikes (or vehicles—drive us with us if you wish).

BC-A's first riding event is the Bob Davies Memorial Fun Run on June 2. This is our big event for the year.

We need lots of volunteers, lots of prizes, and lots of riders. Please put your name on the volunteer list. Also please contact companies you deal with to obtain prizes. No prize is too small (nor is any prize too large!!!).

And finally a note about the chapter. You could not miss noting that we have lost a number of our hard-core riders in recent years. You could be under the mistaken impression that we have but a few riders left. In fact a recent check of regular and occasional attenders at Chapter meetings shows that we have about 25 bikes in the chapter. (Cont's on page 2)

<http://gwrra-bca.tripod.com>  
<http://gwrrabca.tripod.ca>



? Camp - D "Back by Dinner" - Bob Larch - (604) 242-8888

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

MASH  
I HAVE ONE? RED

Wing World Jan issue - 1st Aid Kit



## CLASSIFIEDS

### For Sale: (2)

2000 Tiny Mite Deluxe Tent Trailer. 90 Teal Green, cooler & cover, swivel hitch, large tires, spare tire, lots of extra chrome, new condition, only used 3 times. \$5,000 or best offer. Call Pat Alfdred @ 604-463-3480 or e-mail pat-aldred@telus.net

### For Sale (1)

New Front and Rear Avon GL1500 Tires. \$200  
Shoei Wineberry Full Face Medium Helmet with Headset \$135  
Bob and Hanne Hoogstins (604) 945-7701

### For Sale (1)

Combi-camp tent trailer (Motorcycle size). Clean and in good shape. Inside storage compartment, cooler rack, spare tire & wheel. \$1850 firm. Full add-a-room for combi-camp tent trailer \$500 firm (will only be sold with the tent trailer or after the tent trailer is sold).  
Bob and Hanne Hoogstins (604) 945-7701

## LATE FEBRUARY/MARCH BIRTHDAYS

### BIRTHDAYS

February

28 Kristin Maki

March

16 Derek Watson

29 Sylvia Clifford

30 Don Mackintosh

### ANNIVERSARIES

March

3 Margaret and Barry Irvine

29 Don and Tracie Smith

### Shiny Side Up (Cont'd from page 1)

That is plenty to support an active riding season. I would ask that you make a personal commitment to participate in chapter and area events. The enjoyment we all get out of motorcycling and Chapter BC-A bears a direct relationship to what we put in to it. Certainly anyone new to motorcycling and to our chapter is looking for riding companions. To attract and hold new members we must offer an active riding program. Please do your part.

Margaret and Barry

## TRAILERING YOUR BIKE

The first and probably most important thing is to be sure that the trailer that you are using is structurally capable of carrying a heavy touring motorcycle such as a Honda Gold Wing. Don't try to carry a Gold Wing on a trailer if the rear wheel extends out behind the end of the trailer.

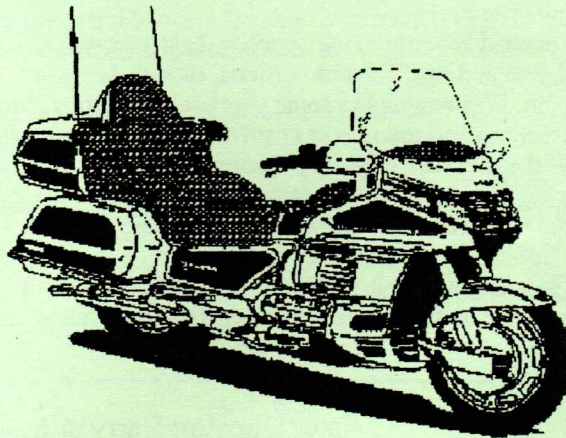
If the trailer has structural steel channels for the wheels or a channel shaped ramp, make sure that you can load the Gold Wing on the trailer by yourself. Don't even try to do it by yourself if you have any doubts! Get some help!

Once the Wing is on the trailer, put the side stand down if the trailer has a place for the side stand. If it doesn't, get someone to hold the Gold Wing up and apply the front brake at the same time. Loop a tiedown strap around the right fork above the lower fork clamp. Tighten it enough to raise the side off of the trailer floor if you're doing the job by yourself. Do the same thing on the left fork. Tighten both right and left tiedown straps alternately until the forks are about half way compressed. Adjust your strap tension until the Gold Wing is standing straight rather than leaning to one side or another. Tie a rope or a tiedown strap around the front wheel and to the trailer to prevent the Gold Wing from rolling backwards. Tie another rope or strap around the rear wheel to the trailer to keep the back end of the motorcycle from bouncing up and out of the trailer on rough roads. Use tiedown straps between the motorcycle frame and the trailer frame to prevent the motorcycle from rocking or leaning side to side when sharp turns are executed.

Make sure that your trailer has functional tail lights, brake lights, and turn signal lights. Don't try to put a 2 1/4" trailer tongue on a 1 7/8" ball! Make sure that the tongue matches the ball and attach the tongue to the ball. Try to wiggle the connection and if you detect any free play in the hitch connection, adjust it until there's no more free play. Connect your safety chains and electrical connections. Have someone help you test the turn signals and brake lights. Try to rock the motorcycle to make sure that it is securely tied down to the trailer.

You are now ready to transport your motorcycle.

GOOD! LUCK!!



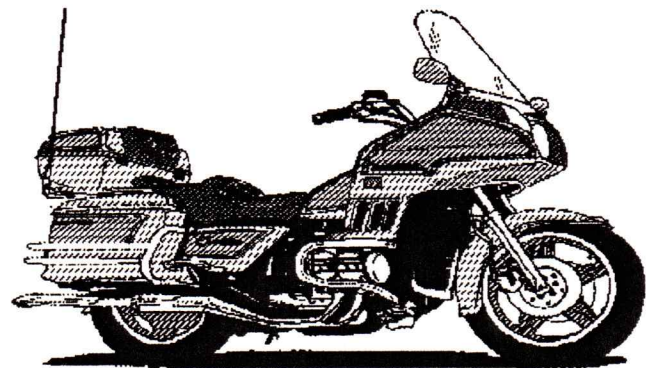


## CHAPTER COMMITTEE

Chap. Director	Barry & Margaret Irvine	597-8547
Asst. Chap. Dir.	Rick & Heather McIvor	273-7282
	Ivan & Pat Armstrong	273-1004
Chap. Educator	Ian McAlpine	990-4919
Treasurer	Brian Davis	943-5337
N/L Editors	Bob & Meryl Davies	936-3358
Ride Coord.	Vacant	
Membership	Rick & Heather McIvor	273-7282
Phone Tree	John Plant	522-0951
Tech. Cons.	Ron & Gloria Maki	946-2247
Stores	Brad Davis	943-5337
Minutes	Chris Maki	533-8452
BCCOM Liaison	Ron & Faye Seligman	271-0739
P. R.	Barry & Margaret Irvine	597-8547
Historians/	Rick & Heather McIvor	273-7282
Web Page	Gary Robins	
Minstrel	Ivan Armstrong	273-1004
District Dirs.	RaLph & Joan Young	250-766-1390
Asst. Dist. Dirs.	Robin & Cheryl Jackson	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/mershison	
Phoenix		1-800-843-9460

## "A"-CTIVITY CO-ORDINATORS

Sign-in Table	Margaret Irvine	597-8547
Newsletter	Meryl Davies	936-3358
Rider Educ.	Ian McAlpine	990-4919
Mall Show	Barry/Margaret Irvine	597-8547
Fun Run	All members	
Camp-out	Pat Pearce	530-5133
Longest Day	Chris Maki / Don Smith	
Backyard BBQ	Barry/Margaret Irvine	597-8547
Mt. Baker Ride	" " " "	
Prog. Dinner		
Fun & Games	Committee	
Xmas Dinner	Committee	
Phone Tree	John Plant	522-0951
	Margaret Irvine	597-8547
	Pat Armstrong	273-1004
	Heinz Blisse	937-3123
	Herb Broerken	574-7021
	Paul Wing	322-3488





## WHAT THEY DON'T TEACH IN MSF COURSES

By James R. Davis

The MSF classes must teach an enormous number of facts and skills to people who must be assumed to have no experience whatever with motorcycles. As such, they do not have time to teach the kinds of things that are found in these various Tips & Techniques articles, or they have insufficient time to emphasize these various ideas to the extent that I do. [Lest anybody gets the wrong idea, this Tip is not meant to be antagonistic towards the MSF nor of its teachings - I am one of the strongest advocates of MSF training to be found anywhere.]

When riding alone or in the lead of a group, as you approach the crest of a hill, move away from the center line. By the time oncoming traffic is visible it can be too late to move should you find someone coming at you in your lane if you have not already bought some air-space. (Actually, this one IS taught in the MSF class - I include it for emphasis.)

When riding in a group it is far more important to put your most qualified/experienced/prepared rider in the drag position than it is to put that person in the lead. This person is, after all, the first person who will need to deal with an accident, is in the best position to observe the riding skills of the others and recommend changes to accommodate them if need be, and is the person that most often obtains that new lane for the group. That's plenty of activity and responsibility, and merits the best, not the worst of the group.

When riding as a group, lane changes into a lane that is moving slower than you are should be done just as you do when passing a car - one at a time, first bike to last. The drag bike being the last bike to make the lane change. Observe that so long as the lead bike takes over the slower lane and maintains speed, the hole in the target lane gets larger and everybody can move over (one by one) with minimal time consumed. Only after the drag bike has made the lane change should speeds for the group be changed (lowered) to insure that everyone can get into the new lane. Note, please, that this assumes that there is sufficient opening ahead of the car being passed. If not, then a last-to-front maneuver is called for (the lead bike will slow the group down upon hearing that the drag bike has obtained the lane.) The choice is made by the lead bike.

When riding as a group, lane changes into a lane that is moving faster than you are should be done back to front - the drag bike obtaining the lane,

and the others coming over only after the bike behind them has moved, and only if they individually confirm it is safe to do so. Pretty standard stuff, I'll grant you, other than the last to first moves. This is done because with the drag bike in position and maintaining his original speed, the 'hole' in the target lane gets larger in front of him. If you wait until everyone can move into it at once, that hole is awfully inviting to impatient automobile drivers too.

One lesson that the MSF class teaches that I think needs to be clarified better is their admonition to always stop with one foot on the ground. Fine, if it is a small bike, but a touring bike should be stopped placing both feet on the ground at the same time, in my opinion. A slick spot is unforgiving, and very dangerous. Your rear brake can be released if your front brake is holding at 2 MPH with no concerns whatever. (Obviously, you do not put feet down until the bike is fully stopped.) The MSF used to teach that you stop with your RIGHT foot on the ground and the other on the peg. That was changed to LEFT foot down so that you could keep your right foot on the brake. In either case, by definition, your bike is not vertical with only one foot on the ground. If you must make a fast departure (to get out of somebody's way, for example), it takes more time to do so with one foot down rather than two. This, because you must straighten the bike as you depart, you have a more erratic start, and you must first take your right foot OFF the brake - all time consuming. Finally, you can probably rather easily handle a smaller bike with one leg, but a large touring bike is another case entirely. [There are always exceptions to the rule, of course. If you are stopped at a light on a severe incline, your right foot belongs on the brake pedal. Similarly, in a panic stop situation you want to stop with your foot still on the rear brake.]

Another lesson that is not quite emphasized enough in MSF class is that your mirrors only say NO. That is, if you see a problem in your mirrors, they are telling you NOT to move into that problem. If they do not show you a problem that is not the same as them saying YES, make your move. Head checks every time (MSF does teach this!)

If it's shiny or black, ride a different track. Just because you are in staggered formation does NOT mean that you have to stay in your track. There is a whole lane at your disposal without encroaching on the traffic rights of other motorists. You ride staggered to give you maneuvering room in case you need it. Rather than ride over a patch of shiny or unusually black surface, assume you need it.

Continued on page 6



## 2002 ACTIVITIES CALENDAR

### March:

06 BCD Dinner Meeting  
 09 \* **BCA Spaghetti House**  
 18 BCC Dinner Meeting  
 24 \* **BCA Breakfast Meeting**

### April:

03 BCD Dinner Meeting  
 11/13 \* **BCA La Connor Tulip Fest'l**  
 and WAC Spring Fun Run  
 15 BCC Dinner Meeting  
 20/21 \* **ERC Course**  
 28 \* **BCA Breakfast Meeting**  
 ???? **First Aid Course—Sechelt**

### May:

01 BCD Meeting  
 04 \* **BCA, BCC, BCD Mall Shows**  
 04/05 Bob Merriman Governor's Run  
 18/19/20 WAS Victoria Days (Soap Lk.)  
 20 BCC Dinner Meeting  
 26 **BCA Breakfast Meeting in**  
**Squamish**  
 BCC Green Heart Run

### June:

05 BCD Dinner Meeting  
 02 \* **BCA "Fun Run"**  
 07/08/09 \* **BCA Campout - Vedder**  
**Campground**  
 17 BCC Dinner Meeting  
 21 \* **BCA Almost the Longest**  
**Day of the Year Ride**  
 Can Am Rally (Osoyoos)  
 23 \* **BCA Breakfast Meeting**

### July:

03 Wing Ding  
 BCD Meeting  
 15 BCC Dinner Meeting  
 27 \* **BCA Backyard BBQ & Swim**  
 28 \* **BCA Breakfast Meeting**

### August:

7 BCD Dinner Meeting  
 03/04/05 **Region J/District BC Rally**  
 10 \* **BCA Progressive Dinner**  
 19 BCC Dinner Meeting  
 24 \* **BCA Ferndale-Mt. Baker Ride**  
 25 \* **BCA Breakfast Meeting**

### September:

31/01/02 BCD Gold Run  
 07 \* BCA Bug Run to Princeton  
 BCC Campout  
 BCD Corn Roast  
 16 BCC Dinner Meeting  
 22 \* **BCA Breakfast Meeting**

### October:

02 BCD Dinner Meeting  
 6 **Vancouver Toy Run**  
 13 Fraser Valley Toy Run  
 21 BCC Dinner Meeting  
 25 \* **BCA Fun and Games Night**  
 27 \* **BCA Breakfast Meeting**

### November:

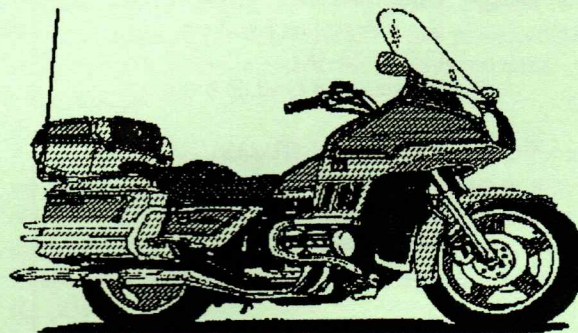
06 BCD Meeting  
 18 BCC Dinner Meeting  
 24 \* **BCA Breakfast Meeting**  
 BCC Christmas Dinner

### December:

06 \* **BCA Xmas Pot Luck**  
**Dinner.**  
 BCD Dinner Meeting  
 16 BCC Dinner Meeting

### UPCOMING EVENTS

**On Saturday march 9 at 7 pm. join us  
 for spaghetti at the Old Spaghetti House  
 in Gastown. Make it a night to remem-  
 ber by taking skytrain. See you there.**





## B.C. CHAPTER MEETINGS

- 1st Tuesday**    **BCG**    **Kamloops CB#3**  
Ron and Penny Marchall  
(250) 766-1390  
Brass Kettle @ 7.00pm.  
1485 West Trans Canada Hwy.
- 1st Wednesday**    **BCD**    **Surrey CB#33**  
Emery & Jenny LaRocque  
604-591-6460  
Ricky's @ 7:00pm.  
152nd Street and Fraser Highway  
Fridays IHOP@7:00 pm  
Highway 10 Bypass, Langley
- 1st Saturday**    **BC-K**    **Kelowna CB#3**  
Randy & Carol Werger  
The Specialty Bakery  
833 Finns Rd., Kelowna  
Every Saturday Breakfast  
(8:00 am Summer, 9:00 Winter)
- 2nd Sunday**    **BCV**    **Victoria CB#20**  
Gary & Monique Shrive  
250-380-4624  
DG's Rest @ 9:00am.  
617 Gorge Road
- 2nd Monday**    **BCP**    **Prince George CB#8**  
Henri @ June Plouffe  
(250) 964-3867  
Fortune Palace @ 6:00 pm  
Peden Hill
- 3rd Monday**    **BCC**    **Chilliwack/Fraser Valley CB#15**  
Ken & Karen Thornton  
604-826-0590  
Cross Roads Family Restaurant  
6:30 pm @ 1821 Sumas Way  
Abbotsford
- 3rd Sunday**    **BCB**    **Campbell River CB#20**  
Ernie & Halina Lambert  
(250) 923-4871  
Popsies Log Grill @ 9:00am.
- 4th Sunday**    **BCA**    **Vancouver CB#33**  
Barry & Margaret Irvine  
Vancouver (604) 597-8547  
ABC (@ 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!

### **Cont'd from page 4**

Freeway riding invites some obvious survival rules that for some reason or other seem to be ignored by most. For example,

Assuming you are in the slow or second slowest lane and you approach an on-ramp, do a head check to the right. Equally as important, if you are approaching an off-ramp, do a head check to the LEFT (and catch that guy who is about to cut in front of you to make his exit).

If you have a choice of lanes to ride in, the second fastest lane is a compelling choice. This allows a way for the hot dogs to pass you (more or less legally), and is, not incidentally, where the least lane changing takes place (unless it is a three-lane road, of course.)

There is nothing magic or sacred about avoiding the center track of your lane. Debris usually ends up not in the center track, but on the lines on a freeway. Since there is so little stopping on a freeway, the center track is usually not significantly more greasy than to either side of it. So, in high wind situations, favor the center track. Passing between a pair of 18-wheelers, use the center track. Riding in the fast lane with a guard rail or retaining wall near by, use the center track.

## **NEWSLETTER ARTICLES**

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

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Meryl\_Davies@telus.net