



GOLD NUGGETS



G.W.R.R.A."

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

MARCH , 2003

Well we did it: we made it through another meeting! Thanks to all of you who showed up to give your support (especially my wife Pat and mother-in-law Sheila). Sheila wanted to see what we "get up to", she was impressed by all you friendly people! Having seen what she wanted she fled back to the warmth of sunny California!

This year got off to a good start with the annual motorcycle show at the Tradex Centre in Abbotsford. GWRRA was well represented with a booth located close to the official Honda booth (where we belong!). Many thanks to those who organised/set up and manned the booth (you know who you are). Gill was somewhat nervous about the GL1800 that was on display because he had signed for it – way to go Gill! I did a two hour stint on Friday afternoon – it was fun talking to the uninitiated trying to get them interested and to sign them up. It's an easy job when you believe in the credo of GWRRA: "Friends for Fun, Safety and Knowledge".

It was a pleasure to once again meet Ralph and Joan Young our District Directors from Kelowna, they spent the whole weekend at the show – that's commitment! It was good to visit with Ken and Karen of "Karen's Krome" at their booth (I understand that they had a successful weekend!). One of our new members, Jerry Blythe, turned up to keep me company and to share his cold with me – "Thanks Jerry!" (still can't shake the damn thing – can I pass it on to anyone?). It was fun to sit on so many different bikes without having to fight off sales-people, I found a few that I could use as a second bike if only my finances and wife would let me!

Ed Drozdik's wife, Kathy, has allowed him to buy a new Honda VTX 1800 twin (red, fully dressed!) for use as a "second bike" ! (Pat, are you reading this?). Ed tells me that it is strictly for his pleasure and that he still intends to keep his 1500 to bring to the meetings and to take Kathy out on – must be nice! Enjoy Ed.....

Recently Pat and I went over to Vancouver Island to check on some property, it's still there! We just made it onto the 5pm Friday ferry by 5 – 6 cars and had to arrive an hour early to get the Sunday afternoon return. Because of the weather and my/our colds (thanks again Jerry!) we went by car but wished that we could have been on the bike with its "first on/off" and low fare advantages. Checking the fares for the "shoulder season" (up to June 25th) I see that a car (without any riders) is \$31.50 one way as against a bike at \$15.75 and even that can be reduced to \$11.75 if you are in a group of six or more! We are hoping to organise a ride to Victoria to visit chapter BCV for breakfast going via Tswassen/Swartz Bay and returning via Nanaimo /Horseshoe Bay, should be fun and relatively cheap if we get the group rate. More later, stay tuned!

On a more sombre note: some of you may remember Leigh Millar, he was once a member of chapter A and was the original owner of my 1988 GL1500. I am sorry to report that he passed away on February 10th. Leigh has been plagued by problems brought on by diabetes and failing kidneys. These problems forced the sale of his bike. I have known Leigh for some years: he was part of the unofficial chapter "R" group of Wing riders who live in Richmond. At that time I had just bought my GL1100 and had not yet joined GWRRA, I used to admire his 1500 but never dreamed that someday I would own it! He was very sad to have to part with the bike but was pleased that I was the one who bought it as he knew that I would look after it – "No problem Leigh". Leigh is survived by his wife Kumi and his son Mitch. There will be no service. Kumi doesn't want any calls at present until she has come to terms with Leigh's passing. If you want anymore details contact Ron Seligman at 604-271-0739.

Recent visits to BCD's Wednesday meetings have brought home how "universal" GWRRA is, you feel welcome whenever you visit another chapter! As your new CDs Pat and I are committed to visiting as many different chapters as we can in the future. We are even giving up our ownership in the "big boat" ! We have a 5th wheel that hardly leaves the driveway and, of course, the "new" Wing. We plan on being around for most of the summer so that we can participate as much as possible in chapter activities. With your support this can be a great riding year! We plan on having rides after as many meetings as possible, some "destination" rides and some "mystery" rides, so be prepared! Ian, together with Karl Kaluski (BCD) will be tuning us up this spring so plan on signing up for the ERC course in April. I understand that Gill Gilbert will be getting qualified as an "official" instructor (again!)./2

Chapter Directors: Ivan & Pat Armstrong 604-273-1004
Ass't. Chapter Directors: Heather & Rick McIvor 604-273-7282
BC-A Website: www.gwrba.bca.tripod.com

A big "Welcome Back" to our trusty newsletter editor, Meryl Davies. She has been off cruising around the South Pacific (nice!). She will be off again soon to Virginia (what could be the attraction - Slim?) While she was away our ex-SCD, Barry stepped in and did the last newsletter - even put he and Margaret down as the chapter CDs, he assures me that that was a "mistake!" Thanks Barry, really appreciated your efforts.

By the time you read this we will have had a five - pin bowling night at "The Zone" alley at Riverport in Richmond. I (or a "volunteer") will report the details at this meeting. March 15th should see some of us heading South to visit chapter WA-E. Their long time CDs, Bruce and Sandy McMahill, are retiring. They have been staunch supporters and friends of this chapter for a long time - even had part of their "honeymoon" at one of our annual Vedder Rain-outs! If you would like to be part of the visitors contact myself or Barry asap.

April 26th(?) will be the annual Early Spring Fun Run at chapter WA-E around the Everett area. I have been on a couple and have really enjoyed them. They have some great side roads and the weather usually co-operates (most of the time!). We usually meet at Denny's in Blaine around 7am (that's AM Pat!) and proceed from there - details to follow. Please consult the events calendar at the back of this newsletter for upcoming events. Any suggestions and help are always welcome.....

Don't forget to check your tire pressures (cold) before you set out, they are sure to be very low right now. Let's stay healthy, smart and happy..... Cheers, **Ivan and Pat.**

CLASSIFIEDS

For Sale: (1)

'93 Honda Gold Wing GL 1500 SE, Pearl White, 67500 km, Easy steer, fork lights, cornering lights, ring of fire, air compressor, intercom, CB, cassette, hitch, back rest, trunk rack, trunk spoiler, full cover, recently serviced, new battery, new brakes. \$14,000. obo.

Don: 604-526-2345.

Don bought.

For Sale (2)

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

Birthdays

March	16	Derek Watson
	29	Sylvia Clifford
	30	Don Mackintosh

April	1	Heinz Blisse
	10	Lynne Follett
	15	Don Smith
	21	Maxine Wall
	25	Brian Davis
	29	June Bahn



March 3rd Barry and Margaret Irvine

Anniversaries

April 25th Ib and Ellen Mikkelson

HOW DID HE DO IT?

A successful gynecologist decides to fulfill his life's dream: give up medical practice and become a motorcycle mechanic. So he gets out of the medical business and enrolls at a mechanic's seminar with Harley Davidson. After many weeks of training comes the final examination, taking apart and then re-assembling a randomly chosen Harley engine.

He grabs his tools and sets to work, but soon he gets worried: while he is still working on the valve-covers, everybody else is already busy with removing the cylinder heads. He falls more and more behind, and as he is just starting to put it all back together, everybody else is already finished. He manages to put the engine back together, barely in time before the exam ends.

Because it took him so much longer than everybody else, he goes straight to the teacher to ask how he performed. "Well," the teacher says, "out of one hundred possible points you scored 150." "But how is that possible?" the ex-gynecologist asks.

"Well, it breaks down to this: You get fifty points for correctly taking the engine apart. And you get another fifty points for putting it back together perfectly." "And what did I get those additional fifty points for?"

"For doing it all through the exhaust."

GOLDWINGING AND CLIMATE CHANGE?

Sure our Goldwings are pretty fuel efficient and always well tuned, but chances are we all have an extra vehicle or two; live in a house; maintain a yard; wash ourselves, our clothes and our dishes; and purchase goods. So what is all the fuss about climate change and global warming? Read on!

WHAT is happening? The temperature around the globe is rising and what we have come to know as our normal climate is changing. A mountain pine beetle epidemic in BC is indicative that winters aren't as cold as they once were. Less rain and snow have meant watering restrictions for BC residents during the summer and fall months. Drought in the prairies have left crops and farmers in the dust. This is what is happening!

To understand how our planet's climate is regulated and why it is changing you need to know about the **Greenhouse Effect**. There is a naturally occurring effect of warming that occurs when carbon dioxide (and other greenhouse gases like methane, nitrous oxide and CFCs) traps heat from the sun. This is a necessary effect on our planet, for without it would be too cold to sustain life.

WHY is it happening? We are adding too many greenhouse gases (GHGs) into the atmosphere.

If the greenhouse effect occurs naturally, what's the problem you say? Well, the reason we have a problem and that it continues to develop, is that increasing human activity (mainly the burning of fossil fuels for energy, heat and transportation) is releasing more greenhouse gases into the atmosphere than it can handle. Therefore, more heat is being trapped within our atmosphere and our global temperature is rising. Put simply we are overheating the Greenhouse!

WHERE is it happening? Our little spinning planet - EARTH (the only planet where the greenhouse effect exists!) Changes are occurring all over the planet, on every continent and in the oceans in between. Some places are being affected more dramatically (magnitude of the events - storm and droughts) while others more often (frequency of the events).

WHEN is it happening? Now! Melting glaciers, more wildfires and dry dusty fields. Impacts resulting from a change in climate are starting to become more evident with links being made to our past and present actions.

WHO is it affecting? Everyone can, is and will be affected in some way! Have you thought of the ways??

Things you can do!!

It is the things we do every day like heating our homes, using electricity and driving our cars that contribute GHGs into the atmosphere. If you are informed and proactive, it can be easy to reduce GHGs. There are many great ways to commit to reducing your GHGs and listed below are ten things you can do right away.

1. Leave your vehicle at home. Try public transit, or walking and cycling to stay fit. Combine your trips when you have to go out.
2. Buy local goods- to reduce transportation emissions and support the local economy.
3. Purchase energy efficient products, especially major ones such as vehicles, appliances and electronics.

4. Wait till you have a full load before doing laundry, wash your clothes in cold water and hang-dry instead of using the dryer.
5. Ease up on the gas pedal and slow down. This will save fuel and GHG emissions.
6. Turn off lights, television, and any other electrical appliances that are not being used.
7. Use both sides of paper and recycled paper whenever possible. (One large tree can produce enough clean air for four people in one day.)
8. Buy items that have less packaging and recycle and reuse whenever possible.
9. Put on a sweater and turn down your thermostat. Not only will you save GHG emissions but money too!!
10. Educate yourself! There is a multitude of information on Climate Change available on the Internet. Visit some of these interesting sites for more information.
www.climatechangesolutions.com
www.mykyoto.ca
www.climcalc.net/eng/Intro_1.html#changing

With a little time and effort everyone can do something to help. Remember Rome wasn't built in a day so start small and continue to learn as you go.

submitted by **Bob Sisler**

Greetings from the Home Office to all GWRRA Officers!

We are pleased to announce the sixth edition of our on-line officers' newsletter, "Motorcycle Sounds." The purpose of this newsletter is to educate, motivate, congratulate and (we hope) amuse all of our dedicated volunteer officers.

The editorial staff of Adrienne Warren, Gail Keith, Abel Gallardo, Bob Kekeis and Varney Lopez will be working hard to achieve the above goals and we would appreciate your critiques and suggestions. This newsletter is available as a link from our home web page at www.gwrra.org. Click on the button at the top titled "Officers" and this will take you to the sign-in page. Thanks to Varney Lopez, you can now enter directly from the link below. Please note the new user name and password. Your user name is saddle. Your password is bag. Congratulations, "Motorcycle Sounds" is your password-protected officers' newsletter.

Please keep your e-mail address current with the Member Services. (800) 842-9460.

We hope you are enjoying this modern and important project.

Adrienne Warren
Editor
Motorcycle Sounds

Click below for Motorcycle Sounds!
<http://www.gwrra.org/officers/>

The following article courtesy website:

[Http://motorcyclejournal.net/travel/travel.com](http://motorcyclejournal.net/travel/travel.com)

It is written in both Dutch and English.

TIPS FOR RIDING THROUGH THE MOUNTAINS

Lines through the curves

In comparison to roads in Holland, roads in the mountains have lots of curves, and many of them are much tighter than you ever see them in Holland.

So, the first point of attention is the line through a curve. Always start at the outside of the curve: when going left, start right; when going right, start as far as possible to the left. In case of a narrow road, you may start at the side of the road which is meant for the opposite direction. This will enable you to see oncoming vehicles earlier than when you stick to your own part of the road, and they will see you as well. That way, you will have time enough to swerve to the right (or left, depending on which side of the road you should stick ;-).

Keep this line, at the outside of the curve, for a long time. At a certain moment, you arrive at a point in the curve where you are able to ride through the curve in one straight line. That's the moment to go to the inside. Try to keep within your side of the road, when riding out of a curve. In that case you have extra space when needed (when there are no oncoming vehicles that is), and you learn to ride tight curves by doing so. Apart from oncoming vehicles, you may encounter cows, sheep or goats on your side of the road! TAKE CARE. When a curve is really tight, *don't* start on the other side of the road, because a local might be riding there, faster than you would ever expect... TAKE CARE. In a corner to the left, make sure your head is on your side of the road as well. Of course, in England etc. you should read right for left and vice-versa...

Look ahead

As trees disappear above a certain altitude, visibility improves vastly. When there are hairpins, always look up or down, so you won't be surprised by an approaching vehicle *in* the hairpin. It's often possible to look very far ahead, also in cases where the curve before you is blind. The more you try to look ahead, the better you know about which oncoming vehicles you may expect, and where they are driving. TAKE CARE. Try to count the oncoming traffic. Then you know how many there will be *at least*. Never assume that you have seen them all! Sometimes, people leave hidden parking spots.

Motocrosstyle or Hanging-off

You probably learned to ride motocrosstyle through tight curves: you keep an upright position, and push the bike in the curve. In hairpins, the problem of this style of riding, is that your steps (or something else) will hit the ground rather easily. So, it's better to lean with the bike: you need less lean angle for the same speed in the same curve (or you can go through the same curve at the same lean angle with a higher speed). Especially in hair-

pins you often need all ground clearance you have, because there are often severe height differences in the road surface. TAKE CARE — Especially in hairpins, start at the outside, otherwise the curve will be so tight, and you will go so slowly, that there is a good chance of stalling the bike and falling.

Throttle

Always try to give some gas in a curve. It really helps coming through. When you're going up, make sure your speed is enough, because the last thing you want is a stalling bike in the middle of a hairpin, and pulling in the clutch won't help you, on the contrary! If you go down a steep road, it's often not possible to use the throttle, but if it's possible, do so. TAKE CARE-If the bike slows down too much, just let it stall. DON'T pull in the clutch in panic, because the bike will go down, taking you along.

Braking

If you go up, you can use the back brake in hairpins and tight curves, and go through the corner with some throttle, just as you probably learned while doing U-turns or figures of eight. When you go down, the back brake is of no use: there is very little weight on the back wheel, so it will lock very easily. When you need to brake when going down, always use the front brake! TAKE CARE- When you brake going down using the back brake, the rear wheel will lock very easily, and will have the tendency to pass you. Only use the front brake. By the same reason, the front wheel is far more resistant to locking than usual. And of course, you can also use your engine to brake.

Down

Riding up is never a problem; going down is the hard part. Try to use the engine brake as much as possible: shift down until you are at comfortable speed, idling or with a bit of gas. On really steep roads, you will need the front brake as well.

Anxiety for Heights

Do you get sick, when looking down at the ravine next to the road? Don't look then... You will probably miss a fantastic view, but at least you won't get sick. Concentrate on the road before you, far before you, very far before you.

Stopping and Getting Away

Up: if you have to stop on a steep road, keep your foot on the back brake. Just keep the bike in first gear, with the clutch in. It's very easy to get started again that way.

You get away (especially on gravel or similar) by letting the clutch come up bit by bit, until you feel the motorcycle diving into its springs. At that point you rev up a bit (just easy, nothing spectacular), and at the same time, let the foot brake go, and let the clutch come up completely.

Remember that it's very easy to pull a wheelie or have a very light front, especially with somebody on the back, and lots of luggage. So, be very gentle. Down: Of course, now it's better to stop by using the front brake, and keep it that way. Getting away is very easy, you even don't need the engine.

Park

When you want to enjoy the view, or make a photograph, remember to park the bike in such a way that people from both sides are able to see it from far ahead, and of course in a place where there's enough space. Sometimes, what seems to be a nice parking space, is in fact a place where two cars can pass each other (on roads where two cars don't fit next to each other). Those places are really needed for what they are meant for, so don't use them to park your motorcycle.

Especially when parking your motorcycle, you will notice the three-dimensional aspect of the mountains: you can find that placing your left foot on the ground might be not what you expected, because there just isn't anything to put your foot on. The surface turns out to be much lower than you have anticipated. So, look where you stop, and decide which foot you will use to put down (everybody who is not able to have both feet down at the same time on the bike is used to this procedure, and won't have a problem) If you stop while riding up steeply, make sure your right foot can be used to use the back brake, and is not needed to put on the ground. Put the bike with the front pointing upwards, on the sidestand, in first gear. When you would park it facing downhill, it could ride off the sidestand when it would glide through the first gear. Before parking, think about how you will get away. Letting the bike glide downward, backwards, is no problem, but it might get hairy when you would have to make a turn at the same time, especially with a bike full of luggage

The Weather

Remember that the difference between the temperature below, and high in the mountains may be enormous. So you should always carry something warm, and something waterproof as well! It sometimes happens that you ride in the sun, with a blue sky, and then, just around the corner, you suddenly can't see anything farther away than half a meter because of the mist. Weather in general can change in an absurd tempo, in the mountains, from a sunny summer day to a thunderstorm, to a snowstorm, and back to a sunny summer day again.

So, always carry warm clothes, raingear, and sunglasses. TAKE CARE- The temperature above 2000 meters may be below zero, also in summer. So there is always a chance of black ice as well...

Tunnels and Blind Curves

Mind tunnels. Not all tunnels have lights inside. When you enter such a dark tunnel, with your sunglasses on, from the blazing sun, you won't be able to see anything at all. In the Alps, this occurs frequently especially in Italy. Some of these dark tunnels have a sometimes very narrow curve as well! The road in a tunnel is often wet. So really watch out when it's freezing! A lot of the curves you encounter in the mountains are blind. Try to look ahead in advance, to see whether you may expect oncoming traffic. Always keep in mind that somebody may come around the corner. Only use your horn when it's absolutely necessary (most of the time there will be a sign asking you to use your

horn in such a case).

Being Polite

When you are riding in the mountains for the first time, your speed will be (much) lower than those of the average mountain driver, car or motorcycle. Especially the locals know each curve, and are able to drive blindfolded. Don't go faster than is comfortable for you, and co-operate, for your own safety and out of simple politeness for others, to let people pass you. So *don't* accelerate like hell on each straight stretch of road to get rid of that car behind you, but go as far to the right as possible, slow down, or even stop. You will notice later on, that people will do the same for you. So watch your mirrors! The same politeness should be shown to oncoming traffic. There is no rule (anymore) stating that climbing traffic has the right of way. The most simple guideline is that the one who will have the least difficulties by stopping or going to the side of the road, should be the one giving the right of way.

So, when you see a bus approaching you, don't go into that hairpin, assuming the bus should wait for you. Just wait at a suitable place for the bus to drive past you. Happily enough, most people driving in the mountains are much more friendlier to each other than we are used to in the Netherlands.

Badly Running Engine

When you don't have fuel-injection on your motorcycle, you probably will notice that the engine will not run very well at higher altitudes. Oxygen is getting sparser, while the amount of gas stays the same: the mixture is getting richer. Some engines don't like that. Fuel consumption rises dramatically (when the engine feels well high up in the mountains, fuel consumption will go down), and it performs badly. In such a case, *don't* fumble with the needles, because you will have to get them right again when you have descended. As a temporary solution, remove the air filter as long as you are in high altitude. The mixture will receive more air, which compensates a bit for the sparseness.

Distances

Keep in mind that your average speed will go down considerably when you ride in the mountains, especially when you ascend or descend through hairpins. A distance of 50 kilometers doesn't mean any longer that you will be there in half an hour! This is even more true for the distances that you cover on your map: there are vertical kilometers to overcome as well. Also, remember that you can't buy any fuel high in the mountains.



2003 ACTIVITIES CALENDAR

Feb.		
23	BC-A	Meeting
March		
5	BC-D	Meeting
7		Cloverdale Racetrack Evening
8	BC-A	Sky Train/Spaghetti House/Gastown
15		Theme Dinner
23	BC-A	Meeting
April		
2-	BC-D	Meeting
5		Spring Tune-up / Karl
12		Spring Motorcycle Maintenance(K.Thornton)
18		Me-n-Ed's Pizza Night
26	WA-C	Fun Run – Everett, Washington.
27	BC-A	Meeting
May		
2	BC-D	Precision Riding Team – first meeting.
7	BC-D	Meeting.
10	BC-D	Ice-cream Social
16-19	WA-S	Victoria Days Weekend/Ron & Peggy Lopez
24		Road Craft Course – Arnie Tucker.
25	BC-A	Meeting
June		
1st	BC-A	Bob Davies Memorial Fun Run
4	BC-D	Meeting
6-8	BC-A	Campout – Vedder, B.C.
14		Ride and B.B.Q.
20	BC-A	Longest Day of the Year Ride
19-22		CanAm Region J Rally (Osoyoos)
22	BC-A	Meeting
22		Circle Ride, Canyon/Merritt, Princeton/Home
July		
1-4		Wing Ding
2	BC-D	Meeting
19	BC-A	Barbecue/Ride
24-27		Washington District Rally (Leavenworth).
27	BC-A	Meeting.
August		
1-4	BC-A/B	District Rally (Winfield, B.C.)
6	BC-D	Meeting
9	BC-A	Progressive Dinner Ride
8-10		Vancouver Island/Sunshine Coast Ride
15-16		Sunshine Ride (Monroe, Washington)
23	BC-A	Whistler/Pemberton/ Duffy Lake Loop
24	BC-A	Meeting
29-Sept. 1	BC-D	Gold Run – Princeton, B.C.
Sept.		
3	BC-D	Meeting
14		Squamish Toy Run
20		Corn Roast
28	BC-A	Meeting.
October		
1	BC-D	Meeting
18	BC-D	Planning Meeting
24	BC-A	Social Evening – Chinese food.
28	BC-A	Meeting
November		
5	BC-D	Meeting
23	BC-A	Meeting
December		
3	BC-D	Meeting
5		Christmas Party
6	BC-A	Christmas Pot Luck dinner

The Motorcycle Safety Foundation has announced May 2003 as "Motorcycle Safety Awareness Month." GWRRA President, Mike Wright, encourages all Regions, Districts and Chapters to take advantage of this publicity and plan a "Safety Awareness" event during this month.

Hello everyone,

The Motorcycle Safety Foundation has announced May 2003 as "Motorcycle Safety Awareness Month." This is a "Special Emphasis Period" designated by the National Safety Administration (NHTSA) that focuses on highway and traffic safety issues concerning motorcyclists. This campaign will provide motorists an opportunity to become familiar with the motorcyclist's view of the highway and increase their awareness of the motorcyclists who share the road with them. This will be publicized by MSF and presents GWRRA with an excellent opportunity to use this publicity for safety awareness and to get the word out about GWRRA.

We are encouraging all Chapters, Districts and Regions to plan some sort of event for May 2003. (Be aware that some states have moved the designated month back to April in deference to their longer riding season.) It can be as elaborate as a mall show or as simple as choosing one day in May for GWRRA Members to ride their motorcycles to work. Another possibility is to promote Rider education within your Chapter or District, perhaps making extra classes available during the month of May.

This GWRRA endorsement is now officially launched and planned events will be posted on the home page as we receive the information. Motorcycle Safety Awareness Month is just six months away, so time is of the essence! Secure the announcement of your Chapter, District or Regional event on the front page of Motorcycle Sounds by e-mailing your information to awarren@gwrra.org. We can use photos as well, so be sure to include JPGs!

Here is a quote from MSF that brings the importance of this event home to all riders:

"Drivers, not motorcyclists, cause over two-thirds of car/motorcycle crashes. The driver either does not see the oncoming motorcyclist at all or does not see the motorcyclist in time to avoid a crash. Working together, we can try to reduce those figures and make motorists more aware of motorcycles on the road."

Bob Lorenz, National Director, Rider Education, responded, "I think that it's a great idea and I would like to see all of our Chapters get involved in their local communities to promote this awareness. It can only help our riding situation and will be a great venue for building a more positive and constructive relationship with the motoring public. Our National Staff will be glad to support the Regions, Districts and Chapters in whatever manner we can to make this a successful initiative."

Again, we encourage all officers to take advantage of this campaign by MSF to improve motorcycle safety awareness.

Warm regards,

Mike Wright
GWRRA President
mike@gwrra.org

CHAPTER COMMITTEE

Chap. Director	Ivan/Pat Armstrong	604 273-1004
Asst. Chap. Dir.	Heather/Rick McIvor	604 273-7282
Chap. Educator	Ian McAlpine	604 990-4919
Treasurer	Brian Davis	604 943-5337
N/L Editor	Meryl Davies	604 464-8179
Ride Coord.		
Membership	Rick/Heather McIvor	604 273-7282
Phone Tree	Ivan Armstrong	604-273-1004
Tech. Cons.	Ron Maki	604 946-2247
Stores	Brad Davis	604 943-5337
BCCOM Liaison	Ron & Faye Seligman	604 271-0739
P. R.	Ivan/Pat Armstrong	604 273-1004
Historians/	Rick/Heather McIvor	604 273-7282
Webmaster	Gary Robins	604 421-6765
	robmar-is@shaw.ca	
Minstrel	Ivan Armstrong	604 273-1004

District Directors

Ralph & Joan Young 250-766-1390

Asst. District Directors & District Educators

Robin & Cheryl Jackson 250-962-5682
goldwing@netbristro.com

Reg. J Op. Dir. Jim & Doris Carey 1-250-765-3478

Reg. J Trainers Larry/Robyn Merchison 1-604-951-9202

www.surrey.quik.com/merchison

Phoenix 1-800-843-9460

"A"-CTIVITY CO-ORDINATORS

Sign-in Table	Pat Armstrong	604 273-1004
Newsletter	Meryl Davies	604 464-8179
Rider Educ. Courses	Ian McAlpine	604 990-4919
Mall Show	Ivan/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 & Pat Armstrong	604-273-1004
Duffy Lake Loop Ride	- tba.	
Prog. Dinner		
Fun & Games	Committee	
Xmas Dinner	Committee	
Phone Tree Co-ordinator	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

If you can lend a hand, please contact Ivan Armstrong or anyone on the Chapter Committee

B.C. CHAPTER MEETINGS.

- 4th Sunday BC-A Vancouver**
Ivan & Pat Armstrong 604-273-1004
CB#33 ABC Restaurant,
2350 Boundary at Lougheed Hwy.
Breakfast 8am. Meeting 9:30am.
- 3rd Sunday BC-B Campbell River/Courtney**
Ted & Dorothy Morton
CB#20 Popsies Log Grill @ 9:00am
1120 Ironwood St.
Every Tuesday @ Tim Hortons
Coffee @ 7:00pm.
- 3rd Monday BC-C Chilliwack/Fraser Valley**
Bruce & Joan Dunmall 604-824-0498
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 1st Wednesday @ Ricky's Restaurant,
Surrey @ 7pm.
Coffee: Friday @ 6pm. Cruiser's Pit Stop
Diner, Fraser Hwy. @ 216th St. Langley.
- 1st Tuesday BC-G Kamloops**
Ian & Cynthia Hiscock 250-579-0075
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 @ A&W Restaurant @ 7pm.
Apr.-Oct. Coffee & Ride Wed. 7:00pm.
- Every Saturday BC-K Kelowna**
Randy & Carol Werger 250-763-1414
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**
Steve & Marilyn Foulston 250-963-90
CB#33 Fortune Palace @ 6:00pm Peden Hill.
www.members.pgonline.com/~haggis
- 2nd Sunday BC-V Victoria**
Jim & Mathew Carson 250-383-0799
CB#20 9am. Nov-Mar. 8:30am. Apr.-Oct.
Princess Mary Restaurant,
358 Harbour St. Victoria.

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 monthly newsletter.**

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

