



GOLD NUGGETS



G.W.R.R.A.

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

MAY, 2001

They're off and running!!!

The riding season is underway!! The first sure sign was WA-C's Early Spring Fun Run held last Saturday.

I had Daytona install new Dunlop Elites on my bike on Friday, along with new back brakes. I really wanted to put Michelin radials on again but couldn't find any at any convenient location. The Elites are certainly excellent tires – I just seemed to have grown with radials for the past 7 years.

And now the ride. Four bikes met at Denny's in Blaine for the traditional breakfast of hearty and plentiful Denny's food. We waited about 20 minutes for stragglers and, seeing none, hit the road. Chris and Kristen Maki, yours truly, Paul and Lourdes Wing and Simon and Marnie Scott traveled together. This was Paul and Lourdes first "big" ride/rally outside BC. For Simon and Marnie Scott, a much bigger first. They had purchased their 1998 red 1500 about 1 week prior so it was both their first long ride and their first GW event of any kind. For old hands Chris and Kristen the whole day was pretty old hat.

The day began on the very cool side. Fingers and toes began to feel the cold fairly quickly. Ridicule for electric socks and gloves vanished as I wiggled and moved extremities. We encountered some rain and found out later that a group traveling 30 minutes ahead of us had experienced snow. Lourdes Wing said that the temperature dropped to 3 Degrees at one point. We arrived at Everett Honda at 9:30, ending up being about the last to arrive. A warm showroom, a donut and coffee, registration and showing Scott's and Wing's the ropes and it was time to leave. Ralph and Chris from BC-D joined our group, giving us 2 ½ CB's (Maki's worked most of the time). I took the lead only to be banished to the middle of the pack after missing one turn and taking another prematurely. Rule for the day was "two goofs and you're out".

The ride took us east to Monroe. WA-E always manages to find great roads previously untravelled. We missed the mystery check-point and so it will remain a mystery. Maki was leading at that time (his first mistake). Lunch was a Ralph's or Butches or someone's diner at heaven only knows where. Excellent burger and certainly needed after the huge Denny's breakfast and the donut. We truly do "Ride to Eat".

Sighted Steve and Julie Green (BC-D) on their new 1800 'Wing.

Steve reports that it is great – takes riding to a new dimension.

And now the weather report. Rain, wind, hail that built up on the windshield and face shield to the point that I had to lift my shield only to be pelted on the face with beebie size hail. And lest I forget, sunny skies at the end.

Wrap up took place at Lake Stevens. About 200 were in attendance. BC-D was largest visiting chapter. There were a lot of GWTA and Christian Riders people there. It is great to see 'Wing riders coming together. The meal was deep fried turkey. Try it when you get the chance. It was great stuff.

WA-E used a chase car to shepherd home stragglers. When everyone checked in they started the ceremonies, about 30 minutes early. A great idea. We managed to hit the road for home about 4 pm. Maki's, Simon's and I headed north after finding Highway 9 and then I-5. Wings decided they wanted to take their time coming back. Simon's left us at Mount Vernon for a side trip to Deception Pass. They said that they really enjoyed their first GW event and will be back. Wing's also had a great time.

Sooooo.....what's next!!! ERC takes place April 20/21/22. April 20 is theory night with BC-A and BC-D mixed together for the two riding days. When you read this some of BC-A's affiliates will be taking part at Annacis where we will take our after meeting ride. Others of us will have shown our rust yesterday. If you don't take part in ERC please, please, please do some practicing and warming up to get rid of the winter stiffs. Find a parking lot and weave the white lines. Practice looking where you want to go not where you are. Practice push steering on a winding road. Good practice makes good fun!!!!

BC-A Bob Davies Memorial Fun run and Rain Dance (pardon – campout) are fast approaching. We'll talk about both at the meeting today. Thanks for offering to help out. We'll be getting more specific on duties in the next few days.

After last months meeting we talked a bit about where the chapter is going. We should all be encouraged by the offers to help out. I'm delighted that the Wing's are now involved with the phone tree and Simon and Marnie will be meeting with us at BC-A.

And so I best get this off to the 'Nuggets editor.

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Ass't Chapter Director: Rick & Heather McIvor Phone: (604) 273-7282
BCA Web Site: <http://users.imag.net/~opie/>

Keep the shiny side up.

Margaret and Barry Irvine

CLASSIFIED

For Sale (2)

California Friendship three Sidecar mounted on 1989 Wineberry GL1500. Excellent condition, well maintained, 107000km. Easy steer, hitch, floorboards, Champion extra fuel cell, Hartco Seat and backrest, lots of other accessories. bhooqstins@finning.ca (604) 945-7701 **\$13,500 firm.**

For sale (1)

1997 10.5 foot Okanogan camper, has queen sized bed, sleeps four, fridge, stove, oven, shower, toilet, asking price \$12,500 firm, \$21,000 new call: 250-768-9597 Kelowna.

Very clean 1981 Wing in the \$3,000 range.(no. as above)

Wanted:

Door prizes for Bob Davies Memorial Fun Run. - June 3rd, 2001. See Rick McIvor.

Birthdays

May		June	
11th	John Pelton	5th	Kelly Irvine
13th	Guy Follett	8th	Ken Tully
20th	Gail Congdon	11th	Lorne Congdon
	Bev Tully	27th	Dale Campbell
21st	Gloria Maki	31st	Norm Monro
30th	Julie Brennenstuhl		
	Bob Aldred		

Anniversaries

May	3rd	Guy and Lynn Follett
	5th	Lorne and Gail Congdon
	18th	Bob and Vicky Resch
June	6th	Jim Brown and Jan Bai
	8th	Brian and Peggy Davis
	14th	Rod and Barb Dueck
	26th	Bev and Ken Tully
	28th	Gord and Sharon Auld



The newsletter for April is posted and the web page has been updated. New Pics of The Month. And don't forget the button

Ride Safe
Grizzly/GWRRRA/105668/Webmaster
www.gwrra.bcv.8m.com
Hi All

Our April newsletter is now posted on the website at the address below.

Ralph & Joan Young
Chapter Directors
GWRRRA BC-K
web site <http://www.ogopogo.com/bck/>

WANTED
Story of the Week

We are in need of stories for the STORY OF THE WEEK page. Region "J" will be placing on the Regional web page, a Story of the Week. This will be from a selection of stories sent by you, the members in Region "J". We will also be sending these stories on to Gordon Murphy to be submitted to Wing World for the Northern Reflections section of the Magazine. We need your help. Tell us where you went, what you saw, with whom, and most of all, the names of all the good eating spots.

Please send all stories to Jim Carey:
E-mail: jcarey@okanagan.net
Fax: 250-765-7845
Canada Post: 7634 Falcon Ridge Crescent,
Kelowna, B.C. VIP 1J1

Many thanks, Robert Jenson
GWRRRA Region "J" Membership Co-ordinator,
Telephone: 780-465-6576 E-mail: bjensen@telusplanet.net

Everything You Need To Know You Can
Learn From the Easter Bunny!!

Don't put all of your eggs in one basket.
Walk softly and carry a big carrot.
Everyone needs a friend who is all ears.
There's no such thing as too much candy.
All work and no play can make you a basket case.
A cute little tail attracts a lot of attention.
Everyone is entitled to a bad hare day.
Let happy thoughts multiply like rabbits.
Some body parts should be floppy.
Keep your paws off other people's jellybeans.
The grass is always greener in someone else's basket.
An Easter bonnet can tame even the wildest hare.
To show your true colours you have to come out of your shell.
The best things in life are still sweet and gooey.

HAPPY EASTER!



LONG LIVE THE WING!

Let's get one thing out of the way right up front -the 2001 Honda GL1800 hauls ass. It's probably a shortcoming on my part but it's the first thing that comes to mind when I think of the new Gold Wing and I don't even have to add, "for a touring bike" on the end of the sentence. It hauls ass - plain and simple. Please hold all letters because you can say "ass" in a magazine these days - I checked.

I've never been a big fan of the full dress touring bike. The ones I'd ridden in the past struck me as porky land barges oozing along the freeway while wallowing and pogoing through the corners. Luxury cars have progressed from the ponderous Lincolns and Caddies of old to Acuras, Lexi and 7-series BMWs. The new generation of luxu-owners demand vehicles that stop, handle and go like stink while still caressing their well-heeled bottoms in plush leather comfort with digital surround sound stereo. The new Gold Wing echoes this evolution and might have even created a new motorcycle category - "Power Tourer."

The heart of the beast is the 1832cc flat-six engine fed by twin 40mm throttle bodies filled with six 50-psi Kehin fuel injectors. Engine management is by twin digital fuel-injection maps along with an ignition map for each cylinder, allowing the GL to exceed the stringent 2008 California clean air standards. The new single overhead cam design has direct, shim-under bucket valve actuation that's inspection-free until the 50,000-km mark. The GL boasts an 1100-watt nuclear power plant of an alternator that pumps out enough juice to illuminate most Third World countries - or one Gold Wing. The GL devours most of the electrons with twin driving lights, four headlights, six microprocessors, the electric reverse gear and an AM/FM/CD/CB stereo system that's probably better than what I've got at home.

The new engine puts out a claimed 118 horsepower and 125 ft/lbs of torque. If that doesn't blow your socks off, consider this - the Hayabusa (the Monster Motor King of all time) has a maximum torque peak of "only" 99 ft/lbs. The King is dead. Long live the Wing. The GL1800 borrows from sport bike technology with a twin-spar aluminum frame that's got 100 fewer pieces than its predecessor, yet it weighs 25 pounds less while providing much more rigidity and stiffness. The Wing now has a single sided swing arm, making rear wheel removal a 10-minute proposition rather than an hour and a half, dismantle the back of the bike chore. Carrying Her Ladyship, the Royal Luggage plus all the Things She Cannot Do Without on a long tour? Dial in more rear spring preload courtesy of a push button on the left console. There are 25 electrically adjustable settings with a two-position memory. I set it at 15 and left it there- it was fine for all conditions I encountered. The left console also contains the switch that electrically aims the headlights.

The left handlebar pod houses the controls for the CB and radio. I installed the optional Hondaline helmet speakers myself in less than five minutes and they worked out pretty well. As "my" Gold Wing didn't have a CB or someone to yak at on the back seat, the microphone was deemed unessential and I

tucked it into my jacket. The power cord plugs into the factory receptacle and allows clear stereophonic sound in the helmet speakers. The four external speakers were fine around town, but on the highway the sound gets distorted when you turn I up and I found the helmet system much better.

The right bar contains the buttons for the cruise control as well as the activators for the electric reverse. The GL1500 had you pulling levers and pushing buttons but getting reverse on the new Wing is really slick. With the engine running and tranny in neutral, push the reverse actuator button and then hold the "engine start" button to back up. It's very smooth and comes in handy when on a slight slope or maneuvering out of a tight parking spot. We tried to keep both feet on the pegs while reversing but it's a tad slow to make this possible, although the attempts were entertaining for spectators.

Saddlebags and tailpiece lock and unlock either manually or remotely with motorcycling's first keyless entry system. Using the key fob is yet another way to amuse onlookers as it's possible to pop the trunk, flash the tail lights and honk the horn from across the parking lot.

Hydraulic dampers on the 40-litre capacity side bags ensure they open slowly and smoothly. The trunk has 61 litres of storage but loses five litres as the CD changer lives under the floor - handy as it gives you a flat trunk floor but requires unpacking your stuff to change CDs. The trunk easily holds two full-face helmets and if one of the bags or trunk isn't closed all the way (as mine failed to occasionally - new, stiff weatherstripping and all), the central console display will let you know. Just give 'em a quick thump with the heel of your hand and they'll latch. I also had the optional Hondaline soft bags that fit snugly into each hard luggage container making it a snap to take all your gear with you.

I was fortunate to spend two days on the new GL1800 during Honda Canada's press launch in mid-January. We were based in Savannah, Georgia and the plan called for us to head south to Florida in search of balmy temperatures and maybe even some twisty roads. Part Deux of the plan involved David Hatch (who was issued a blue Wing of his own) shooting an episode of his new TV show that hits the airwaves on TSN this spring called 'Motorcycle Experience.'

The Gold Wing was originally introduced back in 1975, but the first time I ever turned a wheel on one was when we left the motel parking lot in Savannah. First impressions? The GL's wheelbase stretches to 66.6 inches, but it doesn't feel big or ponderous. It weighs a hair under 800 pounds, yet the weight is centered very low and even at a slow walking pace, you never notice the poundage. The fuel injection initially seems a little abrupt right off idle but I soon got used to it.

Peeling around the on-ramp to I-95, the GL almost feels "flickable" as we bend the Wings through the sweeper and accelerate up to freeway speed. The rush of acceleration would definitely blow any other full dress tourer into the weeds and

might even surprise a few sport bikes, if you catch them with their mid-range down. Steering is a bit on the heavy side but once you pick a line, the GL never wavers from it. Once up to freeway speed, the Wing tracks straight and true, even though we were driving into a fairly stiff quartering headwind.

The GL comes with the latest generation of Honda's linked braking system complete with ABS. Most ex-road racers seldom use the rear brake in day-to-day operation. But the Wing is long and carries a good portion of its weight on the rear so a combination of front lever and rear pedal must be used to maximize braking. Once I twigged on to that and started grabbing a mittful of lever with a healthy stomp on the pedal, it was almost supernatural how the 800-pound bike stopped. And with ABS, you can brake hard on almost any surface secure in the knowledge that the Wing won't go skittering down the road on its side.

We motor down I-95 toward Jacksonville, Florida, I've got the CD blasting Zeppelin's "Whole Lotta Love," and the ambient temperature (digitally registered on the dash display) is a balmy 26C. It's Jan. 19th, it's warm and sunny, the cruise is locked on 130 kmh and life is good. Most US Interstate highways have a maximum posted speed limit of 70 mph and, even with the most liberal interpretation of the "metric to real world conversion factor," 130 is pretty optimistic. I don't care. The only negative feature of the helmet speakers is that when a good tune comes on the radio or CD, I feel the need to sing along and then I'm forced to listen to myself. Nobody should have to put up with me singing - least of all me. The controls for the entertainment centre are very easy to operate, although a remote would be nice. (Just kidding, Honda).

After several hours in one day on the GL, the one thing that keeps impressing me is the incredible motor. Not only is it completely vibration free - nary a tingle got through to my feet, hands or bottom; it's very strong yet incredibly tractable. We travel down Highway A-1A, Florida's scenic Atlantic coast road, passing through several small towns and villages. I let the revs drop to 1,000 rpm in top gear and when I twist the throttle, the Wing pulls cleanly with no lurch, chatter or judder. When the tach needle gets past 1,500 it really hauls and passing on two lane roads should rarely require a downshift.

With the ambient temperature so warm and the almost eerie still air pocket behind the Wing's four-position windscreen, I can see now why most GL owners opt for open face helmets. I had to crack open the shield of my full-face lid because I wasn't getting enough air and actually felt short of breath. During our night riding stint, the GL's headlights bore huge, white holes in the blackness and the high beams will probably blister paint at 100 paces. The four tail lights are huge and very visible from the rear, as are the large turn signals. Being seen during low light conditions won't be a problem.

Staying overnight in Florida, a storm front moved through and dumped some rain during the dark hours. The forecast called for clearing in the afternoon but with drastically dropping temperatures. Dave needed more footage for the show so we chased the promise of clear skies back to Savannah to resume filming.

It was 19C and raining slightly when we left Florida and headed north. The Wing confirmed its all-weather capability by providing a comfy, dry cockpit with excellent rider protection. The temperature continued to drop and when the digital display indicated 8C, I concluded that heated grips really should be standard equipment on a motorcycle such as this.

The only negative warts on the Wing's fanny were minor. The controls on the handlebar pods weren't illuminated for night riding although owners would get to know the proper buttons by feel very quickly, and I could lament the lack of heated grips again. But I won't.

Overall, I was truly impressed by the GL1800. Not only is it an excellent touring bike, as long as you weren't planning on riding any track days, it would be a pretty good daily ride. It's really fast, handles way better than a motorcycle that size has a right to, has phenomenal brakes and with ample luggage capacity, you can take along oodles of essential stuff.

(Courtesy of Canadian Biker)

2001 ACTIVITIES CALENDAR

MAY	2nd	BC-D meeting
	5th	BCA, BCC, BCD Mall Shows
	5th/6th	WA Governors Run, Bremerton, Wa.
	12th	BC-D "Love in Your Heart"
	19/20/21st	WA-S Victoria Days, Ephrata, Wash.
	27th	BC-A Breakfast Meeting
	27th	BC-C Green Heart Run

HAVE YOU SIGNED UP YET FOR:

**BOB DAVIES MEMORIAL
BC-A FUN RUN - JUNE 3RD**

**BC-A ANNUAL RAINDANCE
& CAMPOUT JUNE 8/9/10**

**GWRRA
WINGS in SUN and SAGE
B.C. District Rally
August 3 - 6th, 2001**

Technology for Country Folk

LOG ON:

Making a wood stove hot

LOG OFF:

Too much wood on fire

MONITOR:

Keep'n an eye on the wood stove

DOWN LOAD:

Gitten the farwood off'n the truck

MEGA HERTZ:

When yer not keerfull gitten the farwood

FLOPPY DISC:

Whatcha git from tryin to tote too much farwood

RAM:

That thar thang what splits the farwood

HARD DRIVE:

Gitten home in the winter time

WINDOWS:

Whut to shut when its cold outside

SCREEN:

Whut to shut when its black fly season

BYTE:

Whut dem dang flies do

CHIP:

Munchies fer the TV

MICRO CHIP:

Whut's in the bottom of the munchie bag

MODEM:

Whatcha do to the hay fields

DOT MATRIX:

Ole Dan Matrix's wife

LAP TOP:

Whar the kitty sleeps

KEYBOARD:

Whar you hang the dang truck keys

SOFTWARE:

Dem dang plastic forks and knives

MOUSE:

What eats the grain in the barn

MOUSE PAD:

That's hippie talk fer where the mouse lives

MAINFRAME:

Holds up the barn roof

PORT:

Fancy flatlander wine

ENTER:

Notherner talk fer "C'Mon in y'all"

CLICK:

Whut you hear when you cock yer gun

DOUBLE CLICK:

When you cock the double barrel

REBOOT:

Whut you have to do right before bedtime
when you have to go to the outhouse

And you thought you were computer illiterate!!!!
(Apologies to Ronnie Lopez!!)



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www.surrey.quik.com/merchison

Phoenix 1-800-843-9460

"A"-CTIVITY CO-ORDINATORS

Sign-in Table	Margaret Irvine	597-8547
Newsletter	Meryl Davies	936-3358
Rider Educ. Courses	Ian McAlpine	990-4919
Mall Show	Barry/Margaret Irvine	597-8547
Senior's Ride		
Fun Run	R. McIvor & Others	984-7776
Camp-out	Pat Pearce	530-5133
Longest Day		
Backyard BBQ	Barry/Margaret Irvine	597-8547
Mt. Baker Ride	" " " "	
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Xmas Dinner	Committee	
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	Paul Wing	

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

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• DESTINATIONS THROUGHOUT NORTH AMERICA

B.C. CHAPTER MEETINGS

4th Sunday BC-A Vancouver
Barry & Margaret Irvine 604-597-8547
CB#33 ABC Restaurant @ 9:15am
2350 Boundary at Lougheed Hwy.

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
Bruce & Joan Dunmall 604-703-0498
CB#33 Cross Roads Family Restaurant @ 6:30pm
1821 Sumas Way, Abbotsford. 852-1614
www.geocities.com/chapter c.

1st Wednesday BC-D Surrey
Wayne & Louise Manuel 604 584-1452
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
Ralph & Joan Young, 250-766-1390
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
Garry & Monique Shrive 250-380-4624
CB#33 DG's Rest. @ 9:00am
617 Gorge Road East.
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 monthly meeting.

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Meryl_Davies@telus.net

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