



# GOLD NUGGETS



G.W.R.R.A.

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

MAY 2003

## HAPPY EASTER!

I hope that by the time you are reading this that 'ole man winter has finally gone away and spring has arrived. He fooled us by showing up late! Although I still think that ICBC is a good thing for this province I begrudge paying them good money while the weather is too bad to ride – right Vern?

At the time of writing this my 1500 is still warm and dry in the garage waiting for the rain to stop, time to put on another layer of polish on all that "safety chrome". I have even managed to add some more lights on the rear, watch for the "new" LED brake light strip (thanks Jerry!).

A special thanks to Barry for stepping back in to produce this newsletter as Meryl is off gadding about down south again (it must be love!). A reminder to the rest of you that we are always looking for articles from members, it makes life a lot easier for the editor and makes the letter more interesting.

A reminder that from now on the winner of the 50/50 is duty-bound to produce an article for the newsletter (damn, that would be me!)  
.....

..... and I decided that if the weather was that bad here it would probably be good for skiing somewhere, so off we went in our fifth wheel back to Manning Park. Arriving at the main lodge – if you haven't seen what they've done to it you owe it to yourselves to drop in and see – we made the obligatory reservations for dinner the following night and set off up the road for the ski hill. Well, it had rained the previous weekend and the road was one giant pothole! As a result I couldn't take my usual run at the last uphill section and got stuck halfway up – out came the chains (don't leave home without them!). Lesson #1: always be prepared! The parking lot was almost as bad, we had to park sideways, couldn't back in.

The good news was that as it was the last weekend that the mountain was open for skiing. There weren't many people there and there were no line-ups for the lifts – nice! The weather co-operated (sunshine) and there was lots of good snow, we skied so hard that we had to take an afternoon nap ready for the drive down to dinner – I know, some people have it hard!

The following morning we decided to try some cross country skiing (first and last time this year!). We managed to go about 3km to the warming hut, enjoy a light lunch, and then head back to the trailer (I have the blisters on my toes to prove it!). Must be out of shape – we used to ski the full 11km down to the lodge! Next year.....

While on the cross country trails we came across an American couple being towed by two huskies. We just had to stop and talk with them and pet their dogs! After some chit-chat the topic of Canadian/American relationships came up. I'm pleased to report that as far as they are concerned it's the politicians who have the problem, not "us ordinary folk". That pleases me as I was a little concerned about the upcoming WA-C Fun Run at Everett WA on April 26<sup>th</sup>. I have been on the run twice before and really enjoyed it, they have some beautiful back roads and the weather co-operated both times. It probably isn't a good idea though to wave too big a Canadian flag/pennant!

I'm sure that the "Friends" part of our motto will carry the day. Let me know if you are planning on going and we can meet up and ride together. Remember to bring the proper identification with you!

Another upcoming event that I will be going on is the MLA's ride on May 8<sup>th</sup>. I know that Barry is going, anyone else interested? I believe that there is a plan to meet up at the ferry terminal and take advantage of the reduced group rate. Our MLA's have been taking us for a ride for a long time, now it's our turn to turn the tables! Be sure to bring an extra helmet with you.

Norman has kindly offered to man (person?) a checkpoint on the June 1<sup>st</sup> Bob Davies Memorial Fun Run, thanks Norman! We will need others, so if you're not riding for whatever reason (or want to ride & man) please let me know asap and we'll find you a spot! Got any "goodies" for prizes?

Hopefully by now you have attended one of the Spring Tune Ups for both you and your bike and are raring to go – there's lots of riding planned for the summer! Remember that we are going to try to take a ride after every meeting – either a planned or "mystery" ride. We're looking for ideas and ride leaders, please help us out with both.

A reminder from Ralph and Joan Young (BC District Directors) that the motels in Kelowna are filling up fast, so if you're planning on attending the District Rally you should get on to it asap. Remember that Kelowna is a popular tourist destination at that time of year! Hope to see you there!

Have to close now, just remembered that I have a 50/50 article to do! Pat says that if I'm keeping the money I have to do it myself! Have fun, be safe..... Ivan and Pat.

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Chapter Director: Ivan and Pat Armstrong Phone: (604) 273-1004  
Ass't Chapter Director: Rick McIvor & Heather Pentyluk Phone: (604) 273-7282  
BCA Web Site: [www.gwrro\\_bca.tripod.com](http://www.gwrro_bca.tripod.com)



## CLASSIFIEDS

### For Sale: (1)

Saddle bags for Honda 500 \$50.00 Herb 604 574-7021

### Wanted:

For 1978 Goldwing GL 1000 '78: Seat, Exhaust Pipes.

Dominique Jarry 604 271-8803

## BIRTHDAYS and ANNIVERSARIES

### Birthdays

April	25 <sup>th</sup>	Brian Davis
	29 <sup>th</sup>	June Bahn
	10 <sup>th</sup>	Lynne Follett

May	11 <sup>th</sup>	John Pelton
	13 <sup>th</sup>	Guy Follett
	20 <sup>th</sup>	Gail Congdon
	21 <sup>st</sup>	Gloria Maki
	31 <sup>st</sup>	Norm Monro
	20 <sup>th</sup>	Bev Tully

### Anniversaries

May	
3 <sup>rd</sup>	Guy & Lynne Follett
5th	Lorne & Gail Congdon

### DRAGGING PEGS – A SAFETY FEATURE

When your bike is leaned over at a 45 degree angle in a curve you are putting exactly 1g of lateral force on your tires (and about 40% more weight.) But you have seen that motorcycle racers lean their bikes about 50 degrees in virtually every curve they encounter on the track. You are GOOD and wonder why the damn motorcycle manufactures design their bikes with such low pegs making it almost impossible for you to lean farther than 45 degrees without ending up low-siding the bike.

The only thing keeping your tires from sliding out from under you is traction. Street legal tires, if warmed up (but not too hot), will lose traction when a lateral force of 1.1 g's, or LESS, is applied to them. Cold tires or overly hot ones don't have even that much traction potential.

Racers use bikes that allow them to lean at least 50 degrees before any part of the bike other than the tires can touch the

ground. At a 50 degree lean angle their tires are contending with 1.2 g's of lateral force. YOUR tires would have lost traction before that happened.

Motorcycle racing tires are built with special compounds designed to provide upwards of 1.3 g's of traction capability. [Formula One Race car tires can handle as much as 4.0 g's - yes, THEY can make a tighter turn than any motorcycle.]

When you hear your pegs screaming at you because they are dragging they are telling you that any more lean and you will be testing the abrasion resistance of your riding gear.

This is good, no?

Think long and hard before jacking up the suspension of your bike or of using non-standard tire profiles so you can avoid dragging your pegs in those corners. Better, unless you are on a race track, stay away from 45 degree leans altogether.

### WHAT ERC MAY NOT TELL YOU

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.

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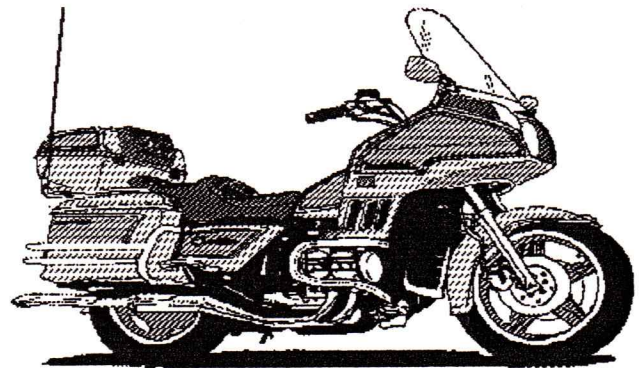
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Reg. J Trainers	Larry & Robyn Merchison surrey.quik.com/mershison	604-951-9202
Phoenix		1-800-843-9460

## "A"-CTIVITY CO-ORDINATORS

Sign-in Table	Pat Armstrong	604-273-1004
Newsletter	Meryl Davies	604-464-8179
Rider Educ.	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 Pat Armstrong	604-597-8547 604-273-1004
	Heinz Blisse	604-937-3123
	Herb Broerken	604-574-7021
	Paul Wing	604-322-3488

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





## B.C. CHAPTER MEETINGS

- 1st Tuesday BCG Kamloops**  
Ian and Cynthia Hiscock  
(250) 579-0075 CB # 33  
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 Esquires 7:00 pm  
152nd at Fraser Highway
- Every Saturday BC-K Kelowna**  
Randy & Carol Werger  
250-763-1414 CB# 33  
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**  
Guy & Tina LeDrew  
250-385-5088 CB # 20  
Princess Mary Restaurant  
358 Harbour St  
9AM Nov-Mar 8:30AM Apr-Oct
- 2nd Monday BCP Prince George**  
Steve and Marilyn Foulston  
(250) 963-90xx  
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 CB # 33  
A&W Restaurant 7PM  
Apr-Oct Coffee/ride Wed 7PM
- 3rd Monday BCC Chilliwack/Fraser Valley**  
Bruce and Joan Dunmall  
604-824-0498 CB # 33  
Cross Roads Restaurant 6:30 pm  
1821 Sumas Way Abbotsford
- 3rd Sunday BCB Campbell River**  
Ted & Dorothy Mroton  
Popsies Log Grill @ 9:00am.  
1120 Ironwood St CB # 20  
Every Tues-Tim Hortons coffee 7pm
- 4th Sunday BCA Vancouver**  
**Pat and Ivan Armstrong**  
**Vancouver (604) 273-1004**  
**ABC Restaurant @ 8:00am/9:30am**  
**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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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.

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**2003 ACTIVITIES CALENDAR**

- 27 \* **BCA Breakfast Meeting**
  
- May:**
- 7 BCD Meeting
- 8 MLA Ride — Victoria
- 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**
- 04 BCD Dinner Meeting
- 06/07/08 \* **BCA Campout - Vedder Campground**
- 14 14 \* ~~BC-A Ride and BBQ~~ BCD
- 20 \* **BCA Almost the Longest Day of the Year Ride**
- 19/22 CanAm Rally (Osoyoos)
- 22 \* **BCA Breakfast Meeting**
- 22 \* **BCA Circle Ride Merritt/Princeton**
  
- 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**
- 15/16 **Sunshine Ride-Munroe, WA**
- 23 \* **BCA Duffy Lake Loop Ride**
- 24 \* **BCA Breakfast Meeting**
  
- September:**
- 05/07 BCD Gold Run-Princeton
- 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
- 5 \* **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**

**Doctor's and EMT's Vs. Motorcyclists**

EMT's and doctors are among the worst when it comes to people who tell motorcycle horror stories to drive people away from the hobby. Whenever I hear one of these guys yapping, I hand them this:

- Number of physicians in the U.S. - 700,000
- Accidental deaths caused/year - 98,000
- Accidental deaths/per Doctor - 0.14
- Number of motorcycles in the U.S. - 4,000,000
- Accidental deaths/year - 2,000
- Accidental deaths per bike - 0.0005
- Therefore, doctors are approximately 280 times more dangerous than motorcycles!

**THE TRIP**

I recently made a trip to Allentown, PA, site of our North American head office. The most memorable part of the trip was the start of the journey home.

On Saturday afternoon I arrived at the airport early, three hours before departure time, after touring the area and doing a bit of shopping. One hour before flight time (5 pm) we were all summonsed to the United counter and told the flight had been cancelled. United were kind (?) enough to give me a \$25 off coupon for a nearby hotel. After waiting for 30 minutes for Allentown's virtual taxi I paid the Budget Rent-a-car jockey \$10 US to drive me the 3 minutes (through a freeway interchange so too dangerous to walk) to the hotel.

On checking in (and sensing danger) I asked the desk clerk how I would get to the airport for an early flight. "No problem!!! We'll call you a taxi!!!"

Scene 2—Hotel lobby at 5:30 am. Having checked out I asked the desk clerk to call a cab. After a number of phone calls the clerk advised that No. 1 taxi company didn't open until about 9 am; No. 2 taxi company turned off their phones on Sunday morning because they got too many calls; and No. 3 taxi company advised that they might be able to get there in the next hour but they weren't really sure. Visions of me dragging a suitcase at high speed across freeway ramps flashed before me. Upon asking the desk clerk if there was someone on staff that could drive me I was advised that the desk clerk and the cook were the only people there and neither could leave.

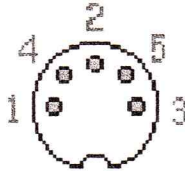
A short time later I heard the clerk talking to the cook whereupon the clerk advised me that Angela, the cook, had completed preparations for the Sunday smorg and she would be happy to give me a lift. I will always be indebted to Angela and her Sunfire. Otherwise I would still be in Allentown I'm sure!!

**Barry Irvine**



## MISCELLANEOUS REPAIR INFORMATION

**GL1800 & GL1500 Headset Pin Layout** Lots of folks contact me wanting to know the layout of their HS pins, so that they can purchase cheaper components and have a go at making the sets themselves. To save me having to reply to countless similar e-mail requests, here is a diagram of the HS pins layout;



Pin 1; Mic shield

Pin 4; Mic Hot

Pin 2; Audio Ground/Earth

Pin 5; Left Audio

Pin 3; Right Audio

**RepairingPlastics.** Some of you have probably had the misfortune to damage one or more of your motorcycle panels. Using fibreglass to try and repair cracks in Goldwing panels is no use, it just cracks after a short time. Some plastics cannot be successfully welded either. U-pol have released a product, Plast X Plastic Repair Kit which actually works! It's a two part mix supplied in a syringe type dispenser and is available for hard or soft plastics, the hard plastic type being fine for wing panels. It hardens very quickly and is a real pig to sand down, although a sanding disc on your power drill will do the job fine and you can use a skim of bodyfiller to finish it off before priming. The finished repair is really strong, the material feels just like real plastic.

**More On Repairing Plastics.** Marc-Andre Bedard, from Quebec, Canada e-mailed me with a new plastic repair tip and says; "For repairing the plastics. I repaired a part with glue for synthetic nails that women use. It works quite well and dries in 10 seconds."

**Windshield Scratch Removal.** We all seem to have this problem at some stage. There are kits available to remove the not too deep culprits, but they take forever to work. An easier way to get the same result is to use car rubbing compound and a polishing machine. Remember to use plenty of water as well, to prevent burning the plastic.

Now I know that everyone doesn't have access to a polisher, but don't despair, because you can use a mutton cloth to the same effect, It will take longer but will still be very much faster than using a kit.

All the above and much more on Goldwing repairs can be found at <http://homepage.eircom.net/~wingnut/index.htm>

## THE 50/50

So, what's it's like to be at the helm of Canada's second oldest chapter?

Although as I am not shy (being a teacher and all.....) it was still a little scary to take over from Barry and Margaret, they're a hard act to follow!

They have been very supportive and I have certainly been taking Barry up on his offer of help – there probably hasn't been a week when I haven't been on the phone to him about one thing or another – thanks Barry!

It really helps when your spouse is behind you, thanks Pat! She gets up to help run the monthly meeting (I know she'd rather stay in bed!). She reminds me of upcoming events and offers suggestions as to the running of the chapter, all welcome input. It wouldn't be half as rewarding if she and I weren't both fully behind this.

One thing that I have learned quickly that Barry was quick to point out was to "delegate and ask for help", right:  
"HELLLLLLPPPPPPPPPP!"

Thanks to all of you that have accepted positions of responsibility and to those of you who have helped in many smaller ways – keep it up (please!). It is with a sense of pride that I introduce myself as "the Grand Pubar" of chapter BC-A.

When I stand behind the podium I look at "friends", many of whom have stood where I am standing and I find that comforting – they know! I encourage all of you to serve in some capacity no matter how small. There is a great satisfaction in being part of something as benevolent as this, try it.

Of course I realise that we can't all be "officers", we exist because of our members (we are all members!). Our primary reason for joining is to ride, let's not forget that, but it has blossomed into a "friendship club" and that is nice!

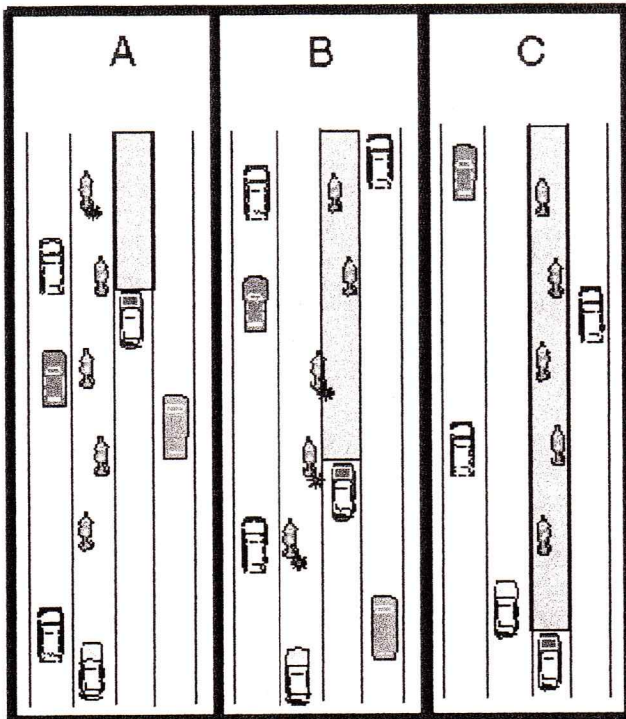
Nowhere does this surface more than at our Tuesday get-togethers: there are riders there from different chapters and politics rarely raises it's ugly head! This same camaraderie exists within our chapter, we just need to ride a little more! It pleases me that there is no elite status given to anyone because they ride an 1800, members who ride older models (I was one : 1100) are every bit as important and welcome.....

So, back to my original question: "what's it like?"  
**GRRRRRRREAT!**

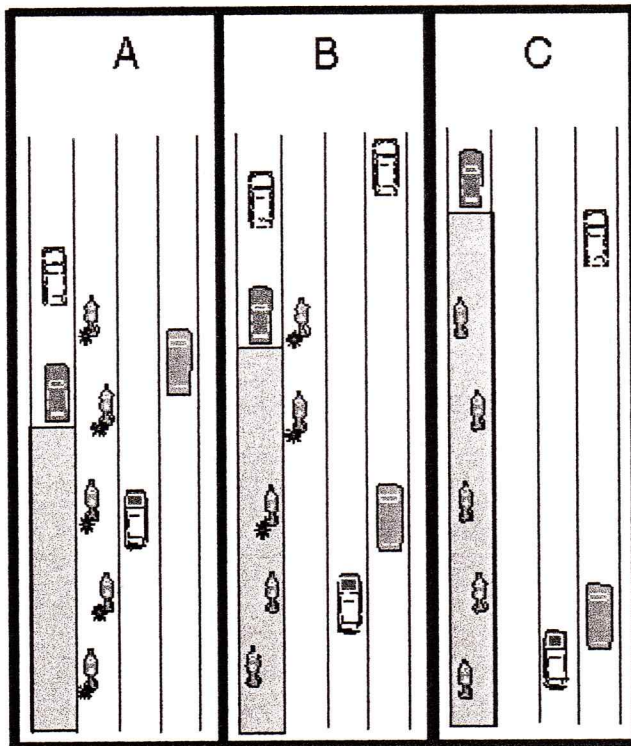


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In either case, by definition, your bike is not vertical with only one foot on the ground. If you must make a fast departure (to get out of somebody's way, for example), it takes more time to do so with one foot down rather than two. This, because 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.

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.

#### INFORMATION ON ROOMS FOR DISTRICT RALLY

It has been brought to my attention that the central booking center for the Super 8 Motels is stating that the Super 8 in Kelowna is completely booked for the Aug 1-4/03 weekend, the weekend of the District Rally. I called the Super 8 in Kelowna this evening and was informed that they have blocked all bookings through central booking to allow our group the opportunity to get reservations for the Rally.

That is why the 1-800 number on the web site is a direct line to the Super 8 in Kelowna so if anyone is looking to book a room there, please use that number. It is 1-800-563-0991, and don't forget to mention that you are with GWRRA. They have informed me as late as 7:40pm Tuesday April 8/03 that they still have about 30 rooms. If you require any more info or help with the reservations please feel free to contact me.

Joan Young  
District Director



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