

Changes: Chn 33; Fortin; D G; L-mail



GOLD NUGGETS



G.W.R.R.A.

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

OCTOBER, 2003

WHEW!!!!!!!!!!!!

Well, was it hot enough for you? What a summer! The good news was that I didn't have to mow the lawn much!

As promised, at our last meeting, Simon gave us a brief preamble to our visit to the Mission Abbey. It's always good to know something about the history and features of a building before you visit it – thanks Simon. We made our way there in the usual manner: we "winged it" using a route that Ed Drozdik had been kind enough to organise – thanks Ed. Unfortunately Ed couldn't ride with us as he had injured his foot when he took a tumble on his new VTX 1800. It seems that a bear decided to cross the road in front of him and stopped to admire Ed's new bike! Ed didn't hit it because it moved on, but not before Ed put his bike down – the latest news is that Ed is recovering faster than his bike (still hasn't got it back at press time.)

Any way, we made it to the Mission only to find that it was closed – seems that they shut it between 1 & 4pm, so phone ahead and check before you go. It wasn't a wasted trip (no ride is!) because the weather was great and even the outside of the Mission is impressive (coloured glass windows set in concrete) and a short walk gets you to a magnificent view of the valley. We'll maybe do it again next year?

Saturday August 30th saw us joining riders from BC-D for the ride up to Princeton for the BC-D Gold Run. The ride to Hope I can do without, but from there to Princeton....Wow! Everyone arrived safely and retired to their motels – I think Ian was the only one camping! It was a wonderful weekend.

We watched the first public outing of the BC-D Precision Riding Team in the main street of Princeton – you looked really good guys (and the lady on the black 1100), Henry was particularly proud of himself!

We did the poker run that took us through Keremeos and up the east side of Lake Skaha. We saw the army camp for the fire-fighters and watched the water bombers come and go – felt kind of guilty as we stood by our 'wings enjoying an ice cream! We moved on to Penticton for lunch and then completed the run by travelling along the old Hedley highway – a nice section of twisty road that I had somehow missed in the past.

Sunday saw almost everyone participating in the light parade through and around Princeton, we ended up at the local Wendy's where most of us had an ice cream in a commemorative glass (nice touch!). The barbeque was really well done as was just about everything – thanks a lot BC-D! Of course, winning that \$300+ 50/50 would have made it perfect!

Monday morning, after a good breakfast, saw Pat and I following Jerry Blythe back home. We made the journey from Princeton to Hope in an hour and forty minutes and not one word of complaint from Pat – I think she likes the "new" 1500! (The Star Steps and arm rests really help!).

By now it's Sept. 2nd and I have to go back to work at BCIT (I'm not looking for sympathy!) to earn the money to pay for next year's insurance....

And on the 3rd I attended BC-D's meeting where Carl and Julie Scouten volunteered to be the new chapter CD's (I now understand that they have stepped down in favour of Glen and Shirley Williams).

Our Tuesday night rides are still going strong: on the 9th we had 13 bikes show up, we somehow managed to end up in Steveston via Westham Island (only on a 'wing you say?). If you've never joined us it's not too late – every Tues. between 6 and 7pm at Tim Horton's on Annacis Island (rain or shine) I will admit that if it's pouring rain we have been known to go by car!

It's now 6:30 am on Sunday the 14th and a hardy group of us are gathered in the morning rain at the Twassen ferry terminal to get the

Chapter Directors: Ivan & Pat Armstrong 604-273-1004
Ass't.Chapter Directors: Kelly Parkes 604-876-9349

BC-A Website: www.gwrra_bca.tripod.com

Book Christmas Dinner? Chinese Dinner/Games?

It's now 6:30 am on Sunday the 14th and a hardy group of us are gathered in the morning rain at the Tsawwassen ferry terminal to get the group discount on the 7am ferry to Schwartz Bay, 13 bikes showed up! We put the \$4 discount towards a delicious buffet breakfast onboard the ferry – true 'wingers! Peter and Sheila McGregor led us down to Victoria to their old haunt the Princess Mary Restaurant where we were welcomed by BC-V's CD's Guy and Tina LeDrew. They knew that a "couple of bikes" were coming, but were blown away when 13 showed up!

At the meeting we were able to finally get rid of the dreaded "Travelling Trophy" – they can't give it back to us so look out BC-D! Later we joined them for a ride up the Island on a Pet Food Run to an animal rescue centre in Nanaimo. We meandered (I like that word!) our way through Cowichan Bay and into Chemainus where we had to stop so that BC-D's Mike could get his ice cream fix! And then it was on to the rescue centre.....

Most people, like Pat and I, took dog or cat food – imagine our surprise to see horses, goats, emus and rabbits as well as the numerous cat and dogs! BC-V had gone all out: they had two vans and a trailer full of food as well as many cash donations (I have just been forwarded an email from the people at the Walker Animal Centre saying that they were overwhelmed by the gifts – maybe visit their web site at walkersanimalrescuecentre@shaw.ca). Everyone came away feeling a little "warm and fuzzy".

I forgot to mention that between BC-A, BC-D (thanks for joining us) and BC-V there was a total of 28 bikes – quite a sight strung out along the Island roads! We split into two groups and came home via the two different Nanaimo ferries. I know that we left Fred's nephew behind exploring the Island some more, it was his first visit and he was really enjoying it – did I mention that it stopped raining as soon as we hit Schwartz Bay and by noon the sun was out in full force? What a day! We somehow managed to log 210km.

Looking ahead to October 4th there is the "Put a Little Love in Your Heart" concert. There is going to be an even bigger line up of "stars" as well as a live band from Las Vegas this year. If you haven't been to one I really recommend that you go, it'll be the best \$20 you spend this year! And don't forget to mark the 5th on your calendar as it's the Vancouver Toy Run (I've only missed one so far) – maybe we can meet and ride together?

As I said at the beginning: "Whew!"..... The season's not over yet so keep riding but please be careful on those slippery streets and watch out for wet leaves (and manhole covers!). "Happy trails to you", Ivan and Pat.

CLASSIFIEDS

For Sale (1)

1994 1500 Pearl White, 14000 km. Like new. Many extras ---- always kept indoors. \$16000.00. Firm.
Beau Warriar 604-939-2229

For Sale (1)

1985 GL 1200 Aspencade two-tone champagne, 197,000k. Backrest, am/fm cassette system, CB plus Other accessories. \$6,500 obo.
604-327-2561 Rod or Phil.

For Sale (1)

Loveseat, tangerine velour, cushion attached back, two loose cushions, like new.
\$135.00 obo.
Ron Seligman 604-271-0739

Desk chair on castors, swivel seat/rocker,
Seat and back pad.
\$125.00 obo.
Ron Seligman 604-271-0739

For Sale (1)

Highway Rests for GW 1988-1997 brand new.
Contact MIKE at phone #: 382-8585 or at miccar@telus.net

For Sale (1)

- 1989 GL1500/6 Wineberry Gold Wing
- All the usual Aspencade goodies
(Cruise Control, Air Compressor,
AM/FM/Cassette/Intercom, Reverse)
- Internal matching luggage bags (three)
- Updated shocks and mufflers (1998)
- Some chrome, Rear Speakers, Footrests
- 172,000 kms
- Asking \$10,500 CDN o.b.o.
Contact Horst at 727-6110 or hwunger@yahoo.com

BIRTHDAYS

September	3 rd	Jan Bai
	12 th	Edward Drozdik
	19 th	Paul Shedegar
	26 th	Fred Wall
October	29 th	Val Thornton
	5 th	Sharon Auld
	15 th	Pat Aldred
	17 th	Gord Auld

ANNIVERSARIES

September	28 th	Edward & Kathy Drozdik
October	18 th	Ron & Faye Seligman

REHASHING.

B.C.C.O.M. – Ron Seligman

The Canadian Alliance of Motorcycles will be going ahead. Everyone involved is working hard to bring it altogether for the coming year. B.C.C.O.M. was asked to be a part of the Alliance plus all the motorcycle manufacturers. I am not quite sure what the whole scope of the organization will be right now. We will know in the very near future.

I feel because there is very little recognition in the other provinces for motorcycling they will need some strength in numbers for whatever their goals are.

Do you know of any other lobbying organization that is as dedicated in vigilantly fighting for your rights against those who would erode same? . I don't! We who ride, have enjoyed the privileges hewn from the Coalition's hard, hard work

Do you know that the B.C.C.O.M. website receives over 100,000 hits a month?

Do you have any idea what it costs for the printing the newsletter, pictures and set-up time by Adel Tompkins and the other people involved? How about \$10,000 each newsletter! This format may change soon because of lack of funds! I, for one, like the way it is presented, easy to read, printed on good quality paper. There are no free lunches in this world and we all have to pay somewhere down the line. We often find out too late what we had and took for granted.

I would like to remind everyone of some of the major accomplishments of the B.C.C.O.M. since it was first organized:

- Lower group rates on ferries – first on, first off.
- H.O.V. lane usage.
- Preventing the implementation of no-fault insurance.
- Special designated parking for motorcycles.
- Wearing helmets of your choice.
- Exemption of motorcycles from emissions test.
- Maintenance and establishment of off-road riding areas.
- "May Awareness" month – "LOOK" stickers (for cars and motorcycles)
- Government, industry, business have, for many years now, recognized B.C.C.O.M. as the major lobbyist and consultant representing the concerns of on and off-road motorcyclists.

interests. Adele has many years of experience in the motorcycle field.

In Alberta they have a basic policy that you receive \$10,000 medical coverage. In B.C. you receive \$150,000. Quite a discrepancy, if you are involved in an accident. Uninsured drivers in B.C. represent 1%, Ontario has 25%.

In B.C. we have the best of both worlds. Public insurance without discrimination on your basic policy with the choice of private insurance for optional coverage.

- **2004** – new riders will have to show their learners license or their class of license to apply for motorcycle insurance.
- **2005** – One license for an individual who has a number of motorcycles. They pay the highest rate of coverage on the best motorcycle (there may be other factors).

Finally, bringing the rehashing to a close, I would like to leave you with a few words from some of our well known people in the motorcycle industry:

Yamaha Motors – Western Regional Sales Manager

"B.C.C.O.M. has set a national standard of excellence for Provincial Motorcycle Organizations and leads the way in supporting the interests of all motorcycles in B.C."

Tony Cording.

Canadian Biker Magazine – Publisher

"I have been a supporter of B.C.C.O.M. since day one and always will be. The Coalition is still the best dedicated group of motorcyclists working on behalf of everyone who rides throughout the province. If you ride you owe it to yourself to become a support, as I am, for life!"

Len Creed

Minister Responsible for Motorcyclists

As a motorcyclist I believe that a recognized voice for the motorcycling community is essential. I am impressed with the accomplishments of the Coalition and would encourage motorcyclists across our province to support B.C.C.O.M. and the hard work they do on your behalf."

Blair Lekstrom – M.L.A.

- Q. WHAT DOES ONE YEAR'S MEMBERSHIP COST?
A. \$35.00, almost the cost one tank of gas, at present time!

B.C. COALITION'S VOICE DOES MAKE A DIFFERENCE!! Ride safe!

Your friends: Ron and Faye Seligman

B.C.C.O.M. Executive Director – Adele Tompkins has been asked (and has accepted) to be on the I.C.B.C. Advisory Board. It is gratifying to have such a representative looking after riders'

TIME FOR A CHANGE?

I have produced the Gold Nuggets for the last five years. I have enjoyed doing so, especially as it carried me through a difficult time in my life and kept me in touch with my Goldwing friends. However, I am travelling more and with a "significant other". This will be my last newsletter. In the interests of the chapter I feel it is time to hand it over to somebody who can maintain the continuity of producing Gold Nuggets. I will still attend chapter meetings and events where possible. I value friendships I have made within the Goldwing membership. Thanks to all those over the years who have contributed articles and helped with the production of the newsletter.

Meryl Davies.

2003 ACTIVITIES CALENDAR

October

- | | | |
|----|------|--------------------------------|
| 1 | BC-D | Meeting |
| 5 | | Vancouver Toy Run |
| 12 | | Fraser Valley Toy Run |
| 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 | BC-A | Christmas Party |

CB Radios

Yup, your "chief" won the 50/50 at the last meeting and so must now "ante up" an article! (fair's fair's?). *Disclaimer:* The views about to be expressed are solely those of the author based on his past experience and in no way reflect official policy of GWRRA or anyone else for that matter!

One of the things that sets "Wingers" apart from other bikers is our use of CB radios to communicate amongst ourselves. I'm sure that most of you know that CB stands for "Citizen Band" which is a set of frequencies set aside for ordinary citizens to use. Did you know that at one time you required a licence to operate one legally and there were officials who monitored its use? I was probably one of the last to pay my fee and receive a licence – I know that because the next year instead of receiving a renewal I received a letter saying that licences were no longer required! My luck!

Originally CBs operated on only 23 channels plus "side-bands", then along came movies like "Cannonball" that made it cool to

say things like "Breaker, breaker good buddy" and "shake the trees and rake the leaves" so every hot-blooded young male had to have one! It got so bad that you couldn't find a channel that wasn't tied up with all this chit-chat, and so they expanded to the present 40 channels. Of course, like all fads, the novelty wore off and now you have 40 channels of silence!

That is not quite true: We operate on Chn.33 (along with the odd trucker!); most highway rigs operate on Chn.1 in the lower mainland (some switch to Chn.10 as they go up North); cruising North/South on the I-5 you should switch to Chn. 17 and then to Chn. 19 if you are going East/West in the US.

Channel 9 is still reserved as an emergency channel in both the US and Canada and is monitored by volunteers (I know that there was a group in the Gulf Islands who listened in for fishermen in distress – I believe that fishermen used to monitor Chn. 16 for contact with each other but now most use VHF which has a much greater range).

One thing that I learned and have used in the US and Alaska is to call for "REACT" when needing directions. It is another volunteer group that monitors Chn. 9 to help out motorists in distress – I was guided street by street to an RV campsite in Anchorage Alaska, very useful!

Your CB will reach out up to 5 miles if everything is perfect. They are basically a "line-of-sight" radio and obstacles will block the signal (I know that they won't carry that far on our bikes, but that is because there isn't enough metal in our bikes to form a good "ground plane"). We would do better if our bikes were at least 8ft wide and then we could use twin antennae like the truckers do. They will carry up to 10 miles over water, I used to reach that far to the "Old Fisherman" who lived in Port Townsend in Washington. He was a retired gentleman who loved fishing and kept in touch with his wife who was waiting with a frying pan back at their trailer.

I haven't talked to him for a few years but if your in that area try him on Chn.19 and say "Hi" from me...

The length of your antennae is critical to the performance of your radio. They are adjustable at the coil, look for a small Allen key grub screw which will allow for a length change. You will need a SWR meter to do this, caution: you don't usually have to move it very much. Ask Fred how much of a difference it made to his! Traditionally the antennae were 9ft long (remember the old whip antennae?), 9ft is ¼ wave length and works really well. Today our antennae are still 9ft long but most of that length is hidden in that small coil in the middle of your antennae (interesting, eh?).

My, oh my, I got carried away! Could go on and on, but I'll save that for the next time I win the 50/50! This is the "Blue Bullet on the side".....(Ivan)

PEER PRESSURE IS EASY – YOU AREN'T

by James R. Davis

All experienced group riders know that each individual in the group is responsible for their own safety. They know that in every group, one of them has the least experience or skill/control. Generally, they know that the group should ride to the skills of the least common denominator - the least experienced, or least skilled/controlled.

But sometimes you join a group for a ride and many if not all of them are strangers. Sometimes a new member joins your group and you have no idea what their skill level or experience might be. This should be a serious concern to the lead bike (often called the Road Captain - though not necessarily so.)

Since it's up to the lead bike to set the pace, how can that be done without knowing what the least common denominator is? Clearly this is an argument for a pre-ride meeting and some questions designed to find out as much as you can about who you are riding with.

But realities are such that even if you try to find out who has the least experience or least skill/control, the odds are that you will have trouble doing so. People have 'face', after all. People are reluctant to be seen as the weakest of the group. Worse, and we have seen tragic results of this recently, some people honestly believe they have better skills/control than they really do and are quite convincing about it with others.

From a lead bike point of view, a solution is readily at hand - always place a new member of the group in the last right-track position (sometimes called the 'slot') in front of the drag bike and have the drag bike observe how that person actually rides. Once the drag bike advises the lead bike that the new person demonstrates adequate skill/control then that person is freed to ride anywhere they want to in the group. Until everybody in the group is at least seen to have reasonable skills/control while riding with the group, the lead bike has no business pushing any limits.

But the heading of this message regards peer pressure, and I would like to talk briefly about group dynamics that are dangerous precisely because of peer pressure. Even assuming that everyone in a group is well known to each other, there is still a least experienced, least skilled/controlled person there. That person usually feels that he/she has very little choice but to try to 'keep up', to try to not hold the rest of the group back. If nothing else, they often think that 'stretching' themselves is a learning experience.

And while it is definitely a learning experience, if you survive it, 'keeping up', or not holding the rest of the group back should NOT be part of the equation!! A brave person will acknowledge their weaknesses and not push the envelope aggressively, even if it means that the rest of the group will recognize those weaknesses. A smart person believes absolutely that THEY are responsible for their own ride/safety - and not incidentally, in not being a potential hazard to anyone else. These people ignore peer pressure to the point that they might not fit into a particular group - and that's just fine for all concerned!

But peer pressure is NOT the real danger - there is always peer

pressure (sometimes thoughtless, sometimes just good natured competition, sometimes no more than shared courtesy.) It is YOUR OWN PERSONAL pressure to perform that can be dangerous. I call that your 'head'. What I'm getting at is mental 'rightness' - being ready and prepared to do what you are about to do, and knowing it. If your head is not 'right', STOP and get it 'right' before you go another two feet on your motorcycle!!!!

After more than 30 years of riding motorcycles there are times when I simply feel that I cannot safely do something that I have done a thousand times before - sometimes the most trivial of things. For example, a few years ago I was on a tour to Tulsa, Oklahoma and our group had just finished a pit stop and were on our way back onto the road. We were on a parking lot that had a driveway with a relatively severe dip in it as it joined the main road where we then had to make a hard right turn to get under-way. All the bikes ahead of me did just fine with that dip. But when it was my turn to negotiate that driveway I decided that my head was not 'right' and stopped my bike. I radioed to the lead bike that I would catch up in a moment, nothing was wrong. One minute later my head was 'right', confidence restored, and I took off and joined the group. Trivial embarrassment is nothing compared to an accident.

There is no doubt in my mind at all (NOW) that I could have made that exit from the parking lot without a problem. But this is one experienced rider that is not ashamed to say that when my head is 'wrong', I stop and wait until it gets 'right'. Peer pressure is easy - you aren't.

Courtesy of: <http://www.msgrgroup.org/DISCUSS.asp>

"In retrospect, lighting the match was my mistake. But I was only trying to retrieve my son's rat." David Morgan told doctors in the severe burns unit of San Francisco City Hospital. Admitted for emergency treatment after an attempt to retrieve the rat had gone seriously wrong, he explained, "My son left the cage door open, so his rat, Vermin, escaped into the garage. As usual, it looked for a good place to hide, and ran up the exhaust pipe of my Yamaha R1 motorcycle. I tried to retrieve Vermin by offering him food attached to a string, but he wouldn't come out again, so I peered into the pipe and struck a match, thinking the light might attract him." At a hushed press conference, a hospital spokesman described what had happened next. "The flame ignited a pocket of residual gas and a flame shot out the pipe igniting Mr. Morgan's mustache and severely burned his face. It also set fire to the pet rat's fur and whiskers which, in turn, ignited a larger pocket of gas further up the exhaust pipe which propelled the rodent out like a cannonball." Morgan suffered second-degree burns, and a broken nose from the impact of the pet rat. His son was grounded for 6 weeks.

CHAPTER COMMITTEE

Chap.Director	Ivan/Pat Armstrong	604 273-1004
Asst.Chap.Dir.	Kelly Parkes	604 876-9349
Chap.Educator	Ian McAlpine	604 990-4919
Treasurer	Gary Robins	604 421-6765
N/L Editor		
Ride Coord.		
Membership	Rick/Heather McIvor	604 273-7282
Phone Tree	Ivan Armstrong	604 273-1004
Tech.Cons.	Ron Maki	604 946-2247
Stores	Ed. Drozdik	604 464-8666
BCCOM Liaison	Ron & Faye Seligman	604 271-0739
P. R.	Barry Irvine	604 597-8547
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. Ron & Carol Hodgson 403-309-5001

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

www.surrey.quik.com/merchison

Phoenix 1-800-843-9460

Sign-in Table	Pat Armstrong	604 273-1004
Newsletter		
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
	Ed Drozdik	604-464-8666

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

"A"-CTIVITY CO-ORDINATORS

B.C. CHAPTER MEETINGS.

- 1st 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: Esquire's Coffee Shop,
152nd & Fraser Hwy. Friday, 7pm.
- 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 Wergler 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**
Guy & Tina LeDrew 250-3855088
CB#20 9am. Nov-Mar. 8:30am. Apr.-Oct.
Princess Mary Restaurant,
358 Harbour St. Victoria.

Please Plan On Joining Us:

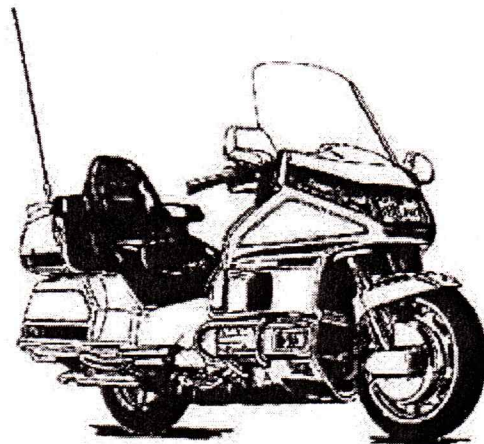
The Fourth Sunday of each Month

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!

Tuesday night coffee (ride in season)
Tim Horton's – Annacis Island
7pm.



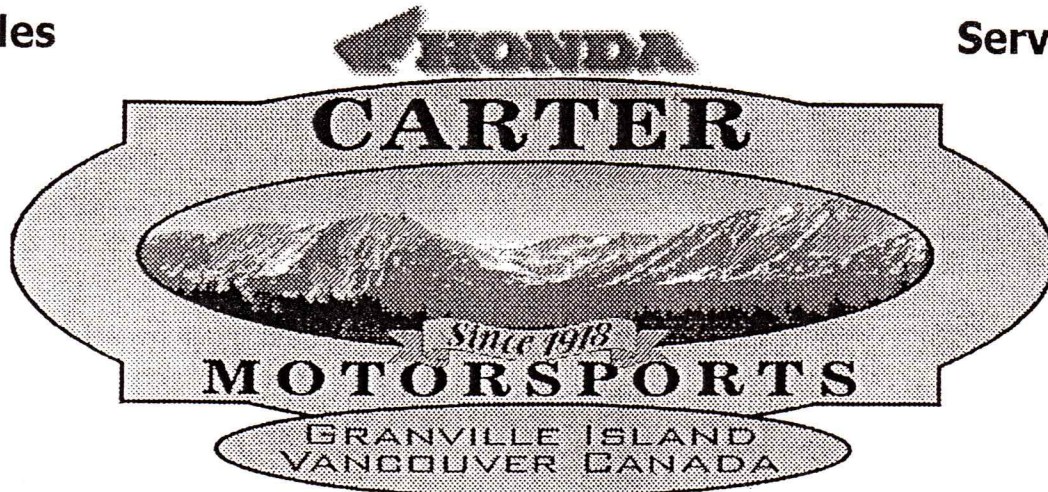
NEWSLETTER ARTICLES

**Deadline to submit articles for the newsletter
is one week prior to the monthly meeting.**

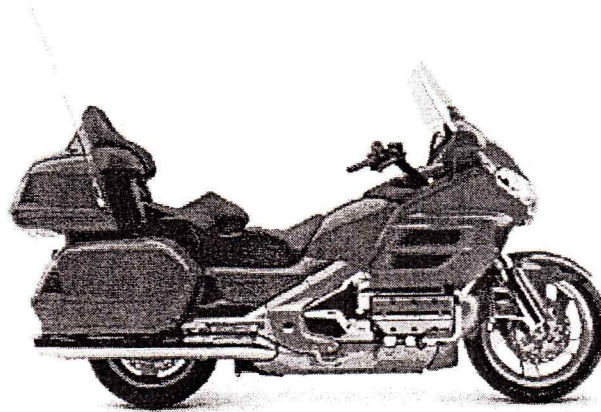
**Submit articles to Ivan Armstrong until a
newsletter editor is found.**

Sales

Service



Vancouver's #1 Honda Dealer



**LARGEST SELECTION OF USED GOLD WINGS IN
BRITISH COLUMBIA**

Phone: (604) 736-4547

**1502 W. 3rd. Ave
Vancouver BC V6J 1J7**

**Fax: (604) 732-4263
Toll Free: 1-800-663-7468**

**#11-1300 Woolridge Street
Coquitlam, V3K 6Y6**

**Fax: (604) 519-0008
Tel: (604) 519-0000**

Special Discounts to GWRRA Members

Parts

A Division of the Carter Auto Group

Accessories