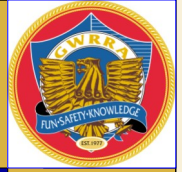




GOLD NUGGETS



Goldwing Road Riders Association

Region J, Chapter BC-A Vancouver

June 2009



Two Over Four

You can be excused for doing a double-take here. Yes this is a Honda Goldwing towing a Volvo station wagon! The "Retriever" is the product of a Swedish company—*Coming Through* which like the ambulance services in Europe, recognized the versatility of the motorcycle to maneuver through congested traffic to access motoring incidents. In the case of the Retriever, it is vehicle breakdown rather than personal injuries that it deals with. An example of the advantages of two wheels over four. More details on this story on page 10. Enjoy. *David*

IN THIS ISSUE

From the Director Page 1

Up and Coming..... Page 2

Green Heart Run Page 2

Region J Rally..... Page 3

Petey's Prattle Page 4

Rider Education..... Page 5

Ride for Cancer Page 6

Feature - HID Lights Page 7

Goldwing Women Page 8

PhotoBook Page 9

Road Works Page 10

Celebrations & Sales Page 11

Storeroom..... Page 12

Key Contacts..... Page 12

Green Heart Application. Page 13

Advertisement..... Page 14

From the Chapter Directors...

We are riding now ... and Spring or should I say Summer is here. It's hard to say what happened to Spring, we kind of went from Winter to Summer with a minor blip in the middle. However, weird weather notwithstanding, we have had some amazing rides already.

Leslie and I missed the last Chapter meeting to be in Winfield for Victoria days. This was the first event hosted by Chapters BC-K and BC-G, and we think they did a fantastic job. The former WA-S group was pleased (said so) and we feel confident the future Victoria Day rallies will be as great. I really enjoy going to different areas where local Chapters members take the time to show you around, you get to see so many things that you just wouldn't be able to find on your own. True to form, we had two really fun rides. Dave Salter, gave us a private tour of some really fun back roads. The organized run was excellent and a member finished it by taking Bernie, Mairi, Leslie and I for a local tour of some homes on the lake owned by the rich and famous. Have you been up to the Mission Hills winery? Wow, what an impressive setup they have, another quick off the route local adventure. We will have to go back there sometime

Our very own annual event, the Bob Davies Fun Run, was extremely well attended. Leslie and I would like to thank everyone involved. The Chapter executive got things well organized, with Patrick creating a fantastic ride, Leah/Rainie organizing the food, Leah, Brian and Kathy for barbecuing, Peter/Bernie/Kelly/Mairi/Jerry/Meryl (and grand kids)/Ron working check points, Dan for setting up Nuts & Bolts and the host of others helping, (couldn't keep track of all those who contributed door prizes) and Don & Pam who took over the 50/50 when Kelly had to leave. Weren't the door prizes amazing...and everyone left with one! What a team! To all the participants, thank you, it just wouldn't have worked without you.

The great thing about GWRA is that we have only started having fun. The next major events on the horizon, include the BC-C (Chilliwack) Green Heart Ride, Wing Ding in Tulsa for those able to make the trip, and then the Region J Rally in Maple Ridge, hosted by our own Chapter BC-A. **If you haven't registered for the Region J Rally please do so before the 24th of June. Good news...**The rally organizing committee (affectionately referred to as the COW), is extending the discounted rate for registration with a blitz on advertising to give all the procrastinators out there a second chance to get on board. Please note the early registration draw was cut off June 1st and is not being extended.

Leslie and I look forward to seeing all of you at one event or another.

Chapter Directors

John & Leslie Wait 604 628 6657

Assistant Chapter Directors

Peter & Sheila MacGregor 604 460 2017

Ride Safe,
John & Leslie

Up and Coming...

This Month



Jun 21 - BC-A Chapter Meeting

Why is the chapter meeting being highlighted? Because it's Father's Day. So bring someone with you and enjoy the day ... you may get to see a car show to boot.

Jun 27 - BC-C Green Heart Ride

It's been a while since this ride has taken place. Let's make sure that it has a successful launch by supporting the event. More info is on the same page, see you all there.

Jul 2~5 - Wing Ding 31 in Tulsa, OK

If you are lucky enough to have the time to get to Wing Ding you won't be disappointed. This is a fantastic event you should try to attend at some point. For more information: <http://www.wing-ding.org/>.

Jul 31 ~ Aug 3 - Region J Rally Maple Ridge BC

This is our event ... hosted locally, with what should be the largest group vendors, best food and great collection of entertainment. Nikki Warner will be entertaining Sat night, with rides and tours on Sat & Sun. You won't have seen anything quite like this. This is a must ... see you there.

Coming Highlights

| | |
|--------------|---------------------------------|
| June 27 | BC-C Green Heart Ride |
| July 1 | BC-D Dinner Meeting |
| July 2-5 | Wing Ding 31, Tulsa, Oklahoma |
| July 11-12 | Vancouver Island Overnight Ride |
| July 16-19 | Washington District Rally |
| July 19 | BC-A Breakfast Meeting |
| July 21 | BC-C Dinner Meeting |
| Jul 31-Aug 3 | Region J Rally - Maple Ridge BC |
| Aug 5 | BC-D Dinner Meeting |
| Aug 8 | Don's Day Ride |
| Aug 15 | Progress Meals & Ride BC-A/D/C |

GREEN HEART RUN

Rides Again

GWRRRA Chapter BC-C

SATURDAY JUNE 27, 2009



START & FINISH:

Atchelitz Thresher men's Historic Park
44146 Luckakuck Way
Chilliwack, BC. (Next to Heritage Park)
Lickman Rd exit 116 off Highway 1

CHECK-IN: 10.00—Last Bike Out 11.00

Coffee, Tea, Hot Chocolate and baked goods

Observation Ride explores the history of the beautiful Fraser Valley.

Included in Registration:

- ◆ BBQ after ride, starts at 15.00
- ◆ 1 Door Prize Ticket per person

Pre-Registration—Received by June 1, 2009

- ◆ GWRRRA Members \$10.00 per person
- ◆ Non-GWRRRA \$12.00 per person

Eligible for the pre-registration prize of \$1.00 per person that pre-registered.

Registration—Received after June 1, 2009

- ◆ GWRRRA Members \$12.00 per person
- ◆ Non-GWRRRA \$15.00 per person

PRIZES

All Motorcycles
Welcome

FOOD



50/50

Rain or Shine

Registration info: chilliwakgoldwingers@live.ca

Registration Form on Page 11

2009 GWRRA Region J Rally

July 31 — August 3, 2009

...everyone is welcome

Albion Fairgrounds
Maple Ridge Dyke
Maple Ridge

Rally Information:

- ◆ Approximate attendance: 300 members
- ◆ Located at the Albion Fairgrounds in Maple Ridge, 40 minutes east of Vancouver
- ◆ Camping available on site
- ◆ Motel rooms blocked
- ◆ Early Bird Registration Draw
- ◆ Great Tours, Great Scenery; Grand Prize Draw, Door Prizes, *Activities Just for Women...*and more events to be announced!



Sponsorships Still Available

At the Platinum, Gold, Silver, Bronze and Copper Levels

...For our 2009 GWRRA Region J Rally.

For more information please contact:

Con Williams, Chair of the Vendor & Sponsors Committee, **604—293-2268**

Region J Website: <http://gwr-ra-regionj.ca/ralliesmain.html>

BC-A Website: http://gwr-ra_bca.tripod.com



Petey's Prattle...

One of the nice things about being a member of GWRRA is that BC-A and BC-D have traditionally participated in each others events. In fact this year, we went together (along with BC-C) to plan a joint calendar of events.

On Saturday May 29th, I decided to join Con and Pat from BC-D and whomever might also join in for an Anacortes/Whidbey Island ride. There ended up being 3 bikes (the perfect number?) with Doug and Kelly joining us. We were to meet at the Aldergrove border crossing at 7:30 am. I left home in Pitt Meadows at about 6:30 and when I went to gas up in Abbotsford (running on fumes), I discovered that I had left my wallet with my licence and credit cards at home. I called Con and Pat just as they were leaving home and was told that they would wait for me at the Hilltop Restaurant south of Lynden. Luckily, I had enough cash to buy some gas. I speedily, although safely, rode back home, got my wallet and proceeded to the Alder grove crossing. Luckily, there were only about 5 vehicles in front of me with 3 lanes open. Of course, I picked the slowest line. But, by the time I got to the Hilltop, the others had just got their breakfasts so I was able to have mine without really rushing.

After breakfast, we rode through Bellingham and to Fairhaven where we rode down to see where the Alaska Ferry leaves from. We then rode down Chuckanut Dr. (always a pleasure) and through Edison and Bayview (through the farms fields) and on to Anacortes. Con lead us in the back way and along by the water and eventually to Flounder Bay area, from which the ferry to Victoria leaves. After floundering around (J), Con found Anaco Beach Rd. (although his GPS was telling him there was no such road). This would join up with Marine Dr. and Rosario Rd. coming out to Hwy. #20 just before Deception Pass. We stopped there so that we could take some photos and have a break.

We then crossed the bridge over Deception Pass and continued through Oak Harbor along Hwy #20. Con took us onto Madrona Way and into the Village of Coupeville where we poked around for a while. This is a really cute little place. Our lunch destination was La Conner and I lead the way back up Hwy. 20 and took the back way into La Conner via Reservation Rd. We had a really nice, relaxing lunch on an outside deck watching the boat traffic passing by on the channel.

Finally, we started to head home via Hwy. #20 to Sedro Wolley and up Hwy. #9 to the border. I crossed at Sumas, while the others crossed at Aldergrove again.

Thank you Con and Pat for suggesting this ride and I hope to join you on many more relaxing rides.

It was a wonderfully day!

Pete



Rider Education



All of us have heard about brake lock ups and how important it is to develop good brake control. I recently came across this article on the internet and thought it had some good information including some interesting advice on when it is OK to relax the rear brake pressure in a lockup on a loose surface like sand.

For more information or the complete article visit:

<http://www.dps.state.mn.us/mmsc/latest/MMSCHomeSecondary.asp?cid=5&mid=81>

Effective Braking

By Darwin Holmstrom

The Fundamentals

Sometimes when you're teaching someone how ride a motorcycle it's easy to forget to teach him or her to stop one. It's easy to forget that stopping is as important as starting, and for the beginner, it can be nearly



as difficult a skill to master. Using the brakes on a bike is much more challenging than using

the brakes on a car. A rider must use both hands and both feet at the same time to stop a motorcycle. In one motion, the rider must pull in the clutch lever with the left hand and squeeze the front brake lever with the right, while shifting down to first gear with the left foot and pressing down on the rear brake pedal with the right.

The front brake is the more important of the two brakes. An average motorcycle relies on the front brake for 70-to-80 percent of its stopping power. Bikes with long wheelbases and a more rearward weight distribution (like cruisers) rely more heavily on their rear brakes than bikes with shorter wheelbases (like sport bikes) but even on a cruiser, it is the front brake that does most of the work when stopping.

Contrary to persistent mythology, a motorcycle will not flip over accidentally if the rider uses the front brake.

On modern sport bikes, it's possible to raise the rear wheel by applying the front brake--this stunt is called a "stoppie"--but beats the living daylight out of your bike.



It's important to develop a feel for what your brakes are doing so that you can apply the appropriate force for a given situation. You don't want to squeeze the brake lever or press the brake pedal too hard, or you'll lock up your tires and skid. This is especially true of the rear tire, which locks up more easily than the front tire, especially on modern motorcycles, most of which are equipped with rear disc brakes. According to a report issued by the California Highway Patrol in the mid-1990s, a rider locking up his or her rear brake is a factor in the majority of all the crashes they investigated.



Locking up the brakes is Not a Good Thing. When your tire is sliding, it drastically reduces traction

and braking efficiency while drastically increasing your odds of crashing. If your rear tire starts to skid, there's a good chance you'll either low side the bike (slide down on the road and crash), or high side the bike (start to slide one direction, then flip over in the other direction). A high side, the worst kind of single-vehicle crash you can have, happens when the rider releases the brake while skidding. This allows the tire to regain traction, jerking the motorcycle in the opposite direction.

The best technique to use for a skidding tire is to not skid the tire in the first place. If you do so accidentally:

- ◆ Rear-wheel skid: keep the rear wheel locked until you're completely stopped, keeping your eyes focused straight ahead and not at the ground. Exception: if you skid the rear wheel on a poor surface like gravel, it is possible to regain traction by gradually easing up on the rear brake pedal. The key there is gradually.)
- ◆ Front-wheel skid: release the front brake and then reapply it immediately, being careful to squeeze the front brake lever and not "grab" it.

Ride safe,

Bernie Sparrow

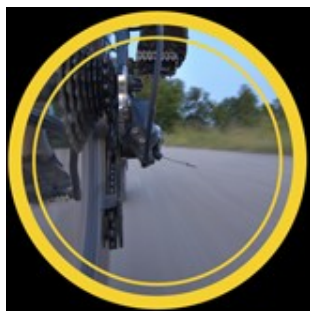
Chapter Educator GWRRA BC-A



STRENGTH IN NUMBERS

The Ride to Conquer Cancer is a unique, two-day cycling event to take place on June 20-21, 2009. During this bold cycling journey, riders will travel from Vancouver to Seattle. The Ride to Conquer Cancer is a new endeavor to do just that - conquer cancer. The funds raised through The Ride to Conquer Cancer will deliver breakthrough research, exemplary teaching, and compassionate care at BC Cancer Foundation.

The BC-A Chapter is supporting this event by providing 'marshalling' services to the riders whereby the motorcycles will block traffic intersections for the cyclists to pass. Patrick Frampton, Ian McAlpine, Doug Hildebrandt and Rob??? are participating as marshalls.



K. R. PARKES GOLDSMITH



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Fax: 604-467-3193

E-Mail: sales@crcycle.com

Monthly Meeting

Chapter BC-A, Vancouver

The THIRD Sunday of each Month

ABC RESTAURANT

On the Corner of

Kensington & Hastings, Burnaby

Breakfast at 8:00 am

Meeting at 9:30 am



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

6.00 - 6:30 pm

Earlier this year GWRRA member Donn Champion came over for a visit and a tire change. Shortly after he pulled into the garage I got a real surprise when Kelowna GWRRA member Rich Sopel showed up as well. As Donn and I were doing the tire changes Rich took advantage of the down time to install some High Intensity Discharge (HID) headlights on Donn's bike. I was very impressed and a month or so later I had a set of HID's on my bike as well. Since these are still a rather new add-on for the Wing I'll tell you my impression.

What is HID?

High Intensity Discharge is the technology in which the filament of the Halogen Bulb is replaced with Xenon gas. When high voltage is applied, the gas generates an arc of light. The Xenon gas generates 3x more light than standard halogen bulbs.

Installation

HID headlights are not a simple bulb change. You need to install (2) Direct-Plug HID Bulbs, (2) Ballasts, (2) Igniters, along with all necessary wiring. (I used integrated ballasts with the igniter built in.) Each ballast must be connected directly to the battery. Then you must trigger the ballast to fire up when you would normally have the headlights on.

I was very fortunate to have Rich Sopel build me a harness like the one he made up for Donn's bike. I made some slight modifications - rather than connecting the ballasts to the battery they are on my modified electrical system's secondary HOT bus.

So here's the installation process - take off the seat, instrument panel cover and top shelter. Install the two integrated ballasts - I did one on each side by using double-sided tape to hold it on the side fairing in front of the pockets.

Take out the low beam bulbs and adaptors. Put in the HID lights. They do NOT use the Honda bulb adaptors but require a spacer to fit snugly. The original headlight connectors will be hanging loose. You can tape up the right one to keep water out as you will not use it.

Then plug the harness into the bulbs and finally plug the 'trigger' leads into the original left connector and turn on the ignition. The new HID lights should start up like a smile - dim at first but then get brighter.



Riding with the HID Lights

The first thing I noticed was that, if there were two lanes, cars often moved out of my way. I guess that I've become somewhat more visible. It was not until I was riding back from the Laughlin River Run that I really got to test them at night. I was riding with a buddy on I84 west toward Boise on a clear night. I began to notice that the highway signs were easier to read. Then I realized that was because they were being lit up at twice the normal distance.



I tilted the HID headlights up and was amused as large exit-information signs went from daytime bright to pitch black as I went past them. Then I tilted down for better illumination of the freeway. At first I was disappointed as all I saw was a half-mile of lines. Then I realized that I was on a newly paved section and even my high beams did not show up anything. I suppose if there was anything there I would have seen it sooner with the HID lights.

These HID lights do take several seconds to warm up and are NOT suitable for headlight modulators like the ones I have on my high beams. However I know one rider who took off his modulator and installed HID lights on his low beams, high beams plus his fog lights. If your wallet is heavy then this would be the ideal way to travel at night.

Comment

HID lights have been out for cars for several years. I think BMW was the first to factory install them. There are several kits now available, some designed for motorcycles.

One last note: HID lights use 36% less power than the factory 55w bulbs and are supposed to last 2,500 hours.

Editors Note: *HIDs for the Goldwing can be found at:*

http://www.motorcyclehidlights.com/honda-gl1800-goldwing-hid-lights-c-97_570

Goldwing Women



On Saturday May 30, five Gold Wing Women and two female guests arrived to the Domaine de Chaberton Winery in Langley for lunch and a tour. We were the first group seated for lunch but as the afternoon progressed the restaurant filled and the tour buses kept the winery quite busy. So much for dieting!!! The lunch was absolutely mouth watering with entrees such as Stuffed Crêpes - with ham, Gruyere cheese & Mornay sauce - served with mesclun salad. Ruby Trout Filet - served on a bed of braised cabbage with white wine, tomatoes and bacon. Baked Seasonal Salmon - with prawns and mussels over braised fenel with olive oil and white wine. The desserts...well they had those on display as soon as we walked through the doors so we were doomed from the start. They included...“Tarte Tatin” - caramelized apple tart baked upside down, served with vanilla ice cream.“Crème Brulée” “Chocolate Mousse and Praline Croustillant.“Poire Belle-Helène” - Poached pear served with vanilla ice cream, chocolate sauce & almond.



We thought the wine tour was a little short but then again, the grapes are tiny, tiny buds at this time of the year. I believe we all agreed that this would be a good place to visit again later in the season or in the fall so remember... if you have less than 12 people in a group, you don't have to pay the 50% deposit for lunch.

Finally, I managed to pick up a bottle of wine that we served for dinner that night to company and it was quite a hit. So if you're looking for a clear (as in no colour), refreshing white wine...John and I highly recommend the Domaine de Chaberton, Pinot Gris.



Domaine de Chaberton Estates Limited Partnership 1064 - 216 Street, Langley, BC V2Z 1R3
Boutique 604 530 1736, Bistro 604 530 9694, Long-Distance 1 888 332 9463, FAX 604 533 9687
Content © 2007 Domaine de Chaberton Estate



The Weigh - Down, Round -Up

How much weight will we lose before the Region 'J' Rally?

Another **1.5 pounds** has been lost since our last weigh-in

Remember to email your results to me each week. All chapters are welcome to participate.

Thanks,

Leslie



Editors Note: Despite all the events of last month, we do not have any quality photos for this month's newsletter.

Via Vox
"THE DUO FOR YOUR OCCASION"
Voice • Piano • Guitar

A black grand piano is shown next to an acoustic guitar. The piano is a classic upright style, and the guitar is a standard acoustic model.

Contact: Valerie I. Fortin
Cell: 604-789-5599
E-mail: viicougar@yahoo.ca

CAN YOU SEE ME NOW?

If you would like to place an advertisement in the monthly newsletter, or know of someone who does, please contact David (djpriestley@shaw.ca) before the 15th of the month to place in that month's newsletter.

Member classifieds (bike related) are free and run for two months. Non-bike related advertisements are \$5/month for a business card size placement. All other fees are negotiable!

STREET RIDING STRATEGIES

By Rob Beecroft

In next month's Newsletter, we will print the full article from Rob, but due to space limitations, here are some statistical extracts from the article referencing the now famous 'Hurt Report'.

- ◆ 75% of motorcycle accidents involved a collision with another vehicle.
- ◆ 25% of accidents were single vehicle accidents involving the motorcycle colliding with the roadway or some fixed object.
- ◆ 50% of accidents occur at intersections.
- ◆ Weather IS NOT a factor in 98% of accidents.
- ◆ 50% of fatal accidents involve alcohol.
- ◆ Riders have an 80% likelihood of being injured in a crash.
- ◆ The higher the speed, the higher the risk.

Top Ten Reasons Why BMW Riders Don't Wave Back.

10. New Aerostich suit too stiff to raise arm.
9. Removing a hand from the bars is considered "bad form."
8. Shoulder too stiff from camping on the ground the night before.
7. Too sore from an 800-mile day on a stock "comfort" seat.
6. Too busy programming the GPS, monitoring radar, listening to ipod, XM, or talking on the cell phone.
5. He's an Iron Butt rider and you're not!
4. Wires from Gerbings is too short.
3. You're not riding the "right kind" of BMW.
2. You haven't been properly introduced. And the number one reason...
1. Afraid it will be misinterpreted as a friendly gesture.

Top Ten Reasons Why Gold Wing Riders Don't Wave Back

10. Wasn't sure whether other rider was waving or making an obscene gesture.
9. Afraid might get frostbite if hand is removed from heated grip.
8. Has arthritis and the past 400 miles have made it difficult to raise arm.
7. Reflection from etched windshield momentarily blinded him.
6. The espresso machine just finished.
5. Was actually asleep when other rider waved.
4. Was in a three-way conference call with stock broker and accessories dealer.
3. Was distracted by odd shaped blip on radar screen.
2. Was simultaneously adjusting the air suspension, seat height, programmable CD player, seat temperature and satellite navigation system.
1. Couldn't find the "auto wave back" button on the dashboard.

Top Ten Reasons Why Harley Riders Don't Wave Back

10. Afraid it will invalidate warranty.
9. Leather and studs make it too hard to raise arm.
8. Refuses to wave to anyone whose bike is already paid for.
7. Afraid to let go of the handlebars because they might vibrate off.
6. Rushing wind would blow scabs off the new tattoos.
5. Angry because just took out second mortgage to pay luxury tax on new Harley.
4. Just discovered the fine print in owner's manual and realized H-D is partially owned by those rice-burner manufacturers.
3. Can't tell if other riders are waving or just reaching to cover their ears like everyone else.
2. Remembers the last time a Harley rider waved back, he impaled his hand on spiked helmet.
1. They're jealous that after spending \$20,000, they still don't own a Gold Wing.

Road Works

The North Vancouver RCMP would like to make the public aware of the following change to the Motor Vehicle Act:

Beginning June 1, drivers must slow to 70 km/h on highways where the speed limit is 80 km/h or higher, and to 40 km/h where the limit is below 80 km/h, when approaching a stopped emergency vehicle that has its lights flashing. If there is another lane going in the same direction, drivers must also move into that lane if it is safe to do so.

The requirement will apply to drivers passing police, fire, ambulance and towing vehicles, as well as vehicles used by commercial vehicle safety and enforcement personnel, passenger vehicle inspectors, conservation officers, park rangers, and special provincial constables employed in the Ministry of Forests and Range.

Those found in contravention will face a fine and three penalty points against their driver's license. The fine, including a 15 per cent victim surcharge, is \$148 if paid within 30 days or \$173 thereafter. Currently, five provinces and 40 U.S. states have similar requirements. An existing penalty remains in place for failing to yield to a moving emergency vehicle.

prepared by

Marlene MORTON (CPL)

Media Relations Officer

North Vancouver RCMP Detachment

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Goldwing Retriever (From the Front Page)

by Paul Crowe



What happens when a car stalls in traffic on a busy highway? Instant traffic jam, naturally, but how does the tow truck get to the car if the highway is filled with cars? Suppose you had a small agile vehicle like a motorcycle that could also tow the car from where it was stuck?

Enter *The Retriever*.

It's a Honda Goldwing with a foldable towing rig that rides through traffic like a normal motorcycle, splitting lanes and weaving through the jam until it arrives at the scene. Then it unfolds the towing rig, loads up the car and rolls away.



The Retriever's towing rig carries the weight of the car on three wheels so the motorcycle can still be ridden normally. Since the motorcycle is only providing the torque necessary for towing and doesn't have to carry extra weight, the vehicle is easily moved and a six cylinder Goldwing has all of the power you need. The Retriever can tow cars up to 5500 pounds.

The Retriever is the product of a Swedish company, *Coming Through* that took something like 5 years to perfect the product. The designer got the idea when he was stuck in a traffic jam and saw a motorcycle ride by and he wondered if a motorcycle could tow a car to relieve the congestion. That is great thinking combined with no small amount of follow through. I like this a lot.

You need to watch the video to see how well this really works. There are several on the site as well as one from the Discovery Channel

Celebrations & Sales

Tuesday Night Rides

Tuesday nights are great for socializing.

TIM HORTON'S ANNACIS ISLAND

Rides start about 6:30 – 7:00 pm

All are welcome –hope to see you there.

Bike not mandatory!

Celebrations

Birthdays

| | |
|------------------|---------|
| Sheila MacGregor | June 21 |
| Patty McKenna | June 25 |
| Thomas Maki | July 4 |
| Pat Armstrong | July 6 |
| Patrick Frampton | July 6 |
| David Hawrish | July 7 |
| Joan Maki | July 12 |

Anniversaries

| | |
|----------------------------------|---------|
| Howie Mosher & Elaine McGregor | June 12 |
| Patrick & Rainie Frampton | June 17 |
| Rob & Terrie Ellis | June 24 |
| David Priestley & Joanna Sofield | July 6 |
| Rob & Parm Gosselin | July 18 |
| Dan & Valerie Fortin | July 26 |

Congratulations to you all!

FOR SALE OR WANTED

SALE: New complete muffler system for GL1200 cc fits '84, '85 and some '86. Made by Mac Products paid 600 USD asking \$450. Consider all offers

Ron Seligman 604-271-0739

SALE: PIAA Light Brackets for GL1800: Mirror Mounts. High quality steel brackets, black powder coated. Over ordered and never used. Asking \$100 - See Picture Book

David Priestley 778-998-1309. email: djpriestley@shaw.ca

SALE: Fuse Panel for GL 1800: Made by Electrical Connection. Add those farkels with confidence in your electronics. Asking \$25

David Priestley 778-998-1309 email: djpriestley@shaw.ca

Saturday Rides

If there are **NOT** any Local day rides on the Event Schedule you can expect a ride to leave from the McDonalds at Boundary & Lougheed Coffee from 9am. Rides start about 10:00 am Weather Permitting

Surgery

A mechanic was removing a cylinder-head from the motor of a Harley motorcycle when he spotted a well-known cardiologist in his shop. The cardiologist was there waiting for the service manager to come take a look at his bike when the mechanic shouted across the garage "Hey Doc, want to take a look at this?"

The cardiologist, a bit surprised, walked over to where the mechanic was working on the motorcycle. The mechanic straightened up, wiped his hands on a rag and said, "So Doc, look at this engine. I open its heart, take the valves out, repair any damage, and then put them back in, and when I finish, it works just like new.

So how come I make \$40k a year, a pretty small salary and you get the really big bucks when you and I are doing basically the same work?" The cardiologist paused, smiled and leaned over, then whispered to the mechanic....."Try doing it with the engine running."

More Surgery... A gynecologist was getting sick of his job and decided that he needed a career change. He'd always enjoyed tinkering with motorcycle engines so thought he'd become a motorcycle mechanic. The good doctor went along to the American Institute of Motorcycling, the best motorcycle mechanics school in the country, and completed the training class. The final exam was to strip a bike engine completely and reassemble it - obviously back into perfect working order. So our gynecologist friend did the test and anxiously awaited the result. The day he received the results he got quite a surprise, he got 150%! He quickly phoned the instructor and queried the mark. The instructor said, "No, no that's right. First I gave you 50% for stripping down the engine -- a very thorough job. Next I gave you 50% for reassembling it - a fantastic job really. Then I gave you a 50% bonus for doing it all through the muffler."

Storeroom

| Item | Price | Item | Price |
|-----------------------------------------------|---------|-----------------------------------------|---------|
| TEXX Blended Twill Shirts Long Sleeve (S-XXL) | \$44.50 | Top Rocker-Great Northwest Region "J" | \$16.00 |
| Short Sleeve (S/M/L/XL/XXL) | \$42.25 | Bottom Rocker-Chapter BC-A Vancouver | \$24.00 |
| Golf Shirt Short Sleeve (S-XXL) | \$35.00 | BC District Pin | \$4.00 |
| Added Text (10 Characters per line) | \$5.00 | BC-A "Geese in Flight" Chapter Pin | \$4.00 |
| Chapter Embroidered Baseball Cap | \$13.50 | Chapter Hanger Bar | \$2.00 |
| GWRRA 10" Black & Gold Crest Patch | \$22.50 | Chapter Name Plate Brass | \$16.00 |
| GWRRA 4" Black & Gold Crest Patch | \$9.25 | (hanger bar provide free for executive) | |

If you don't see something you want or to place an order contact

Leah Connell. 604 790 8135

Email Ircmay@yahoo.ca

Key Contacts

BC-A Chapter Executive

| | | | |
|--------------------|--------------------------|--------------|----------------------------------------------------------------------------|
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| Asst. Directors | Peter & Sheila MacGregor | 604 460 2017 | petalmac@shaw.ca |
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| Newsletter Editor | David Priestley | 778 998 1309 | djpriestley@shaw.ca |
| Treasurer | Mairi Sparrow | 604 980 6405 | mairibird50@gmail.com |
| Games Guy | Kelly Parkes | 604 687 4661 | kparkes@shaw.ca |
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| Stores | Leah Connell | 604 790 8135 | Ircmay@yahoo.ca |
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| Membership | Parm & Rob Gosselin | 778 329 7010 | pgosselin@shaw.ca |
| Technical Advisor | Ivan Armstrong | 604 273 1004 | patandi@shaw.ca |
| BCCOM Liaison | Ron & Faye Seligman | 604 271 0739 | |
| Chapter Ambassador | Ivan Armstrong | 604 273 1004 | patandi@shaw.ca |
| Chapter Historian | Ivan Armstrong | 604 273 1004 | patandi@shaw.ca |

GREEN HEART RUN – Rides Again!

PRESENTED BY CHAPTER BC-C,

GOLD WING ROAD RIDERS ASSOCIATION

Saturday, June 27, 2009

Start – Finish Atchelitz Threshermen’s Historic Park

44146 Luckakuck Way, Chilliwack

(Next to Heritage Park) Lickman Rd Exit 116 off Highway 1

Observation Ride explores the history of the beautiful Fraser Valley!

ALL Motorcycles Welcome, Rain or Shine.

Registration 10am – Last bike out by 11am - Last bike in by 3pm

Registrations post marked by June 1, 2009 are eligible for the pre-registration prize of \$1 per person that pre-registered. Pre-Registration received by June 1, 2009

GWRRRA Member \$10.00 per person

Non-GWRRRA \$12.00 per person

Registration received after June 1, 2009 & On-Site

GWRRRA Member \$12.00 per person

Non-GWRRRA \$15.00 per person

Green Heart Run – 2009 Registration Form

Please send your registration to:

Janet Egan, 3831 Karen Dr, Cultus Lake, BC, V2R 5A5

PLEASE MAKE YOUR CHEQUES PAYABLE TO: GWRRRA – BC-C

Rider Co-Rider

Address

Telephone #

GWRRRA Chapter GWRRRA Membership#

Association/Club

I/We hereby agree to conform and comply with any rules governing this event: and agree to hold harmless the GWRRRA. Chapter BC-C and its officers and all involved participants of this event, for liabilities involved in my/our injury or loss due to participation therein. I/We also agree to accept responsibility for any injury and or property damage, which I/We may cause during this event. **YOU ARE RESPONSIBLE FOR YOUR OWN INSURANCE!**

Rider Signature Co-Rider Signature

_____ Rider Signature

_____ Co-Rider Signature



Great performance never looked so good.
Too bad the others will only get to admire it from behind.



The Honda Gold Wing is the ultimate touring motorcycle – the one by which all others are measured. With an in-dash navigation system, premium audio system, heated seat and hand grips, sleek styling and other features, it's in a class of its own. No matter what your destination, when you ride a Gold Wing, you've arrived.

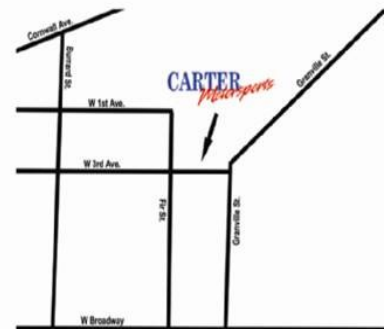


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