

Gold Nuggets



VOLUME 1, ISSUE 8

AUGUST 2016

UPCOMING EVENTS:

Aug 26-28 Region J Rally In Red Deer

Aug 31st - 3 Wing Ding 38 in Montana

Sept 17 Corn Roast & Ride BCD

Sept 25th Oyster Run Anacortes WA

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Letter from the Directors

Ride, ride, ride and then ride again. We finally have some sunny stretches that we can count on to get in a long ride or two into the interior or down south. I manage to take part in an 1100km ride through the interior and 1100km ride down to Mt St. Hellen's. Tuesday and Saturday night rides have been great and now we are chompin' at the bit to get on the road to the Region J rally in Red Deer AB and then Wing Ding in Billings MT. It will be nice to break away from work and the regular routine. I hope we will run into some Chapter A folks down there at the Canadian dinner and around the event.



I know there are a few of you riding the Duffy Lake loop this weekend but Tracy and I are saving our butts for the long ride and spending some time getting our ducks in a row for trip. The only event happening this next month comes after the next meeting and is the Oyster Run. Last year a bunch of us rode down but only some stayed. I love the culture shock of that event in that there are so many different bikes, styles and ways of looking at riding. I could watch and listen to the people all day. Anyhow hope your having a great summer and some awesome riding.

Ride Safe

Keiller and Tracy
Directors
Chapter A

Monitoring Radio

CB Ch. 33

Amateur Radio Frequency Simplex 146.490 and
Repeater - Mount Seymour 147.260



Chapter Directors
Keiller & Tracy Gowans
604 970 0531 or 604 219 5836
email :
gwrra.gowans@gmail.com
Web Site: www.gwrrabca.ca

BC's Chapter A is located in Canada's third largest city, Vancouver British Columbia. Situated in the pristine natural beauty of the Pacific Northwest and nestled between the shores of the Pacific Ocean and the majestic peaks of the Coastal Mountain ranges. Riders and Co-riders are blessed with an abundance of some of the most scenic areas available to motorcycle touring enthusiasts anywhere.

“Friends for Fun, Safety and Knowledge”

Message from the Editor:



WANTED! If you are interested in taking it on or partnering with another member let us know! We would love to have a someone excited about putting together our monthly newsletter. If you love talking to people, gathering news stories or even writing a few yourself this job is for you. Contact Tracy Gowans to express your interest in this fun position.

This is your newsletter, anything you would like to contribute please send to:

gwrra.gowans@gmail.com

2016 Chapter BC A Team

Chapter Directors:	Keiller & Tracy Gowans	Assistant Directors:	Dan and Valerie Fortin
Treasurer:	David Ward	Stores:	Giselle Collins
Educator:	Kelly Parkes	Historian:	Ivan Armstrong
Webmaster:	Kyle Gosseling	Newsletter Editor:	Vacant (Tracy Gowans)
Ride Coordinator:	Chuck Taylor		
Games Coordinator:	Vacant (Kelly Parkes)		
Membership Enhancement Coordinator:	Ian McAlpine		

If you are interested in holding a position on the Executive or would like to nominate someone please contact the chapter directors



Aug 2016 Region Report

Here it is, the last half of July. In just 1 month, a lot of us will be either travelling to Red Deer, AB for the Region J Convention, and/or getting ready to travel to Billings. How exciting is all that?

The Region J convention will be my first endeavor to be the coordinator of this caliber of gathering. I owe everyone who has been involved with the planning, a huge thank you – no matter how large or small your contribution. You are making the whole thing possible. There is no way I could have accomplished what you all have.

There will be an officers meeting on Friday evening starting at 5PM MT. Anyone can attend, but I would like as many chapter and region officers to be present as possible. There are some changes within GWRRA coming our way that need to be discussed. Mike Briggs, our Deputy Director, will be in attendance to talk about some of those changes. Also, we need to talk about where next year's convention will be held.

At this point, there has been no one sign up for ARC classes. There was a request for Trike, Trike Trailer course, but to date there has been no one sign up for those either. If anyone is interested at this point, let Alec Middleton know ASAP. As of now, the rider course is cancelled.

As most of you know, a few of us have to leave on Saturday evening after the dinner meeting to head to Billings. We have meetings on early Monday morning. I'm hoping that whoever doesn't have to leave, will stay for the entertainment. The band promises to be quite good.

On to Billings and WingDing38. The last I heard, Region J continues to lead the pack in registrations per District. Alberta is, in large part, responsible for that. Alberta has 196, BC 19, Sask. has 24 and Alaska 2. Way to go! If you haven't registered and plan to go, the form is online, or you can register on site.

At long last, we have completed the signup sheet for those who wish to volunteer to be "greeters" or "ambassadors" to meet people at the parking lots and point the way into the registration area. Originally, we were to be at the doors into the trade show checking arm bands, but it has been decided to try something new this year.

To find the signup sheet, go to <http://gwr-ra-regionj.ca/Security.html>. Please read the instructions at the top of the page and then fill in all applicable slots. Use the drop-down menu on each line to choose the shift/s you want. If you want to do more than 1 shift, submit more sheets. 1 sheet per shift. Couples use separate sheets. There are 5 days with 4 shifts per day on 3 of those days. Once you are satisfied with the day and hours you want, simply submit and then reset. You will receive a confirmation email from me as a reminder.

Another group of people that I want to thank, are those who took the trip up to Marble Canyon to be with me when I spread Con's ashes, and to bury the bike that is for Con to ride. There were 14 that went along, and I was blown away with the support from everyone. It was a rainy day, but we did it anyway.

Until we meet again, keep the shiny side up, and ATGATT!

Pat Williams

Region J Director

"I owe everyone who has been involved with the planning, a huge thank you!"

*Pat Williams
Region J Director*

Membership Draw Article submitted by David Ward

Chasing the Visual Point Written by Larry Grodsky

Stayin' Safe Motorcycle Training was always an evolving work in progress, it seemed. One of his assistants remembers it this way: I first met Larry in the fall of 2000 in Washington, D.C., to discuss his training program over breakfast. Until this time, I knew of Larry only through his Stayin' Safe column and his picture therein. To my surprise, he walked in looking like he had hastily dressed after just rolling out of bed. I wondered to myself, "This is Larry Grodsky?" Later, when I began training with Larry, I discovered what genius lay beneath the surface. Constantly looking for new methods of explaining ideas, he devised a creative way of illustrating his Vanishing Point concept. Arranging Velcro-edged dominoes on a small, Velcro-covered board to create the left and right boundaries of a curve, he'd pass this assembly among the students. Rotating it at eye level as if riding through the curve created the illusion of a moving vanishing point.

This worked surprisingly well, except when the dominoes fell . . .

Randy Kuklis, senior instructor, Stayin' Safe Motorcycle Training, MSF instructor

Why does the rider who cannot see call the turn blind? The first time I said it to myself, it seemed so palpably clear that I couldn't believe it had taken me 35 years of riding to figure it out. I had to share it with others. "At every corner entry," I would tell my students "you'll find one of two things: a solid object . . . or a drop off." I couldn't wait for the next stop to share my epiphany, but in truth the concept still needed at least half an hour of final tooling on the word lathe. Waiting along the side of the road was the contradictory argument: four bikes haphazardly parked. A huddle by the ditch. *Rider down*. The impetus? A flat, featureless 90-degree fence line turn. OK, *most* corner entries . . .

Be that as it may, roads seldom change direction without a reason. It could be property rights, but the vast majority of those reasons are features in the landscape. For the past seven years or so, I've spent a good deal of time teaching riders how to "read" a road.

Paramount to this skill acquisition is the recognition of what we call the "visual point." Some people call it the "vanishing point," so named for the way in which a road appears to "vanish," even as you try to reel it in with the throttle. Others call it the "limit point," probably because smart riders make it their practice to be able to stop short of the farthest point they can see. I suppose I avoid saying vanishing point because I like my students to look for features in the landscape and not just the road itself. For the same reason, I don't refer to the limit point, although I absolutely feel riders



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(Continued on Page 5)

Membership Draw Article submitted by David Ward

Chasing the Visual Point Written by Larry Grodsky

their lines of sight. I just don't think that one should focus exclusively on the road surface when there are other features that can expand rider awareness of when the road bends and how sharply. There are a dozen or more of these features, but we can narrow them down to two categories: those which parallel the left side of the road and those which parallel the right. Where those two features intersect, you've got a curve, but before you can lean and swoosh through it, you must first point your motorcycle directly at those solid objects. Are you with me?



Let's paint a little more detail in this picture. The solid object on your right is a granite wall. The solid object on your left is a guardrail. The convergence point is getting closer. And closer. Hadn't you really ought to slow down? This we all know as setting entry speed. While you're doing this—miracle of miracles—that convergence point appears to move away. Watch the end of the guardrail, and it appears to be *growing longer*. This means that your curve is opening up. The essence of reading the visual point is learning to detect motion where those paralleling features—what the British call “verges”—intersect. Hold your hands at eye level and imagine them to be two rock formations. Draw them toward each other. The *con*-verging features mean the road is changing directions. Draw your hands apart. *Di*-verging features mean the curve is opening up. You know those successions of reflective arrows that highway departments sometimes post along the more severe bends on Primary and Secondary roads? There're more than mere warning signs; they're a useful tool, and clever riders will find similar ones embedded in the natural and man-made features of even poorly marked roads. Say there are five arrows posted in a corner. These five arrows are set on the “far side verge.” At first sign of an arrow (skilled riders will recognize other clues before the arrows) one should start setting entry speed—at least mentally. The idea is to make the arrows approach- and then recede—at a manageable rate.



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(Continued from page 4)

Membership Draw Article submitted by David Ward

Chasing the Visual Point Written by Larry Grodsky

Maybe there are no arrows. Maybe there's just a guardrail with little round reflectors posted on its supports. That's even better. Now you've got dozens of fixed points of light syncopated into one moving target—the visual point. The rate at which it moves becomes a product of your actions—the smoothness with which you manipulate brakes and throttle. Most riders don't have any difficulty stopping for a traffic signal or a red, octagonal sign—so why do so many become startled when they have to slow down for a landscape feature? Maybe it has something to do with the notion that we ride “in” turns, as if they were dark rooms or deprivation tanks. A blind turn—you can't know what it is until you're in it!

I prefer to think of turns as the paths we plan around and between obstacles, taking care to maintain a comfortable response bubble relative to those obstacles. Here, I like to use the analogy of social intercourse. In my work I interact about equally with Northerners and Southerners. Look a New Yorker in the eye from arm's length, and he'll probably lean in closer. Someone from a small town in Mississippi will more likely take a step back. Each knows his personal comfort zone and operates within it. Getting back to those arrows or reflectors. The time between first sighting and arrival is the aforementioned response bubble. If your view time of each marker is successively less, then your bubble is compressing. It's probable that you're operating outside your personal comfort zone. It's certain that you're compromising your drive out of the turn. Had you maintained amore constant bubble, you would have been ready to accelerate as soon as the turn began to open up. Some other examples of verges are trees, shrubs, cornfields, buildings, hillsides, fences—anything that can rise above the road surface and parallel its course. But what if there is no opposing verge? What if you have a solid object on the near side of the road and nothing on the far side? In such cases, you've almost certainly identified a drop-off. What's more, since you cannot reliably predict where the curve will open up, the prudent thing would be to predict the worst—a drop-off *and* a decreasing radius bend! It's hard to say how many untrained riders read the terrain subconsciously. In Britain, where police Roadcraft training has elevated public awareness of these principles, many schools boast in magazine ads that they'll turn motorcyclists into more rapid pilots. After all, they're the same principles that enabled TT stalwarts like David Jeffries (RIP) to lap the Isle of Man at over 125 mph! In my training experience, the number of course grads who slow down—at least on the entry—is nearly as great as the number who find the confidence to corner harder. Fast rider or slow, no sensible person would knowingly accelerate toward a solid object or a drop-off. Yet because of the way we look at turns, so many of us are blinded to what's right in front of us. As for fence line turns, that's a topic for another day.

turns, that's a topic for another day.



GWRRRA BC Drill Team Riding August 2016

Hello all.

A look into a Motorcycle Drill Team and what it takes to develop, friendship, skills, knowledge, confidence, and a healthy respect for what we all do on two wheels. Although these opinions and views are offered, they may, or may not be, views and opinions shared by you,. You are welcome to take what you think is beneficial for you, if you like, or differ in opinion, all is OK.

This article starts where the May edition left off. Bike/Body integration? Does that even sound possible? Well it is, if you "feel" the bikes responses to your control inputs when it is moving, and react appropriately without actually thinking about what you are doing. You're going to replace your legs, with a motorcycle. For real!! And how well you are able to use a "New" Kinesthetic response that is obtained by lower body integration, with a frame and two wheels, depends on the rider, and his/hers own tenacity to strive for it. You are, in essence, incorporating two systems into one. Your bikes own physics, and your body's own balance.

I mentioned "Neural Connectivity" in a previous article. Any ideas? What is it?. You build muscle memory by repeated "perfect practice" and repetition and your body's physiology actually makes new connections in the nerves to the muscles (Neural Connectivity), so your muscles will respond with a little less `conscious` effort from your brain. They, (your muscles) are essentially prewired with whatever skill you teach them.



Interested in learning more about the BCM Drill Team? Contact Rob Ellis at : groundhog@shaw.ca



Ever wonder how that guitarist fingers are able to move so wickedly fast? Muscle memory! If he had to think about each finger placement, he wouldn't be able to play that fast. (keeping the basic principal simple, we will ignore the body's ability to develop specific groups of muscle fiber types, fast twitch, or slow twitch, for those of you who are aware of a slightly more complex set of principles of kinesiology).

So how do we feel? In sport, or many things in life we do in the physical world, there is sometimes an element in our skill set that we refer to as, "feel". Athletes are a typical example of where we see this phenomenon. If you spend enough time listening to an athlete talk about, how that "felt great" or "I was absolutely in a groove", or "it felt almost effortless" then that is that kinesthetic feedback that we spoke of a while ago. (Also part of your balance system) That same "kinesthetic" feedback system also means that we can indeed "FEEL" the skill as we perform it. **Amazing!**

Most of us have that ability to "feel" the skill to a certain degree, but it is not necessarily universal with everyone. Some people can do amazing things just by feel, or proprioceptive feedback. While we have changed the essence of our lower kinesthetic feedback from our legs and feet, (riding in saddle) that we would normally use while walking, we still have all of those same feedback systems in our arms, torso, neck, and all other remaining parts of the body. So it is with muscle memory, if you practice a vertical body position while letting bike lean, and keep your knees against tank, turning your head greatly, and do so enough times, with help from a coach, it starts to become 2nd nature.. BUT it also works the other way too. If you prac-



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Visit our Website at www.gwrrabca.org Visit our Facebook Page at www.facebook.com/GWRRRA-BC-A-Vancouver Page 7

GWRRA BC Drill Team Continued....

tice and practice all by yourself, you are building up muscle memory for whatever skill it is your practicing, so if the skill is lacking, or incorrect, or less efficient than it could be, then you have developed a deep muscle memory to whatever it is you have been practicing. To be honest, you can read "IT" in a book, or have someone "tell" you how to ride "IT". But until you have the help from an outside source "coach", you can't tell what you're doing incorrectly and likely will keep doing the same thing you were before.



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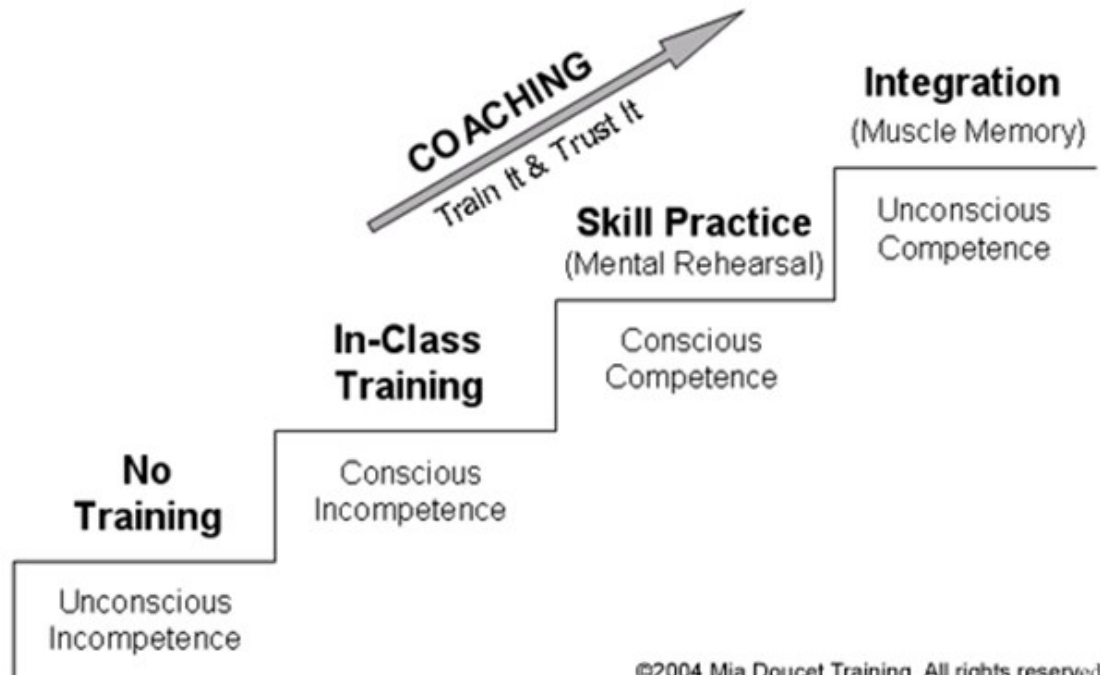


Photo is of the learning process from Kinesiology literature, and I remember these exact terms being taught in Theory.

Remember our body's reaction when bike starts to lean may be to put a foot out, while riding slowly and we know that that's not going to work on a heavy bike. So some of the re-training revolves around building NEW muscle memory, and some of the training also revolves around learning to "Consciously" turn existing responses into new responses, and develop an "unconscious" automatic or (first) response to a particular motion. Another Concept from a college i., (Re-Training your Auto Pilot) One of those reactions is to develop a response using Hands/arms and eyes to arrest a lean angle, (with feet comfortably planted on pegs & knees against tank) or stand bike up and "ride out" a potentially uncomfortable situation. Like that feeling you get when the big ass bike starts to fall over while going slow....ahh jeeez not me again!!

Keeping knees against the tank while riding slowly? Well you all have heard this: "The closer you keep your knees into the tank, the less body mass, (bike only sees mass) moving about and the more predictable and stable the ride" True Dat!! What about the "**Feeling**" of the bike against your legs, while bike starts to lean? It's an important lower kinesthetic feedback FROM YOUR BIKE, AND YOUR LEGS (lean angle). I remember watching a top North American competition rider at one of our drill practices a number of years ago ride through a set of cones that were laid out to challenge our riders. (me a newbie was awe struck watching this) He rode through



GOLD NUGGETS

GWRRA BC Drill Team Continued....



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scraping foot pegs from left to right all the way, to which the next comment from our team mates was, "I bet he can't do that without scraping!" The next run through was done without touching a thing! Not a sound!! , and just as swift and graceful. **LEGS AGAINST TANK** give you an internal lean indicator to tell you where you're at, well before you get anywhere near the bottom of your pegs. Upper body



"Posture" is also vital to using controls effectively and consistently. We see so many riders that sit **"back"** in the saddle and try to pull off tight turns, and they struggle with reach, and struggle with that **"independent"** upper body movement (from bike). Sit **"upright"**, and sit **"forward"** to help provide better use of handle bar controls, and utilizing the bikes ability to tighten turning radius to steering lock. Also very important, is to learn to swivel at the hips so the lower part of your body, legs, feet, and butt, stay connected to, (integrated to) the bike. Easier for the younger riders, but not as easy as we age. We are no where near as flexible in the body and this may be very difficult for many of us. So what to do? "Counter sit" is good to help you keep a vertical body position as you push the handle bars under you and let bike lean. That is TO SAY, if your turning left, move your buttocks over to the right side of the seat AWAY from the direction of the turn. It can start out as a little bit of a counter sit, and you progress and use a little more over time and learn this new posture. For some of us, learning to swivel at the hips so you don't have to "set up" for the next turn with a "new" seat position is where you can end up, which allows you to respond faster and more precisely in almost any slow speed situation. If you're up to competing, then that is really where you would want to go with that technique in order to be competitive.

So that "Bike/Body integration" takes time and involves a number of elements, but in the end, when it starts to "feel good" and "effortless" while you are able to do things with the bike that you couldn't do before, then that progress towards a union between man and machine is well on its way!!! FEELING can get in the way of learning. Something that almost always tends to happen while learning new techniques that differ from what your used too normally doing, is that the new changes you are trying to adopt, and practice, make the new skill feel awkward, or "wrong" and that's because you have different muscle memory already in place, and the old way of doing things actually "feels" correct, although it may not be. That's your body responding to a change that it will resist, that is until you forcefully make those changes and build "new" muscle memory.

More from our riders next month.

Rob Ellis

Captain BCMDT



BC- A Chapter Treasurer's Profile



Hi, my name is Dave Ward. I am your Chapter Treasurer. I have been a member of GWRRA since the spring of 2012, when I moved to the lower mainland from Cranbrook, BC. I work as a senior service/install technician for Tyco Integrated Fire and Security Canada.

I have been riding on and off for most of my adult life, starting out on a brand new 1979 Suzuki GS750. I was living in Winnipeg, Manitoba at the time and me and a friend bought a pair of bikes – he got the GT750 (a two stroke) and I settled for the GS.

We rode them all the way to the Mexican border in Texas and back to Winnipeg that summer, so I am no stranger to long extended rides.....

Since then I have owned several other bikes. A 1984 Honda CB750 Super Sport, another 1979 GS750, a 1993 Yamaha Virago 1100, and three Goldwings – 1986 Interstate, and now 2 1984 Aspencades. I enjoy riding and try to get out as often as possible. I have a blog online with many stories about some of my riding escapades – www.bcsledhead.com.

Last year my partner Giselle and I were involved in an unfortunate accident while riding the Sea to Sky Highway. We were both nearly killed when we collided with an abandoned vehicle illegally parked and not fully removed from the road, on a blind corner..... It has been a long slow recovery process for both of us, but we are back on the bike and riding together again as of last week.

FOOD for THOUGHT

We enjoy the friendships we have made together with the Chapter and will continue to be active, participating members of

ROAD RASH ©2002 by HARRY MARTIN



BC Lower Mainland

Chapter Contacts

Chapter BC-A Vanc Breakfast Meeting

3rd Sunday of every Month (except Dec)

Ricky's Country Restaurant

2350 Boundary Road, Burnaby BC

Breakfast at 8:00 am Meeting at 9:00 am

Chapter BC-A Tuesday Night Coffee (Rides in season)

Tim Horton's—Cliveden Ave , Annacis Island

Coffee 6:00 PM Ride 7:00 PM

Chapter BC-A Vancouver Directors

Keiller & Tracy Gowans

Phone 604 970 0531 / 604 219 5836

Email: gwrra.gowans@gmail.com

Chapter BC-D Surrey Dinner Meeting

1st Wednesday of every month

Ricky's Restaurant

152nd & Fraser Hwy, Surrey

Dinner 6:00 PM, Meeting 7:00 PM

Chapter BC-D Friday Night Coffee (Rides in season)

Tim Horton's—Fraser Hwy, & 166th St Surrey

Coffee 6:30 PM Ride 7:00 PM

Chapter BC-D Surrey Director

V Hildebrand Phone 604 557 0622

Email: directorsbcd@gmail.com

Chapter BC-C Chilliwack Dinner Meeting

3rd Tuesday of every month (except Dec)

Characters Restaurant 8559 Young Rd. Chilliwack

Dinner 6:00 PM, Meeting 7:00 PM

Chapter BC-C Chilliwack Directors

Glenn & Angela Meyer Phone 604 858 9963

Email: glenn-meyer@hotmail.com



Upcoming Courses:

Skills Training Anyone?

Anyone interested in getting together in a large parking lot with a few cones and practicing some riding skills? Send Kelly Parkes an email. If we get enough interested we will schedule it. kparkes@shaw.ca

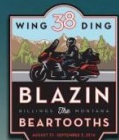


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#WINGDING38

AUGUST 31- SEPTEMBER 3, 2016

Billings, MT





August Wedding Anniversaries

We need to update our database of member's birthday's and wedding anniversaries. Please send us an email with the month and year of your special dates so you don't get missed! Put Birthday and Anniversary dates in the title.

gwrra.gowans@gmail.com

Did we miss your Birthday or Anniversary? Let us know!

August Birthdays

John Wait Aug 3rd
Tracy Gowans Aug 6th
Don Champion Aug 7th
Ian Thompson Aug 7th
Darcy Pattison Aug 9th
Chris Maki Aug 11th
Ian McAlpine Aug 18th
Rob Gosselin Aug 19th
Bob Buchanan Aug 29th
Parm Gosselin Aug 31st

GWRRA Anniversaries

Mairi Sparrow (10)
Toby Sandwell (9)
Rob, Parm & Kyle Gosselin (8)
Linda Chung (7)
Rob & Leona Meers (7)
Michael O'Meara (7)
Dan Noorian (4)
Ian Thompson (3)
Wayne Scott (1)

COMING SOON!



August 2016

- 1 Kootenay Loop Ride BC-A
- 3 Dinner Meeting BC-D
- 6-7 Mt. St Helens Ride BC-A
- 13 Car Run BC-A
- 16 Dinner Meeting BC-C
- 20 Duffy Lake Loop Ride - BC-A
- 21 Breakfast Meeting BC-A
- 26-28 Region J Rally Red Deer Alberta
- 31-3 Wing Ding 38 Billings Montana



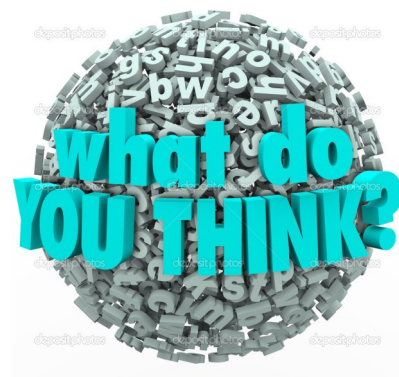
September 2016

- 31-3 Wing Ding 38 Billings Montana
- 7 Dinner Meeting BC-D
- 17 Corn Roast & Ride - Mileage Check BC-D
- 18 Breakfast Meeting BC-A
- 20 Dinner Meeting BC-C
- 25 Oyster Run Anacortes WA



October 2016

- 2 Toy Run - Vancouver
- 5 Dinner Meeting BC-D
- 15 Joint Planning Mtg. BC A/D/C
- 16 Breakfast Meeting BC-A
- 16 Toy Run - Fraser Valley
- 18 Dinner Meeting BC-C
- 22 Dim Sum BC-D



Region J Staff

Division	Position	Name	Email	Phone
Operations	Region J Director	Pat Williams	regionjdirectors@gmail.com	604 951 9441
Operations	Asst Region J Director	Patrick Frampton	eboness@dccnet.com	604 943 2527
Finance	Region J Treasurer	Shirley Williams	shirleywilliams@shaw.ca	604 599 8769
Finance	Region J Stores	Pat Williams	pat123williams@shaw.ca	604 951 9441
Rider Ed	Region J Educator	Alex Middleton	amiddleton@shaw.ca	1 403 274 4223
Rider Ed	Asst Region J Educator	Harold Arthurs	arthurs1796@shaw.ca	604 351 5295
Rider Ed	Region J Trainer	Pat Williams	regionjdirectors@gmail.com	604 951 9441
MEP	Region J MEC	Tracy Boyda	tracyboyda@telus.net	403 279 0383
MEP	District Webmaster	Bill Haggerty	whaggerty@vwh.ca	250 493 0153
MEP	Region J Ambassador	Peter MacGregor	petalmac@shaw.ca	604 460 2017
MEP	Newsletter Editor	Vacant		

GEAR & LEATHER CONSIGNMENT

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RIDERS WANTED

Riders Wanted

The BCMDT is looking for you to try something interesting and it involves riding your motorcycle around mostly scenic, and interesting roads all around our area.

AMG Cycle Vancouver Aug 28th 2016

Last Call Need 4 More

AMG Cycle Vancouver Aug 29th 2016

Last Call Need 1 more

Grand Fondo Whistler Sept 10th 2016

8 more bikes needed

8 medical, 4 mechanical, 2 commissaries, 3 videographers, 1 photographer, 2 lead/roving, 2 roving

Contact Carl Schoten bcmdt-moto-safety@shaw.ca or

604 202 7140

We pay for much more than your gas, so come give it a try.



Do you have a great idea for a newsletter Article?

Sounds like a daunting task to put your thoughts down on paper and send it in but really just a few lines is all it really takes. Take a few minutes and send us whatever you have.... We love photos too.

- Did you go on a great ride lately?
- Did you attend a great event or meet some great people?
- Maybe find a solution to a problem others may also be trying to fix?
- Are you a techy and want to share your knowledge?
- Maybe you have a burning question we can publish in the newsletter?

Contact Tracy Gowans at gwrra.gowans@gmail.com with your ideas. Deadline for articles for September's newsletter is

August 31st 2016

Buy & Sell

For Sale/Want will run for 3 editions of the newsletter. Please contact the newsletter editor if you wish to extend it longer or if your item has been sold at gwrri.gowans@gmail.com or phone Tracy Gowans 604 219 5836 Ads are free

2002 GL1800A Gold Wing and Uni-Go Trailer for sale

This is an experienced luxury touring machine package for those that like to travel in comfort.

This bike/trailer combo has been meticulously maintained and always stored in a dry heated garage during the winter off-season. The bike has just over 263,000 Km (163,000 miles) and the trailer about 20,000 (12,000) less.

This motorcycle has been on many great holiday rides and is looking for someone to take it on many more. If you are interested please contact me at Schretlen@shaw.ca

Offered at \$9,000 CAD (\$7,000 USD)

NOTE: 10% off for current GWRRA members

20% off for current or former GWRRA Chapter executives (A way of saying 'thanks for your volunteering'.)



Gold Wing enhancements:

- | | | |
|---|---|---|
| 1 Air Rider Gear & Volt indicator | 16 2) GPS | 31 SmarTire TPMS |
| 2 AM/FM radio | 17 3) Wind bender electric windshield | 32 Swing arm pivot covers - chrome |
| 3 Back-Off tail light modulator | 18 Kuryakyn ISO grips | 33 Trailer wiring - 7 pin flat connector |
| 4 Baker Air Wings air deflectors | 19 Kuryakyn LED Mirror turn signals | 34 Traxion Full Suspension upgrade - front and rear |
| 5 Brake light trailer mod (ALL lights act together) | 20 Kuryakyn Passenger Transformer Floorboards | 35 Trunk luggage rack. |
| 6 Bushtech Mud Flap | 21 Kuryakyn Throttle Boss | 36 Tulsa Belly Pan |
| 7 Bushtech Trailer hitch | 22 Kuryakyn trailer brake light mod | 37 Turn down exhaust tips. |
| 8 CB | 23 Kuryakyn Trunk Luggage Rack | |
| 9 Grounding block for accessories. | 24 Kuryakyn Volt meter | <u>Uni-Go Trailer</u> |
| 10 HID low beam headlights | 25 Mini fuse blocks, hot to battery & relay controlled. | 1 Extra-bright red LED stop lights |
| 11 Honda Fog lights | 26 Passenger intercom system mike mute system | 2 Interior light |
| 12 Honda Passenger Audio Controller | 27 Passenger intercom system: Passenger vol control & PTT switch. | 3 Warning LED if interior light on. |
| 13 Kisan Hi Beam headlight modulator | 28 RAM Mount with 1" ball | 4 New suspension in 2015 |
| 14 Kuryakyn chrome 3-switches: | 29 Rear speakers | 5 Factory color matched |
| 15 1) SmarTire TPMS | 30 Rivco Air Horn | |

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For Sale 2013 GL1800

Only 46,750 KM, Silver/Black, CB Radio, AM/FM, Set up for Sirius XM, Truck rack, Passenger arm rests and cup holder, driver cup holder, trailer hitch with vertical receiver. Also includes Packet Rack and Receiver Rack.

\$25,000 OBO

Call Pat Williams at 604 951 9441
In Surrey BC

50/50 Article Submitted by Russ Ryan

Have you ever been guilty of looking at others your own age and thinking, surely I can't look that old? Well... You'll love this one!!

My name is Alice Smith and I was sitting in the waiting room for my first appointment with a new dentist. I noticed his dental diploma, which bore his full name. Suddenly, I remembered a tall, handsome, dark haired boy with the same name had been in my secondary school class some 40 odd years ago. Could this be the same guy that I had a secret crush on way back then? Upon seeing him however, I quickly discarded any such thought. This balding, grey haired man with the deeply lined face was far too old to have been my classmate. After he examined my teeth I asked him if he had attended Morgan Park Secondary School. "Yes, yes I did. I'm a Morganner!" He beamed with pride. When did you leave to go to college? I asked. He answered, in 1965. Why do you ask? "You were in my class!" I exclaimed. He looked at me closely.

Then the Ugly, Old, Bald, Wrinkled, Fat Arsed, Grey Haired, Decrepit, Bastard asked.....

WHAT SUBJECT DID YOU TEACH??



Chapter A Stores

For Sale items:

Patches:

	Description	Quantity on hand 2015-Mar-31	Cost	Quantity on hand 2016-Apr-4	Cost
Rocker	GWRRA BC-A Vancouver (black and gold with flags)	10	\$22.00	9	\$22.00
Rocker	The Great Northwest Region "J"	6	\$20.00	0	
Rocker	Chapter BC-A Vancouver (white, 2 Canada flags)	1	\$22.00	1	\$22.00
Round	10" GWRRA (multi-colour with griffin)	5	\$15.00	4	\$15.00
Round	4" GWRRA (multi-colour with griffin)	8	\$5.00	7	\$5.00
Round	10" GWRRA (black and gold with griffin)	5	\$15.00	3*	17.50*
Round	4" GWRRA (black and gold with griffin)	2	\$5.00	5*	9.00*
Round	4" GWRRA BC-A (blue with Canada goose)	5	\$7.00	5	\$7.00

Pins:

GWRRA BC district – large	2	\$5.00	2	\$5.00
GWRRA BC district – small	4	\$3.00	4	\$3.00
BC-A hangers?	89	\$3.00	Lots	\$3.00

Clothing

Hats- ball	O/S	3	\$10.00	3	\$10.00
Shirt-Long Sleeve	3xl	1	\$40.00	0	0
Shirt-Long Sleeve	2xl	2	\$40.00	2	\$40.00
Shirt-long sleeve	XI-Men	1	\$40.00	1	\$40.00
Shirt-short sleeve	L-Ladies	1	\$40.00	1	\$40.00
Shirt-short sleeve sport	3xl	1	\$40.00	0	0
Shirt-short sleeve sport	2xl	2	\$40.00	2	\$40.00
Shirt-short sleeve sport	M	3	\$40.00	0	0

Miscellaneous:

Antenna Flag		1	\$12.00	??	??
Static Cling Decal	4" Round	19	\$3.00	??	??



To purchase items from Chapter A's Stores
contact Dave Ward at drward@telus.net

K. R. PARKES GOLDSMITH



#115 - 525 Seymour Street
Vancouver, BC V6B 3H7
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Email: studio@krparkes.com
www.krparkes.com GWRRA #160566

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- ◆ Graduation Rings
- ◆ Medic Alert Jewellery
- ◆ Written Appraisals
- ◆ General Repairs - All Types

Hand & Machine Engraving
(your designs, crests, logos)

Customer's gold and stones can be
used for new designs

Jewellery Insurance Replacement Claims

Monthly

Chapter Meeting

Chapter BC-A, Vancouver

The THIRD Sunday of each Month
(except Dec)

Ricky's Country Restaurant

Boundary Rd at Lougheed Hwy

2350 Boundary Rd

Burnaby, BC

(604) 293-1242

Breakfast at 8:00 am Meeting at 9:00 am

Enjoy breakfast with new and old friends,
or come for a cup of coffee before the meet-
ing. See you there.

WEEKEND / STATUTORY HOLIDAY RIDES

If there are NOT any Lower Mainland Rides/Events on
our Chapter Schedule, then you can expect a ride
from the McDonalds at the Boundary Road/Lougheed
Highway intersection, Vancouver. Coffee from 9.00.
Ride leaves at 10.00. Saturday, Sunday and all



Tuesday Night Rides

Coffee Social (ride in season)

Tim Horton's - Annacis Island



Coffee from 5pm
Ride Leaves between 630pm and 7 pm

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