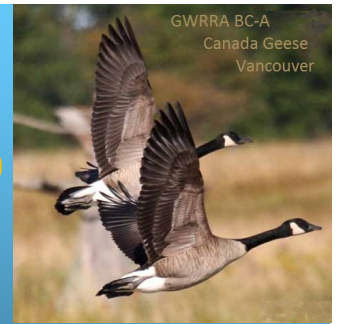




Gold Nuggets

VOLUME 1, ISSUE 2



FEBRUARY 2016

UPCOMING EVENTS:

- Feb 20th MFA Course
- Feb 21st Crash Scene Response Seminar
- March 5th Rider Ed Workshop in Buckley WA
- March 19th St. Paddy's Day Lupper
- March 20th Chapter A Silent Auction

INSIDE THIS ISSUE:

Letter from Directors	1
Chapter A Contacts	2
Letter from Regional Director	3
50/50 Article	5
Membership Draw Article	12
Celebrations	16
Region J Contacts	18
Buy & Sell	19
Stores	21

Letter from the Directors

Well it is hard to believe we are well into the month of February already. I would like to have done a Wing Ding last year but it was just too far away to do both Wing Ding and Reno. It was the first year for the Reno Rendezvous so maybe it will be a bit better this year. We enjoyed the usual rallies as well from Salmon Arm to Clinton and south of the border but by far the best times are always Tuesday nights and Saturdays mornings riding local and sharing a chuckle and a good solid ribbin' over coffee and pie. We really had no idea what value we would get for our money when we purchased the bike at Holeshoot but we do now.



This upcoming 2016 brings all the usual stuff and a bit more. The Region J Rally will be in Red Deer, Alberta this year with a migration to Wing Ding 38 in Billings Montana. It's nice to see Wing Ding come west this year so more of us who have been and some of us who have not may go and check it out. On the way back from Wing Ding 36 in 2014 within a day's ride of here we stopped to take in the monuments in South Dakota such as Mount Rushmore and Crazy Horse. We also enjoyed a couple of the unique rides along the Needles Highway, Iron Mountain Hwy and the Black Hills. The roads of BC and Washington are still my favorite of course but it's nice to do something unique as well and Needles is definitely unique. I think after riding from Red Deer down to Billings we will have had enough of "the straight and flat" thing and anything with a twist will be welcome.

When it comes to training for us, last year was the first year and I think we did almost all of it. I know I will do at least the advanced and trailering again without a doubt. I don't think you can do that too many times.

Looking forward to another great year!

Keiller and Tracy

Chapter A Directors



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 rangers. 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”



WANTED! If your 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

Message from the Editor:

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



February 2016 Region Report

First of all, I want to thank everyone who sent messages, cards, flowers, all the offers of help, and all the good wishes after Con's passing. A special thanks to all those who were able to attend his Celebration of Life. I heard a good number of comments from non-GW attendees who were quite impressed with the turnout and "those bike people must be a pretty close group".

Here goes my first newsletter as Region J Director. I've never had to do this before so bear with me , OK?

"Here goes my first newsletter as Region J Director. I've never had to do this before so bear with me, ok??"

*Pat Williams
Region J Director*

Here it is , the middle of January already. Where has the time gone? The last time I checked it was October and the weather was perfect for riding. Now, now so much. Here in the lower mainland, we had many fine days. I was able to put over 700 km on my new bike, riding only a couple of hours at a time. In a couple of months I will start riding long rides so I can take my road test and be ready for long distance rides.

The Region J Convention registration is up on the website now and is ready to use. Check it out at gwrra-regionj.ca/ralliesmain.html Camping and hotel information are there as well. Hotels can be reserved now, but camping reservations will not be taken until March and no money will be accepted until mid April.

Please take a moment to register early. With Wing Ding being in Billings the following week, it looks like we will have a record attendance this year. I have heard from people in Ontario, Florida, California and Washington to name a few. Remember, its only 1000 km from Red Deer to Billings. We have a full slate of activities scheduled for the convention, so check it out.

We are still looking for volunteers to step up and help out with duties during the convention. Speak to your fellow members and see what your chapter can do to help out. Remember, sharing the work means no one has to do too much.

Until next month, try not to miss the bike rides too much. Spring will be here before you know it.

Pat Williams
Region J Director.



GOLD NUGGETS



My GPS Sucks! Submitted by Keiller Gowans

Have you either said or heard the words “this Honda GPS sucks, all it shows is highways and main roads”. I have been down this road before (if you’ll excuse the pun).

When I first got my 2007 Wing I couldn’t wait to try all the new gizmos. The GPS was definitely one of my first focuses and I just had to go through all the menus to figure out what it could do and the first thing I noticed is that the information on screen was very limited.

Someone suggested that maybe I had to subscribe to the service for updates and that I should look online.

I tried and discovered that the version listed in the menu was the latest version and that there was no updates available. That made me scratch my head because if it wasn’t a highway or a main road then it wasn’t on the map and would not be found on a search. I also noticed a “read error” when the GPS first started but the message disappeared very quickly. Then after reading online I found a couple of references to the card coming loose and even falling out so I thought that maybe this was the problem. I opened the trunk and located the GPS, opened the little hatch and felt the card to see if it was loose. Well it wasn’t really loose but didn’t seem to be all the way in the slot because the little retainer clip, discussed online was not holding the card in. I tried pushing it in firmly but only if I shoved it to one side did it seem to lock. I then figured that I would pull it out and reseal it hoping that would be better but it only made it worse. After a couple of days researching and fiddling with it I noticed that the card was not in the same way as the pictures online showed, in fact it was backwards. This was exciting because I was sure it would work just fine now if I flipped it. The card still didn’t go all the way in firmly but very close so I turned on the bike and low and behold I had the same damn error.

Ok now I was choked and I figured maybe something was stuck inside there so I grabbed the Philips screwdriver and out came the GPS. I looked inside and everything looked clean enough in fact there was a couple of really shiny clean spots in there. Well no matter what I tried I could not get it to work and the “read error” continued to show up so I decided to call Honda. Honda said “I don’t know you have to call Garmin”. So I called Garmin and after talking to a few different folks I finally got this guy with one of those calm voices that makes you think “ok I finally got the smart guy”. He calmly listened to my story and finally stopped me when I got to the part where I looked inside and he said “did you see anything shiny in there?” Well now as pleased as punch I said “yes I did” and he replied “shiny is very bad, you have a bent pin and it’s very risky business to straighten a bent pin”. Bummer!! After a little more research I found out that if I broke the pin it would be about \$850 to replace the unit but there was a guy who might be able to fix it for me.

I tracked him down, went to his little shop located in his garage and took the unit in to him. He asked me to leave it with him for a few minutes to see what he could do and made me swear that I wouldn’t blame him if he broke it. So I agreed, went outside and paced back and forth like a father with his only son in surgery for about 15 minutes and finally out he came. “Try it now but I can’t make any promises” he says. Well I plugged it in and yeehaw! It worked. I’ve upgraded it once since then with no problems but I am very careful not to put that bloody card in backwards.

The bottom line is that if you don’t see anything but the main highways and roads on your 1st Generation Wing than you may have a bent pin in the card slot. If you have a bent pin you only one chance to bend it back. If you have to bend it twice it may break and there is no way to fix the proprietary slot.

Keiller

GOLD NUGGETS

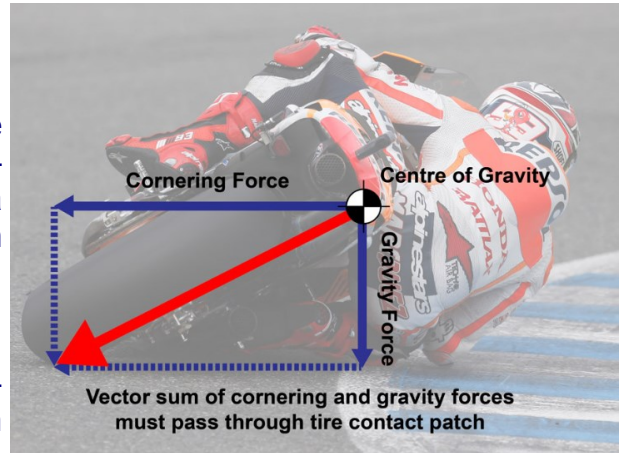
Visit our Website at www.gwrrabca.org Visit our Facebook Page at www.facebook.com/GWRRABCA Vancouver Page 4

Bicycle and Motorcycle Dynamics

From Wikipedia, the free encyclopedia
 Article Submitted by Tracy Gowans

Bicycle and Motorcycle dynamics is the science of the motion of bicycles and motorcycles and their components, due to the forces acting on them. Dynamics is a branch of classical mechanics, which in turn is a branch of physics.

Bike motions of interested include balancing, steering, braking, accelerating, suspension activation and vibration. The study of these motions began in the late 19th century and continues today.



Bicycles and motorcycles are both single track vehicles and so their motions have many fundamental attributes in common and are fundamentally different from the more difficult to study wheeled vehicles such as dicycles, tricycles and Quadra cycles. As with unicycles, bikes lack literal stability when stationary, and under most circumstances can only remain upright hewn moving forward. Experimentation and mathematical analysis have shown that a bike stays upright when it is steered to keep its center of mass over its wheels. This steering us usually supplied by a rider, or in certain circumstances, by the bike itself. Several factors, including geometry, mass distribution, and gyroscopic effect all contribute in varying degrees to this self-stability, but long-standing hypotheses and claims that any single effect, such as gyroscopic or trail, is solely responsible for the stabilizing force have been discredited.

While remaining upright may be the primary goal of beginning riders, a bike must lean in order to maintain balance in a turn; the higher the speed or smaller the turn radius, the more lean is required. This balances the roll torque about the wheel contact patches generated by centrifugal force due to the turn with that of the gravitational force. This lean is usually produced by a momentary steering in the opposite direction, called counter steering. Counter steering skill is usually acquired



by motor learning and executed via procedural memory rather than by conscious thought. Unlike other wheeled vehicles, the primary control input on bikes is steering torque, not position.

Although longitudinally stable when stationary, bikes often have a high enough center of mass and a short enough wheelbase to lift a wheel off the ground under sufficient acceleration or deceleration. When braking, depending on the location of the combined center of mass of the bike and rider with respect to the point where the front wheel contacts the ground, bikes can either skid the front wheel or flip the bike and rider over the front wheel. A similar situation is possible while accelerating, but with respect to the rear wheel.

**THE WIFE AND I FOUGHT OVER
WHICH FAMILY VEHICLE TO BUY...**



**I CAME HOME WITH THIS BABY.
WHAT DO YOU THINK?**

**Sometimes You Need
A Really Crooked Road
To Get Your Head Straight**



Dear Winter,
I'm breaking up with you.
I think it's time I start seeing
other seasons.



PS

Summer is hotter than You.....

**Once the love for a
motorcycle is discovered,
there is no putting out the fire.
Your world can fall down
around you, but as long
as you're in the wind
it won't make any difference**

WARNING:

**Riding a motorcycle is addictive,
It will change your life forever!**



**DENNIS
KIRK**
WE SHIP TODAY

Photos From This Year's Vancouver Motorcycle Show 2016

Once again the members of GWRRA Chapter A, D & C make this year's GWRRA Booth a great success at the 2016 Annual Vancouver Motorcycle Show. Thank you to all of you who manned the booth, took your time to assist in setting up and tearing down as well as providing props, photos and the TV so that we had a fresh new look!

There is always fun to be had at the Vancouver Motorcycle Show!



Photos taken and submitted by Ian McAlpine, Barry McMillan and Tracy Gowans



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

GWRRA BC Drill Team

Drill Team Riding

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. 😊

We know you all have a good idea on how to ride a motorcycle, so I hope to dissect this riding thing we all do and offer some ideas, and insight without taking away from what you all do already. Maybe we can add something helpful. In this issue, a comparison between you and your bike and a look at balance systems together in order to be successful and confident while riding. The integration part in a later newsletter. Hopefully I can build each of these articles into one another with some sort of methodology. Yeah right, here I go...

How do you balance a motorcycle? Answer is , very difficult to do! They are heavy and don't balance well!! That is if you are standing still. Add some forward momentum and Walla you have kinetic and centrifugal energy at your control finger tips. Riding is basically hinged on those two forces and how well you understand and use those forces helps form your skill set and comfort while riding. To borrow a concept used by



another instructor friend, "turning the motorcycle in simplistic terms is about managing momentum and balancing centrifugal force against gravity"! We can take a lot of this stuff apart and split it into different ideas of control input, but that's why you come out and see us! We like to share!! What about your own "balance" how do you balance? I never thought my coaching theory from past would help direct some of my understanding on a motorcycle but there is some cross over! Balance for the human body is comprised of three basic feedback systems we all use every day while we walk, run, golf, swim etc or even ride. Fed with information from these three systems our brain is able to react and manage our balance while we are in motion. The 1st system in use by your body is the Vestibular system, or (Inner ear). The inner ear is what feeds motion of the body, changes in direction and attitude back to the brain. Primarily your head motion. The 2nd System is that of the eyes. Your eyes feedback further information to the brain about your environment and help tune the inner ear to what the body's motion is actually doing. **Continued on page 9.**



GWRRA BC Drill Team

Drill Team Riding

Continued from page 8

The 3rd System in use by your body is the (Excuse the big word) Proprioceptive feedback system or often referred to as the Kinesthetic feedback system. This system specialty uses nerve cells, (sensors) in the muscles, tendons and joints to tell the brain what the relative position of each muscle and joint is to one another in real time, thereby feeding further information to the brain about body attitude and motion. I am drawing from past classes and in no way intend to give you the impression I am an expert at the human balance system. So let me be clear regarding the topic of kinesiology, I am still a student!

So if I deprive you of one of those balance feedback systems, will you fall down?... Nope, not usually because your brain will rely on the other two systems and simply do its best to keep you from falling, and do so quite effectively I might add. But what if I remove two of those balance systems from you at once? Chances are much higher that you will trip and stumble and maybe fall. Well guess what, when you ride your motorcycle you essentially remove one part of your balance system and your brain uses the other two to make up the difference and keep your riding. When we sit in the saddle, feet on the pegs, we now have almost completely removed the kinesthetic feedback from the legs and feet that your body would normally use to help you walk, run, jump, play tennis or anything we homo sapiens do on two legs!! So you can see why we need to use our eyes when we ride. Our brain needs the input from our inner ear and eyes **EVEN MORE NOW**, to successfully balance while it has lost that third leg of our balancing system. This is also why when we get in trouble with a turn that your body is screaming at you to put your foot down...

So when we ride, turning our head is the difference between a successful tight U turn or not turning your head enough and maybe dropping your bike. So I lied! This month is mostly about **YOU**, the rider!! Too much information? I know, but tis the difference between understanding and merely accepting!

Wanna master your bike/body integration? Come see us, and have fun doing it!!

Till next month
Ride well and be prepared!
Rob Ellis
Captain BCMDT



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



Perished Skills Equals Perished Riders: RCMP Urges Mature Motorcycle Riders to Take a Course. *Submitted by Dan Fortin.*

It's a beautiful summer day and a man heads out on a road trip on his brand new touring bike he bought as a retirement gift. He is excited as the last bike he rode, nearly 30 years ago, didn't have the same power or handling like this new ride. He has never driven along such an amazing highway with breathtaking views, steep hills, twists and turns. True open road freedom.....

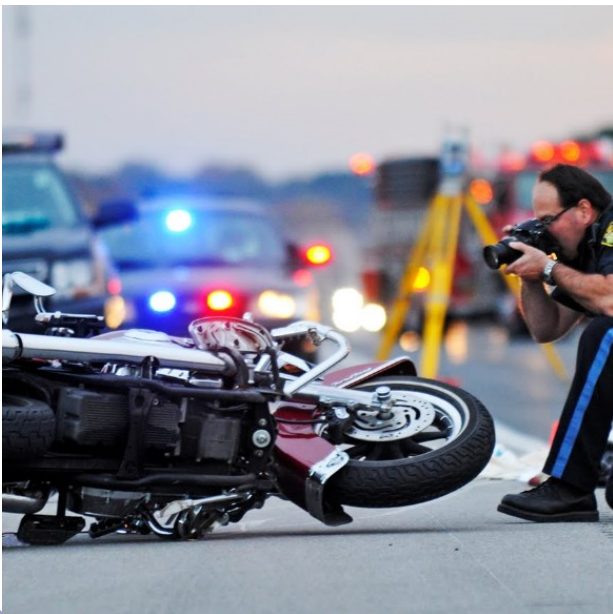
For many people, this is enviable and sounds like a dream come true. To the RCMP, it raises immense concern and means potentially another motorcyclist lost to tragedy. The RCMP reports an increase in motorcycle fatalities over the past 3 years. Over the past 18 months, the overwhelming majority of victims in fatal motorcycle crashes have been men, and the 40-69 age group is most at risk. The Southeast sees the highest number of deaths in the province and the warmer months are the most deadly as more than half of all motorcyclists are killed between May and September.

Sadly, the majority of these deaths are attributed to motorcycle rider error on highways and do not involve another vehicle.

This means that motorcycle riders have the power to mitigate their own risks and the RCMP is urging drivers to recognize their limitations and do something about it before it's too late. ***"Riders who have had their class 6 license for 40 years but haven't ridden for over 20 years think they have the skills of an experienced rider. Nothing could be further from the truth,"*** says Cst. John Belanger of North Island Traffic Services and RCMP Motorcycle Operator.

Motorcycle riders; especially, those who have not ridden in many years need to recognize their riding skills are perishable and they need to take a course. Riding a motorcycle after many years is not as simple as getting back on a bicycle. Refreshing and improving their skills is critical to ensuring they arrive home safely after every ride.

Losing control on corners, speed and inattention are major contributing factors for motorcycle fatalities on BC Highways. ***"Big bikes are losing control on highway curves. The skill required to negotiate these curves at higher speeds is called counter steering. Riders who do not take a course to learn counter steering and practice this essential skill in a controlled environment are at great risk,"*** says Reserve Cst. Dave Cramm of the RCMP's South Okanagan Traffic Services and an ICBC accredited motorcycle instructor. ***Continued on page 11***



Perished Skills Equals Perished Riders: RCMP Urges Mature Motorcycle Riders to Take a Course. Continued from page 10.

Speed limits are the maximum during ideal conditions and when riders do not respect the speed limit and their own limits, tragedy often follows. Driving a motorcycle is a very complex task and requires your full attention. Focusing on the road condition, design and your surrounding environment is critical to avoid a life ending crash. ***“Taking a motorcycle course and joining a motorcycle social club are excellent ways to mitigate the risk riders face every time they head out on the road.”*** Says Cpl. Bruce Robertson of Port Mann Traffic Services and RCMP Motorcycle Operator. Inspector Martin Dey, of the RCMP’s North District Traffic Services, RCMP Motorcycle Operator and avid motorcyclist urges all motorcyclists to test their abilities in a safe and controlled environment. ***“You need to take a course and practice enough so you become one with the bike. You don’t ride a bike, you have to wear it. It needs to be part of you”.***

In an effort to reduce motorcycle deaths and injuries on BC roads, the RCMP is already implementing proactive measures to support riders and help improve their skills. South Okanagan Traffic Services identified the high rate of serious and fatal motorcycle collisions in their area and have been proactively educating the riders in their communities on motorcycle safety. ***“This has already had a positive impact on reducing the number of riders who are injured or killed in our area.”*** says Sgt. Harold Hallett of South Okanagan Traffic Services.

Over 100 riders attended a motorcycle cone course held by Burnaby RCMP Traffic Services last month. 85% of riders were shocked to see how minimal their skill level really was. ***“Providing motorcyclists in our communities the opportunity to ensure they have the skills to survive the ride is key to reducing the motorcycle carnage on BC roads,”*** says Cpl. Rempel of BC RCMP Traffic Services.

“As the Program Manager for BC’s RCMP motorcycle program I am responsible for signing off on officers abilities on the police motorcycle. We (RCMP) mandate all of our motor officers to pass an annual skills course. This is after they have completed the initial two week training course required by all officers. If they do not pass this annual test their authority to operate a police motorcycle is removed until such a time they are successful. This annual requirement accounts for those officers that have taken the initial training but ride so rarely that their skill sets are in question due to lack of practice. That is how serious we are about officers maintaining skill sets on their motorcycle. If you are returning to the world of motorcycling take some training, it could save your life,” says Staff Sergeant Dale Somerville.

For more information on motorcycle safety, visit ICBC’s website: www.icbc.com

Released by

Cpl. Ronda McEwen

Media Relations Officer

BC RCMP Traffic Services

14200 Green Timbers Way, mailstop #804 Surrey BC
V3T 6P3



Membership Draw Article submitted by Gerry Parrott

Do we have an AED? What is an AED?

Do I have your attention? Some people may be saying “Do we have an AED? Others may be saying, “What is an AED?? Before we get into that I will tell you a little about myself. My wife and I recently moved from Kelowna back to the lower mainland. I know everyone usually goes the other way, 6 grandchildren down here, enough said. My wife, Dawn worked part-time and I was a full time Advanced Life Support Paramedic.

Now on to the AED. For those that do not know what A.E.D. stands for it is Automatic External Defibrillator. Both Chapter A and Chapter D have ownership of their own AEDs. I was surprised to learn this and was very impressed that the Chapters saw fit to invest in this life saving equipment. Now here is the YOU part of “AED and You”. If you were faced with a collapsed person would YOU use the AED, or would you be afraid of it? AEDs have been on every Basic Life Support ambulance in the Province for many years and believe it or not there are some Ambulance Paramedics who shake in their boots at the thought of ever having to use one. So if your answer to my questions is YES you are not alone.

Let me try and change your mind. First of all and this is my blunt Paramedic side coming out, AEDs only work on dead people (at least clinically dead people). You cannot kill someone with an AED, they are already beyond that point, but you can possibly bring them back to life. In my many years on the ambulance service I brought many people back to life. Our defibrillators were a lot more complicated, they used chest leads and paddles, ran heart rhythm strips and we controlled the amount of electrical energy that was delivered but people survived. The ones that spent a week or tow in an ICU/CCU and walked out of the hospital were the ones that we got to when they were in a rhythm called Ventricular Fibrillation. This is the rhythm that has no detectable pulse but by sending an electrical current through the heart you can shock the heart back into something that pumps blood and produces a pulse.

Back in the 1980’s it was realized that these people could be saved by lay people having access to a method of shock to the heart and the AED was born. Still to this day there are three things that a cardiac patient needs for survival.

1. CPR - Take a course, but even if you don’t have training try it anyway. Pumping on a persons chest at around 100 times per minute is all that is needed. If you do compressions to the beat of “Staying Alive” you will have the right rhythm.
2. Call 911. This person is not going to get p off the street and walk away, they need transportation to a medical facility. Call an Ambulance.
3. Use an AED. If you have one then use it. Remember it only works on a dead person. You can’t make them worse and you might save them! **Continued on page 13...**

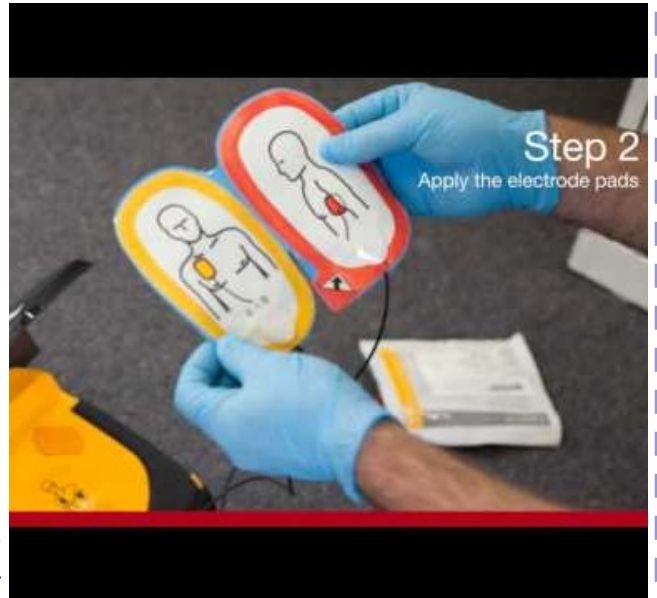


Membership Draw Article submitted by Gerry Parrott

Continued from page 12...

So, how do you know the person is dead? Shake their shoulders, shout in their ear, check for breathing and check for a pulse, first at the wrist then at the neck. Check the pulse on some live people until you know what one feels like, then you will know when you can't feel one.

No pulse, then CPR, then 911 and AED. When you get the AED out you will find two chest patches. One goes near the right shoulder, the other goes low on the left chest. (There are pictures on the patches to guide you.) Turn on the AED, now this is where the Automatic part comes in. You checked for a pulse and didn't find one, the AED checks again. If it finds Ventricular Fibrillation (V-Fib) and remember there is no pulse with V-Fib so you won't know. It will tell you and then it will give you audible directions that will also appear on the AED Screen. Let it do its job. If it can deliver a shock it will tell you to stop CPR and stand clear. Be sure to stand clear. No one can be touching the patient or anything the patient is touching. Getting hit by a second hand shock won't kill you but you will find yourself several feet from where you started and flat on your ass. Sort of like getting hit by a Taser.



In closing, a few words specific to the AED belonging to Chapter BC-A. This unit is a Medtronic Lifepac 500. This was actually one of the first AEDs and was produced by a company in Washington called Physio Control. As Paramedics we used Physio Control units for most of our career. It is a great company with a great product. This unit was referred to as a "semi automatic External Defibrillator." The difference being that it may ask you to push a button to run the test and push a button to deliver the shock. Just do as you are asked and everything will be fine. The defibrillator WILL NOT deliver a shock that is not needed.

Hopefully at one of our breakfasts we can bring the defibrillator in and we can play with it for while. If you ever need to use an AED, you will NEED to use it!

Lets not be afraid of it.

Gerry Parrott.





NEW MEC for Chapter BC-A

To all members of Chapter BC-A, it is I your new MEC (Membership Enhancement Coordinator) well maybe not quite yet. I have a few things that need to be taken care of first. I need to do the (OCP) training. I need to make up a newsletter article which if I have done it right and on time, you should already have read or be reading it in this months Chapter newsletter.

So who am I you are wondering, well lets just say for someone who has been a member of GWRRA for a number of years and enjoys the company of the members of Chapter BC-A along with other Chapters within GWRRA here and south of the boarder and other Motorcycle groups & organiza-

tions.

I consider myself a fairly competent rider, but also know that there is always room for improvement, and I don't mean a little improvement. I mean a lot of improvement, with riding skills, attitude, communication skills, being very quiet, shy and not knowing what to say at times, or how to say it to get the right point across, and I'm not one who goes on and on and on..... Much.


Well have you figured it out, who I am? If you have, do not say anything to anyone until later. It will probably be announced at the meeting. I have been looking at the job description and think I could be fairly good at this position. Meeting and greeting new members and getting the regular members involved in the activities but if it has to do with riding your motorcycle that will be a breeze of a job, because everybody in this group as far as I am aware loves to ride.

Here are some suggestions I have come up with, not by myself but with the help of others, please see below and again maybe you can guess who or where I got the idea from.

Hug List

Get a hug from five different people from five different Chapters or Districts. Have them sign your form and then enter it for a drawing of some kind. This is a great way to get people to meet each other.

HUGS! HUGS! HUGS!



Get hugs from people from 5 different Chapters, Districts or Regions and turn in for a drawing.

Name _____ Location _____

Name _____ Location _____

Name _____ Location _____

Name _____ Location _____

Name _____ Location _____

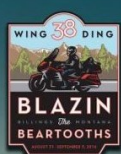
Getting to Know You

Have someone in your Chapter designated as the "Getting to Know You" person. Each month have them interview someone in the Chapter to find out a little about their personal life, how they came to GWRRA and what they think of the Chapter and Association. Then at the Chapter meeting, they can stand up with the couple/person interviewed and tell their story. The article could also be printed in the newsletter with a picture of the couple / person interviewed.



#WINGDING38
AUGUST 31- SEPTEMBER 3, 2016

Billings, MT



RENO JULY 7 - 9, 2016
GRAND SIERRA RESORT + RENO, NEVADA
RENDEZVOUS

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



Medic First aid Feb 20th @ Shirley's Clubhouse

Crash Scene Response Seminar Feb 21st following Chapter A's Breakfast Meeting.

Bike Maintenance Day April 16th @ Taylor-motive in North Vancouver

Team Riding Course April 17th

Road Captains/Co Riders Course April 24th

Advanced Riders Course (ARC) April 29th

Trailer Course (ARC) April 30th



Wedding Anniversaries

Ken & Penny Hook Feb 23rd

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

February Birthdays

Teo Brideau Feb 1st

Janet Tucker Feb 5th

Elaine McGregor Feb 6th

Joanna Sofield (Priestley) Feb 7th

Ivan Armstrong Feb 15th

Alex Horkoff Feb 15th

Kathy Drozdik Feb 16th

GWRRA Anniversaries

Meryl Davies (36)

Kerry Hill (34)

Bob & Hanne Hoogstins (31)

Barry & Margaret Irvine (25)

Kristin Maki (24)

Peter MacGregor (22)

Dan & Val Fortin (13/12)

Giuseppe Iorio (12)

John Wait (11)

Dave Higgs (10)

Peter Kvist (9)

James Hook (6)

Roger Fullerton (2)

David Hibbard (1)

Brett Dwyer (1)

COMING SOON!



February 2016

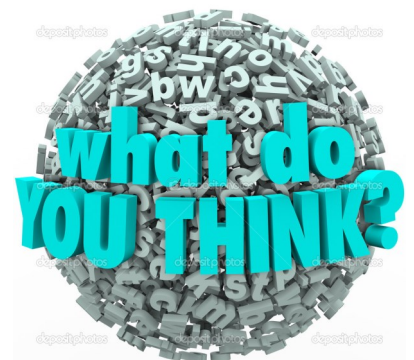
3	Dinner Meeting	BC-D
13	Valentine castle Fun Park/Mini Golf	BC-D
16	Dinner Meeting	BC-C
20	Medic First Aid	
21	Breakfast Meeting	BC-A
21	Crash Scene Response Seminar —following BC-A breakfast meet	
26	Cloverdale Races	BC-D

March 2016

2	Dinner Meeting	BC-D
2	25th Anniversary	BC-D
5	Dist. Rider Ed Workshop (Buckley)	WA
15	Dinner Meeting	BC-C
19	St. Paddy's "Lupper"	BC-D
20	Breakfast Meeting	BC-A
20	Silent Auction -following BC-A breakfast meeting	
25	Me & Ed's Pizza	BC-D

April 2016

6	Dinner Meeting	BC-D
9	Early Spring Fun Run	WA-E
16	Bike Maintenance Day	BC-A
17	Breakfast Meeting	BC-A
17	Team Riding Course	
19	Dinner Meeting	BC-C
24	Road Captains/Co Riders Course	
29-30	Advanced Rider Course (ARC)	



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	Larry Harland	wingit11@telus.net	403 328 0233
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

CONSIGN YOURS • BUY OURS

- ◉ VINTAGE LEATHERS
- ◉ KICK-ASS BOOTS
- ◉ NO-TRAUMA HELMETS
- ◉ RIDING GEAR
- ◉ MCYCLE & SCOOTER GEAR
- ◉ ACCESSORIES
- ◉ LEATHER CLOTHING



COME VISIT US

EAST SIDE RE-RIDES
 7105 VICTORIA DRIVE
 VANCOUVER, BC V5P 3Y9
 WEB: WWW.RERIDES.CA
 604.327.7433 (RIDE)

OPEN UNTIL 6PM EVERY DAY
 EXCEPT MONDAY OF COURSE



All Kinds of High Quality Leathers

Custom Work
Repairs & Alterations

33083 First Ave.,
Mission, B.C. V2V 1G2

Tel./Fax: 604-820-4996
www.stantheleatherman.com



Buy & Sell

WANTED

Used Gold Wing Trike with low mileage.

Please contact Brent at 604 657 6364

Thank you for your time

Brent & Linda Kennett



Articles
and
Photos
Wanted

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 gwrri.gowans@gmail.com with your ideas. Deadline for articles for March's newsletter is Feb 29th 2016

Buy & Sell



Karen's Krome
Although officially out of business Karen still has some stuff left for sale. Prices slashed on remaining stock. Call Karen for inquiries on what is still available at 604 870 9145.

Owning a motorcycle is not a matter of life or death. It is much more important than that.


KEEP CALM AND ADVERTISE HERE

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 gwr-ra.gowans@gmail.com or phone Tracy Gowans 604 219 5836 Ads are free.

Chapter A Stores

Patches

	Description	Cost
Rocker	GWRRRA BC-A Vancouver (black and gold with flags)	\$22.00
Rocker	The Great Northwest Region "J"	\$20.00
Rocker	Chapter BC-A Vancouver (white, 2 Canada flags)	\$22.00
Round	10" GWRRRA (multi-color with griffin)	\$15.00
Round	4" GWRRRA (black and gold)	\$5.00
Round	4" GWRRRA (multi-color with griffin)	\$5.00
Round	4" GWRRRA BC-A (blue with Canada goose)	\$7.00

Pins

GWRRRA BC district – large	\$5.00
GWRRRA BC district – small	\$3.00
BC-A Hangers	\$3.00

Clothing

Hats- ball	O/S	\$10.00
Shirt-Long Sleeve	3xl	\$40.00
Shirt-Long Sleeve	2xl	\$40.00
Shirt-Long Sleeve	XI-Men	\$40.00
Shirt-Short Sleeve	L-Ladies	\$40.00
Shirt-Short Sleeve Sport	3xl	\$40.00
Shirt-Short Sleeve Sport	2xl	\$40.00
Shirt-Short Sleeve Sport	M	\$40.00

Miscellaneous

Antenna Flag		\$12.00
Static Cling Decal	4" Round	\$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
Tel: 604-687-4661 Fax: 604-681-8856
Email: studio@krparkes.com
www.krparkes.com GWRRA #160566

**Supplier of Canadian
mined and cut diamonds**

On Site Services Include:

- ◆ Diamond Rings
- ◆ Haida Native Carvings
- ◆ Rings / Earrings
- ◆ Pendants / Bracelets
- ◆ Wedding Bands
- ◆ Special Order Designs
- ◆ Gemstone Carvings
- ◆ 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

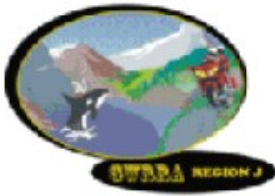
Coffee Social (ride in season)

Tim Horton's – Annacis Island



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

Gold Wing Road Riders Association



August 26, 27, 28, 2016
Red Deer, Alberta

Rider Info: First Name _____ Last Name _____ Age _____ GWRRRA # _____ Chapter _____

Address: _____ City _____ Prov/State _____ Postal Code/Zip _____

Phone # _____ Email _____ Signature _____

Co Rider Info: First Name _____ Last Name _____ Age _____ GWRRRA # _____ Chapter _____

Address: _____ City _____ Prov/State _____ Postal Code/Zip _____

Phone # _____ Email _____ Signature _____

Please Note: Registration: Includes Pin, Grand Prize Ticket, and Entertainment. Saturday Night Dinner is not included.

Registration cost for GWRRRA Members is \$35.00, Non-Members is \$40.00 –
 Grand prize draw for Early Registration postmarked no later than June 1, 2016.

of Members _____ @ \$35.00 / person _____ # of non-members _____ @ \$40.00 / person _____

Late Registration – postmarked after June 1st, 2016

of Members _____ @ \$40.00 / person _____ # of non- members _____ @ \$45.00 /person _____

Saturday Dinner _____ @ \$30.00 /person \$ _____

Rally T-shirts: grey, short sleeve with screen printed – Wings In The Prairies logo. Please indicate size and quantity.

Men's S _____, L _____, XL _____, XXL _____ @ \$20 ea. 3XL _____, 4XL _____ @ \$25 ea. \$ _____

Ladies' S _____, L _____, XL _____, XXL _____ @ \$20 ea. 3XL _____, 4XL _____ @ \$25 ea. \$ _____

Shirt order cut off is August 1 2016.

Courses Available: First 12 paid will be scheduled in – Money will be refunded if course is full. ARC classroom will be held on Friday afternoon, 6PM to 9PM.

ARC Course _____ @ \$45.00 MFA Course _____ @ \$35 MAD _____ @ \$0 \$ _____

Observation Ride on Sunday _____ @ \$5.00 per card _____ Total Funds Payable \$ _____

Other University Training courses may be added on site at no charge.

NOTE: ALL FUNDS ARE IN CANADIAN DOLLARS:

PAYMENT OPTIONS: On-line via PayPal, Cheque, Money Order or Bank Draft. IF REGISTRATION IS BEING MAILED, IT MUST BE ACCOMPANIED BY FUNDS. DO NOT SEND CASH. ALL payments made payable and mailed to: Region J Rally

c/o #49 – 16061 85th Ave, Surrey, BC V4N 4Y5

**Register by filling out the form below or go to
gwrra-bcd.org and download the registration form.
Different weekend than last year but same great fun planned!**

GOLD RUN 2016

July 1 & 2

**In Picturesque Princeton, BC
GWRRA CHAPTER BC-D SURREY**

REGISTRATION Best Value Inn

Friday July 1, 2016 - 9:00 a.m. to 3:00 p.m.

Motel and Camping have been reserved in Princeton, BC under GWRRA
Accommodations and food are your responsibility (2 nights in Princeton)

Hotel: Best Value Inn 169 Highway 3 Toll Free 1-866-500-4938 rooms blocked until June 10

Camping: Princeton Municipal Campground 2.8kms (1.7miles) east of Princeton on Hwy 3 toll free 855-295-7355

Camping can be booked after May 3, sites have been held until June 5

****Early Bird Draw, Door Prizes, Bike Games, Fun Run & Light Parade ****

**** Friday night Meal & Saturday Continental Breakfast Included in the registration price****

To be eligible for the preregistration Draw registrations must be post marked on or before June 10

To be included in the Chapter with most in attendance registrations must be post marked on or before June 10

\$25.00 CDN Registration per person *** GWRRA Members discounted to \$20.00 CDN per person***

For more information: V Hildebrand 604-557- 0622 email: directorsbcd@gmail.com

Barry McMillan 778-574-3579 email: bc-dtreasurer@shaw.ca

PLEASE REMIT CHEQUES/MONEY ORDERS TO: GWRRA CHAPTER BC-D

Please mail form and payment to: Gold Run 2015 c/o 7852 167A Street, Surrey, BC V4N 0L9

RIDER NAME: _____ MEMBER # _____

CO-RIDER NAME: _____ MEMBER # _____

ADDRESS: _____ City: _____

PROVINCE/STATE: _____ POSTAL/ZIP CODE: _____ Phone: _____

CHAPTER: _____ () Fun Run Cards @ \$5.00 _____ *

Signature Rider: _____ Signature Co-Rider: _____

email: _____ Amount Paid \$ _____

***Additional Fun Run cards may be purchased on site Saturday July 2**

I/We understand this application and agree to hold harmless the GWRRA and all involved Participants of this Rally for Liabilities involved in my/our injury or loss due to participation thereof. I/We also agree to conform to the rules governing this event and to be responsible for my/o ur own actions while participating. I/We understand the Rally Organizers reserve the right to refuse entry to this event.

VICTORIA DAYS

MOTORCYCLE RALLY

Brought to you by:

GOLD WING ROAD RIDERS ASSOCIATION

*** Chapter BC-G Kamloops ***

<http://www.vwh.ca/bc-g/>

** Kirk Elliott * 250-374-2583 *kandkelliott@shaw.ca**

ALL MOTORCYCLES WELCOME:

- **TOURING * SPORT-TOURING * SPORT * STANDARD ***
- * CRUISERS * ENDURO * DUAL-SPORT * SCOOTERS ***

FRIDAY, MAY 20th – 23rd, 2016

SALMON ARM WATER SLIDE & RV PARK,
1001 TRANS-CANADA HIGHWAY 1, **SALMON ARM**, BC



Rally registration and camping at Salmon Arm Water Slide & RV Park.
GWRRA VICTORIA DAYS special rates must be requested to book a room at the
Best Western Motel next door to RV Park.

Rally registration form available on BC-G web-site ***<http://www.vwh.ca/bc-g>***

HOLESHOT **MOTORSPORTS**

B.C.'s Largest Motorsports Dealership

Motorycles ATVs Accessories Parts Service Financing



**B.C.'s
#1 Goldwing
Specialists**

New F6b



Langley B.C.
www.holeshotracing.ca
604-882-3800

