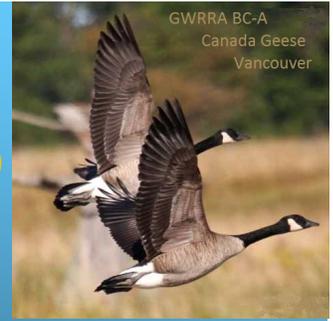


Gold Nuggets



VOLUME 8, ISSUE 7

SUMMER 2019

UPCOMING EVENTS

- AUTO MUSEUM RIDE AUG 24/25 BC-A
- WING DING 41 AUG 27-31
- GOLD RUN BC-D AUG 30—SEPT 1
- ISLAND RIDE SEPT 7 & 8TH
- FRASER VALLEY TOY RUN SEPT 8
- 37TH OYSTER RUN ANA-CORTES WA SEPT 28TH

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Letter from the Chapter A Directors

Chapter A Directors Summer Director's Message

I am sitting at a table in our condo in Cotacachi, Ecuador as I write this. It is 7:00pm and dark out! We are so blessed in BC to live far enough north that summer days are long so we can get in lots of daylight riding....



We had an absolutely awesome time at our first annual District NWC Rally in 100 Mile House. Despite all the work Giselle and I put into this event, we fully enjoyed the people, friends, events, and yes, the rides! Over 115 people registered and all had a great time. Keiller put together some great rides, especially the poker run. Gisele spent most of her time at the registration area meeting new people and making sure they were signed in and aware of the schedule of events. Tom and Marian helped out at the registration, and spent Saturday afternoon out at the last poker run stop. The rest of the district team all worked to make sure every event was a total success.

The city of 100 Mile House appreciated and supported the entire event and we were welcomed into their town, so much so, that we may return sooner than they think.....

Coming up we have the District Vancouver Island Ride – September 7-8. Again, Keiller has put together a great weekend of riding. You can sign up/register for the ride on the district website, or we will have registration forms at the August breakfast meeting (August 18th).

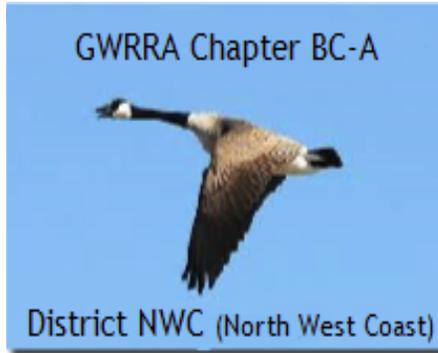
Also, don't forget the Chapter D Gold Run being held in Cache Creek over the Labor Day weekend. Registration forms are available on the district website as well.

District website: <https://gwrri-nwc.com>

I hope you all have a safe riding season and as always, keep the shiny side up!
Dave and Giselle

Monitoring Radio
CB Ch. 33
Amateur Radio Frequency Simplex 146.490 and
Repeater - Mount Seymour
145.350 (tone 127.3)

“Friends for Fun, Safety and Knowledge”



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 range. Riders and Co-riders are blessed with an abundance of some of the most scenic areas available to motor-

Chapter Directors

Dave Ward & Giselle Collins

email : chapterdirector@gmail.com

Chapter BC-A Vancouver

www.gwrrabca.org

Breakfast Gathering

3rd Sunday of every Month (except Dec).

Ricky's Restaurant,
2350 Boundary Rd, Burnaby, BC
Breakfast 8:00 AM Gathering 9:00 AM

Directors

Dave Ward and Giselle Collins
Email: chapterdirector@gmail.com

Chapter BC-C Chilliwack

www.gwrra-bcc.org

Dinner Gathering

3rd Tuesday of every Month (except Dec)

Rendezvous Restaurant
9360 Young Road, Chilliwack, BC
Dinner 6:00 AM Gathering 7:00 PM

Directors

Karin Young
Email: gwrrabcc.director@gmail.com
Facebook: GWRRRA BCC

Chapter BC-D Surrey

www.gwrra-bcd.org

Dinner Gathering

1st Wednesday of every Month
Ricky's Restaurant
152nd & Fraser Highway, Surrey, BC
Dinner 6:00 AM Gathering 7:00 PM

Directors

Doug Conley
Email: directorsbcd@gmail.com
Facebook: GWRRRA BC-D

2019 Chapter BC A Team

Chapter Directors: Dave Ward & Giselle Collins
Treasurer: Niels Jensen
Educator: Kelly Parkes
Webmaster: Keiller Gowans
Ride Coordinator: Chuck Taylor
Membership Enhancement Coordinator: Ian McAlpine

Assistant Directors:
Stores: Giselle Collins
Historian: Ivan Armstrong
Newsletter Editor: Tracy Gowans
Games Coordinator: Kelly Parkes

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





North West Coast District - July District Director's Message



*Kevin Bramhoff
is the
District Director
for the
North West
Coast District.*

You know how a ride goes, when you are in the "Zone", you and the bike are one, the planets have aligned and the world just "moves" with you. Well this year's Gypsy Run was something like that. Yes really! For many of us the blend of scenery and some technical roads were... hell, just plain fun! **The ride, engineered by Keiller Gowans this year, was excellent!! Steinbeck was right.. "You do not take the trip, the trip takes you"** ...This trip was the epitome of riding roads that were for everyone! This ride took us on some of the best riding roads in North America. **Thank you Keiller, we had a great time.** The planned dinners in the evenings were perfect. We all got to share what we experienced that ride day. I could not have asked for better company or better friends on that ride. I met some new people and renewed old friendships. We experienced varying ride conditions including; rain, sleet, hail, fog, cold and yes deer. On the way home, mountain sheep... we had it all and it was great! Not just the ride, but the adventure, and I will do it again.

I encourage others in the district to do the same! Join us for the 2020 Gypsy Run!

As you are all aware, we have launched a recruitment drive. All of you received your individual recruitment kits. We have had some immediate success and there is already a chapter in the lead for the "Most Recruits". If you need another kit, just advise your Chapter Director and we will get them out to you.



Until I see you all again, Be safe – Ride safe.
Respectfully
Kevin Bramhoff District Director –
District N.W.C **"The Great North West Coast"**





North West Coast District - August District Director's Message



*Kevin Bramhoff
is the
District Director
for the
North West
Coast District.*

Fellow Wingers:

This article is being written just before the Rally is to take place. Our editor, who does a fine job by the way, gives us a deadline of the 22nd of each month. As Mr. Brooks will be away riding for a considerable time, we will be without a District newsletter for the month of September.

I promise we will publish some sort of Rally report in his absence to keep everyone that was not able to attend the Rally apprised of the entertainment and fun time that they missed out on. Our District ride coordinator has a special ride in store for the 2020 Gypsy Run. **If it is as good as 2019, well I encourage others in the District to "Join us for the 2020 Gypsy Run"! You will not regret it.**

As you are aware, we have launched a recruitment drive. All of you received your individual recruitment kits. If you need another kit just advise your Chapter Director and we will get them out to you. So far Chapter BC-C is a head, way a head, followed by BC-A. I would like to see some recruitment from the other chapters out there.

I am excited to take advantage of all the riding opportunities in our district this year. **I would like to see a "profusion of participation" from all chapters at all riding events this year.** Let's make it the best riding season ever! See you all real soon!

Thank you for being members of GWRR; your membership and participation is what makes GWRR the finest international riding association in North America.

Until I see you all again, Be safe – Ride safe.

Respectfully

Kevin Bramhoff District Director –

District N.W.C **"The Great North West Coast"**



For More Information on Events Throughout the District

**please visit the district website
gwrra-nwc.com
where you will find links to
individual chapter websites as
well as district sponsored events!**

Message from the Editor:



We need someone:

- excited about putting together our monthly newsletter
- who is interested in participating in the chapter by taking it on or partnering with another member

If you:

- love talking to people
- gathering news stories
- writing a few yourself

Please contact Tracy Gowans to express your interest in this fun position or to contribute an article, joke or great story.

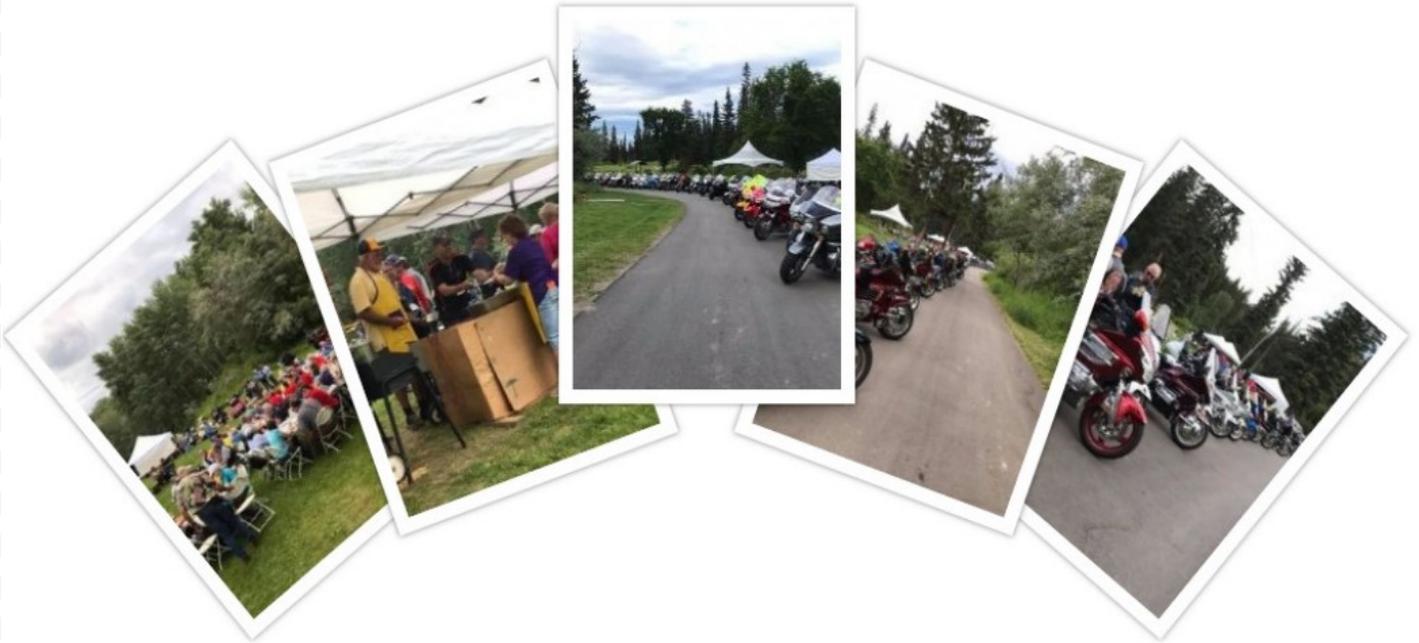
Chapters

- Alaska
- BC Motorcycle Drill Team
- Chapter BC-A, Vancouver
- Chapter BC-C, Chilliwack
- Chapter BC-D, Surrey
- Chapter BC-G, Kamloops
- Chapter BC-P, Prince George
- Chapter BC-V, Victoria
- Chapter YT-A, Whitehorse



Events — *Submitted by Taken from BC A Facebook Page*

Wings in the Cariboo 2019 District Rally July 25th—28th 2019



57 bikes all lined up at the Wings in the Cariboo GWRRA NWC District Rally. The afternoon BBQ hosted by 100 Mile House Lions Club was well attended by over 100 Gold Wingers!!



Chapter A members who made it to the Rally.

Events — *Submitted by Taken from BC A Facebook Page*

Wings in the Cariboo 2019 District Rally July 25th—28th 2019



Events — *Submitted by Keiller Gowans, Photo Credit to Dave Ward*

Wings in the Cariboo 2019 District Rally July 25th—28th 2019

I arrived on Thursday afternoon to find that a lot of folks had already arrived and were getting organized. Giselle and Dave were already in game mode getting everything set, up and trying to organize a room packed full of stuff. The rest of the weekend was packed full of fun stuff for everyone to get involved in like some local rides, a barbecue in the park, bike games, a poker run, a Drill Team demo, and a ceremony. Everyone seemed to have fun and it was just a very positive environment for the whole weekend.

Being part of the District Team this year was great as I was able to see all the work that goes into a successful production.

Kevin got us started about a year in advance. Even though I was part of the team, I was always amazed to hear some of the stuff that was being done by others during our online meetings. They started out monthly at first, and eventually became by-weekly near “go time”. The amount of politics and negotiations that had to be done to get the 100 Mile House locals and local government to buy in and get excited about GWRRA coming to town was incredible. Just the amount of time it took to get a piece of a parking lot barricaded, cleaned, guarded and set up was very significant. I decided to follow Kevin’s lead and meet some of the locals that could help with the



poker run starting with one of our own. Tracy and I drove up to 108 mile several months earlier to meet with John and Karen Sinclair for a local tour of the roads, getting some great ideas. We even had the opportunity to meet some of the local wildlife who unfortunately were reluctant to talk to us. The local businesses like the Iron Horse pub welcomed us and brought in extra staff to ensure that things would not get delayed. It seemed like everyone in town knew we were in town and were extremely helpful. All in all, I thought it was a great weekend.

Keiller Gowans District Ride Coordinator

Vincent: The legend of the fastest motorcycle in the world.

They might be rare and valuable collector's items, but for Vancouver aficionado it's all about riding them. By Alyn Edwards Aug 7th 2019



In 1948, a British-built HRD Vincent Black Shadow motorcycle taken right out of the shipping crate could do 125 miles per hour. That same year a Black Shadow was clocked at 150 mph on the Bonneville Salt Flats. In 1956 a Vincent in New Zealand held the FIM (International Motorcycling Federation) record at 186 mph.

Back in the mid-20th Century this was the world's fastest motorcycle and it shattered every land speed record in the United States. The Black Shadow is slightly faster than the Vincent Rapide and a fair number of them were sold new in the forties and early Fifties by Vancouver distributor British Motorcycles.

"We have the records for every model sold in Vancouver," says Fraser Valley Vincent guru Robert Watson, whose amazing collection includes a 1939 Series A Vincent Rapide plus examples built in 1947 and 1949 along with a single-cylinder 1949 Comet that he affectionately calls "Half-a-Vincent."

He says the only differences between a Black Shadow and a Rapide are slightly higher compression, carburetors and the letter B added to the number stamped on the Black Shadow's engine block.

Watson's most collectible Vincent is a 1937 TT-replica—one of only 38 pre-war racing TTR bikes built as an homage to the three 1936 TT factory racers that competed in the famed Isle of Man race that year. This was one of two rare Vincent motorcycles that were all apart and for sale in Toronto. "I bought a van in Toronto, picked up all the parts and pieces and drove back to Vancouver," Watson says. With five Vincent motorcycles in his stable and a track record of restoring many basket cases, Robert Watson is a world authority on the marque.



Why the Vincent?

"I was about 15 years old when I saw a group of Vincent owners go by in Vancouver. I thought: Is this that mystical black motorcycle that I heard about? Although his first motorcycle was a modest Yamaha 80 purchased when he was in Grade 12, Watson developed a passion for motorcycles and later motorcycle racing. He got a degree in industrial design at BCIT and began designing and selling industrial conveyor systems. He bought a new 1979 Kawasaki 550 and went for a ride up Mount Baker with his brother and some friends. "I had the Kawasaki pinned at one hundred and Dan Smith pulled up beside me on his Vincent and shifts into fourth gear. I had to get one," he says. In 1985, he bought his first Vincent. It was a jigsaw puzzle with all the parts laid out on sheets of plywood.

Continued on page 7

50/50 Draw Article—*Submitted by David Hibbard*

Vincent: The legend of the fastest motorcycle in the world.

They might be rare and valuable collector's items, but for Vancouver aficionado it's all about riding them. By Alyn Edwards Aug 7th 2019



Continued from Page 6

It was the 199 Vincent Rapide that he has now ridden thousands of kilometres with wife Kathy. They have participated in many rallies in the US, Europe and Australia. He has only restored one Vincent that wasn't his. "The owner's grandfather, Fred R. Hancock, bought the Rapide new in Vancouver on September 23rd, 1949," he explains. "It was crashed in Rossland decades ago and he put it away in his basement in Lillooet where he was the high school vice principal." That restoration took 18 months.

"The engines are complicated. Just the cams are a horrendous collection of bushings and spacers. You can spend \$25,000 in a heartbeat if the motor isn't good," Watson says. The local chapter of the Vincent Owners Club has determined there are at least 70 Vincent motorcycles registered in B.C. The club, with 2600 members worldwide, operates a parts supply company in England with six employees to keep the supply of "spares" available to enthusiasts. HRD Vincent made about 1,000 motorcycles before World War two and 11,000 post-war models. The club knows the whereabouts of approximately 7,000 Vincent motorcycles, an indication of how much they are valued. The club has production records with all the correct serial numbers and parts numbers.

"It's a closely guarded database and you can determine fakes," Watson says. Vincent motorcycles have become highly sought after and very expensive with restored Series A Rapides fetching around US \$400,000 and the much coveted and extraordinarily rare Black Lightning models crossing the million-dollar mark at auctions. But to Vincent owners, the real value is riding their motorcycles. "I will still run the A Rapide hard up the Duffy Lake Road or thrash the TTR on a track given the opportunity," Watson says.



"When you get them sorted, they are amazing. Every year when I get on my Rapide and run it out on the freeway, I say, "God, I love this motorcycle."

Alyn Edwards is a classic car enthusiast and partner in Peak Communications, a Vancouver based public relations company. Aedwards@peakco.com

Membership Draw Article — *Submitted by Tom B. Goetz*

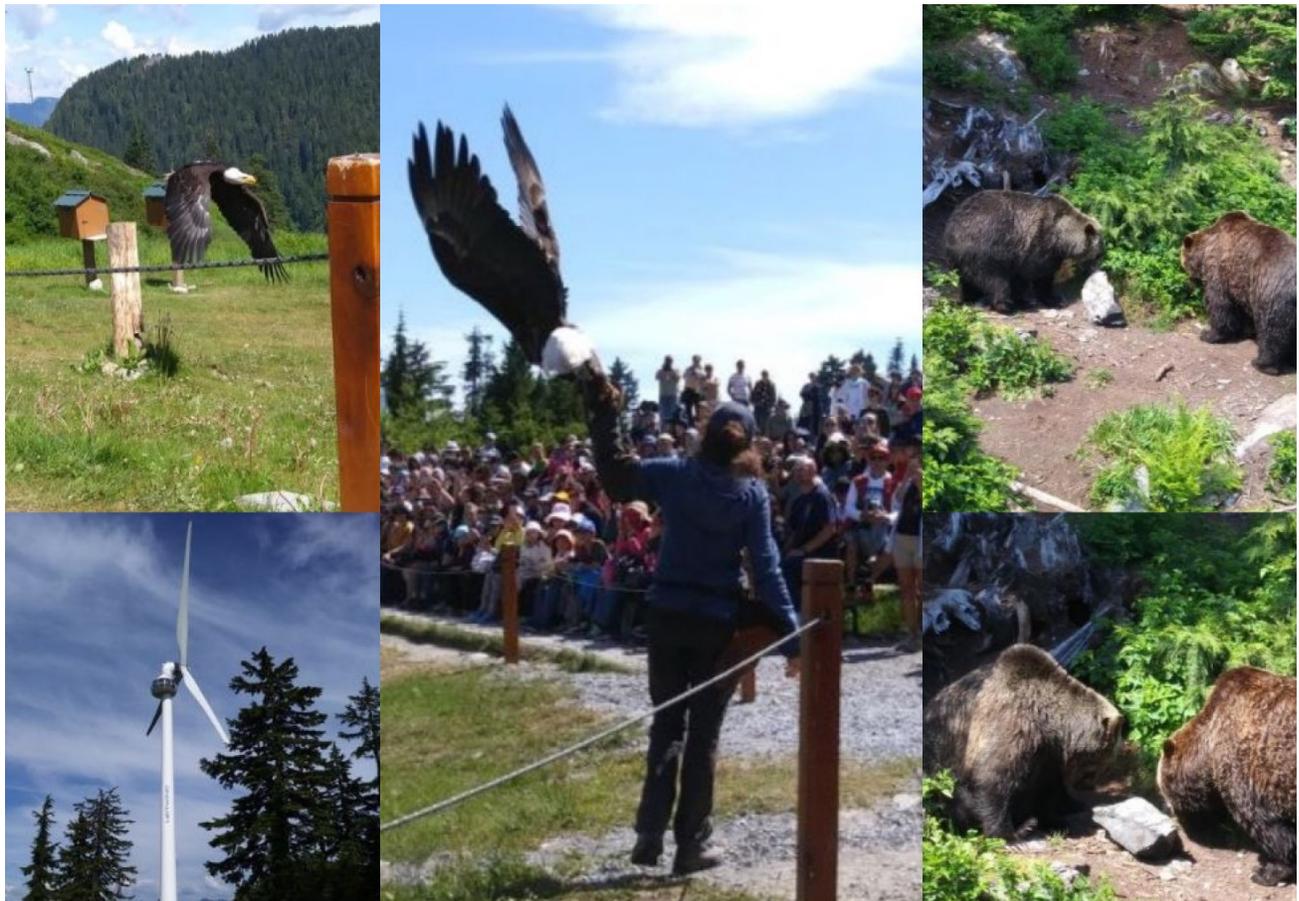
A Local Ride to enjoy, Grouse Mountain

The other day Marian and I went up to Grouse Mountain for the day. They have Motorcycle parking: 8 dollars for three hours and 10 dollars for the day. I recommend the all day pass because you just never know all of what you are going to do and how long it will take. Marian and I walked from our place in the West End and took the shuttle bus to the Sky Ride... the same parking lot as for the Grouse Grind.

We rode up with 90 other people on the Sky Ride, went for a nice lunch and then went for walks all over the top of the Mountain. We, as you can see by the pictures saw the resident Grizzly Bears - Grinder and Coola. As you may remember, over the years I have experienced many amazing sights with Grizzlies. After that, we saw a Raptor show - Great Horned Owl, Hawks, Turkey Vulture, Falcon and a Bald Eagle...a great show to see.

We once again got on a "lift" to go up to the top of the Mountain. The view is great and you get to see many of the Zip lines with people enjoying themselves or at least thinking they are having a good time. There are 5 of these lines to try if you like that kind of thing. Also at the top they have a wind turbine that you can pay to go up to the very top of everything, nothing higher. If you go up the "Eye of Wind", in its elevator, better not like small spaces. As you can tell by the photo it is beautiful wind turbine.

If you really wanted to you can walk from the parking lot, do the Grouse Grind, visit/walk to all the places we did and take the Sky Ride down. If you did all that you have enjoyed one of Vancouver's best experiences you could ever wish for.



Membership Story — *Submitted by Rob Ellis (Continued from June Newsletter)*



Day 3 for our students had a few of them dealing with sore muscles and slightly frazzled brains, as a few cracks started to show in peoples confidence at managing an ever increasing difficulty level of patterns. Another issue for a few people were blisters showing up on heir hands from all the clutch work. I had my own blister to contend with (Trying to start the freak in weed eater a few days before). You would think that this stuff would be getting easier and not harder, but it is actually getting worse for some riders in some of the exercises.

You might wonder why? That would be your bod-

ies EXISTING muscle memory trying to “re-establish” it’s dominance over what you are trying to “re-program over top. It takes time, patience, a lot of repetition and “perfect” execution to establish correct muscle memory.

Today we would work up to high speed maximum “thresh-hold” braking and then eventually that same exercise with a “brake & evade” component mixed in. The braking chute? 5 feet wide, lined with 4 feet high plastic construction pillars and about 120 feet long, after the exit and another 80 feet or so, until the exit of the parking lot and speed control bumps. Instructor “Sergeant, so-n-so “ does his demo.

First Demo “Rear brake only” (somewhere between 90 and 100 kph) and he used all the chute, all 120 feet, and all 80 feet of the remainder of the parking lot and speed bumps until he finally tapped the front brake so he wouldn’t leave us all together.

Second Demo—“Front Brakes Only” and he uses almost the complete 120 foot of the braking chute.

Third Demo—“Both Brakes”. Combined maximum efficiency and he stops the thing in a lot less than 120 feet. His next comment to the class, **“Easy Peezie yes?”** Sure why not? So off we go. We didn’t have to demo his pace right off the bat, so we start at an easy pace of 50 kph and move upwards on each successive run. 60 kph, then 70, (now this s*#t it is starting to get real) then 80 kph and finally 90 kph. Now 90 kph to most of us isn’t intense or scary, and maybe even 60 or 70 kph (in a parking lot) isn’t intimidating either, but when you only have 200 odd feet to start your run and get your crate up to 90 kph and THEN settle your suspension down a little, (mere fraction of a second to do it) while hurling into a narrow shute 5 feet wide, and the thought (lingering in the back of your noggin) that you can’t disappoint Mr. “Sergeant” guy and actually get the thing stopped before you blow out of the chute and into the next postal code.

These passes through the exercise proved a few things, 1) It will impress more confidence in your machine. 2) it WILL stop a LOT faster than what you are prepared for, and 3) (this is a big one) Your mental focus starts to narrow down to exactly what you need to do, and nothing else exists except trying to stop your crate. THAT is critical, because in a real world emergency experience you can’t let other distractions take away your focus while trying to save your bacon. The next part of these runs were a sudden scream by “sergeant” to move your arse, or your dead. (simulating a car behind you screeching tires just about to nail you) So if you were focused on stopping you were not done saving yourself until you shot out of the way. (Continued on page 10)

Membership Story — *Submitted by Rob Ellis (Continued from page 9)*

So now the next phase of emergency avoidance maneuvers would involve high performance braking into the “Chute” and then a swerve to avoid a hazard right in front of you. This swerve was placed at about the 60 foot mark into the chute, so half way in or there about. That first section a mere 60 feet, didn’t look to promising to be able to get this thing slowed down from 80 kph in time for a swerve. Your 500 lb. dual sport? Seems plausible, my 900lb Wing? Not so much, but hey what do I know? Mr. Sergeant says it will work. **“Be smooth, be firm and PRAY it works out”**, he says. He didn’t want anyone having a garage sale on motorcycle parts that day! So in two parts, first brake and then swerve. Now I an hear you all saying to yourselves, “Yup, we have trained for that in ARC Class!” Yes you have, and we teach you not to apply power, OR ANY braking force while you perform a swerve.

Good Advice. Well on this course you are taught to relieve MOST of the braking force and then perform your swerve. Performance of a swerve while still engaging 60%ish front brake application? No way SHERLOCK! Well with an extremely “measured” application of brake pressure (near the very end of your AGGRESSIVE straight line braking) as you also “measure” your counter steer input, you make the pass and swerve with success. The key here, is to DROP OFF 40% or so of your brake pressure BEFORE the “all intensive traction eating SWERVE”. To see the faces of some of our classmates upon receiving the news that we now would be “Hurling your crate” into the chute, scrape off 60kph or so in speed (in about 60 feet) and make the demo somewhere between 90 & 100 kph. (I don’t think he uses his speed indicator much, more of a reference than actual reliable SPEED indicator) so we are mostly considering our families, our pets, and our life insurance policies. We start this exercise and again, starting in increments of 50,60,70 and then finally got to top out at 80 kph. So to add to all of this as soon as you got your “crate” slowed down, and moved over you then had to negotiate a sharp 180 degree “lock turn” followed by another 90 degree lock turn. To make sure you weren’t “Bored to Death” with waiting in line, (to possibly meet your maker on your next high speed pass) you were encouraged to go continue to cut tight patterns, handle bar lock turns, an then back to the staging area.

These exercises are designed to be as realistic as possible for (Civilian) riders and this places a certain amount of “mental stress” (one might use the word TRAUMA) on you so you are forced to “Focus” on the skill. There are no other possibilities. You either FOCUS and PERFORM, or the SH*#T gets REAL, really really fast. Did I mention the signed “waiver” at the beginning of the course? As an addendum to this particular article, DO NOT attempt these high performance braking, or brake and swerve exercises without professional instruction at a motorcycle performance school. To attempt these exercises could be disastrous to you and others around you.

So more team riding out on the roads, and engaging “swift formation changes (well kinda swift), and we cool people and machines off and chat about life at the coffee shop. You know, cops and robbers? I am really starting to get a charge out of this stuff. Next month, cornering t speed, while our instructors assess body posture during cornering . I have to admit, I wouldn’t want Mr. Sergeant on my tail while trying to flee a homicide or a 7 Eleven hold up! 4th day promises to be enlightening!

Rob Ellis, GWRRA#302735 (Master Tour Rider)

GW Ride Course Inst. MI-088 Team Member BCMDT



Signs of Heat Stroke

Recognizing the signs of a heat stroke can save your life but more than likely save someone you know while on the road.

- **Throbbing Headache**
- **Dizziness & Light-Headedness**
- **Lack of Sweating**
- **Red, Hot & Dry Skin**
- **Muscle Fatigue or Cramps**
- **Nausea & Vomiting**
- **Rapid Heartbeat**
- **Rapid, Shallow Breathing**
- **Confusion or Disorientation**
- **Seizure**
- **Unconsciousness**

First Aid for Heat Stroke

Immediately call 911 or transport person to a hospital. While waiting for transport administer these cooling strategies.

- **Move the person to an air conditioned or shady area.**
- **Remove unnecessary clothing.**
- **Fan air over person while wetting their skin with H₂O.**
- **Have person drink water**
- **If available apply ice packs to neck, armpits and back.**
- **Immerse person in a shower or tub of cool water.**

Preventing Heat Stroke

Heat stroke can be prevented by following these simple steps:

- **Wear lightweight, light-colored, loose-fitting clothing.**
- **Use a sunscreen of SPF 30 or more.**
- **Drink extra fluids - at least eight glasses of water per day.**

Buy & Sell

For Sale/Want ads are free and 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 gwrta.gowans@gmail.com or phone Tracy Gowans 604 219 5836



1998 Honda Goldwing GL1500SE

91,968 KMS

- One of the cleanest GL1500s you're likely to find with many accessories and upgrades.
- Various chrome accents including Ring of Fire and front wheel chrome reflector inserts.
- ISO Grips and footrests for long-rid comfort and control.
- Progressive front/rear suspension
- LED lighting, saddlebag light kit.
- Upgraded stereo system (speakers) with AM/FM, cassette and MP3/iPhone Aux input CB Radio.
- F4Customs +4 windscreen (additional Tulsa Windscreen included.)
- Evans waterless coolant and synthetic oil. Numerous ad-

ditional parts, accessories and Honda OEM shop manual included.

This motorcycle is considered by many to be the pinnacle on Honda's touring motorcycles and the gold standard by which many others are judged. The GL1500 is designed for pure long-distance touring comfort and reliability. That being said, the GL1500 is no slouch in the performance department with a powerful six-cylinder 1520cc engine and low center of gravity that allows it to keep up with its newer competitors. This highly sought after SE Model that comes with many up-



grades from Honda including two-toned candy paint, AM/FM Cassette Radio and CB, air adjustable suspension, integrated rider/passenger intercom and rear truck spoiler with integrated brake light. All for \$6,500.00 obo
Contact John Sinclair at photog759@shaw.ca or phone 1 250 791 6636

**New Ad
June 2019**



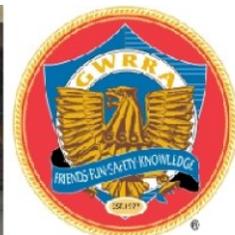
Skills Training Anyone?

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



Position	Name	Email address
District Director	Kevin Bramhoff	director@gwrra-nwc.com
District Ride Coordinator	Keiller Gowans	rides@gwrra-nwc.com
District Treasurer	Janet Turner	treasurer@gwrra-nwc.com
District Motorist Awareness Coordinator	Kathy Estey	mac@gwrra-nwc.com
District MEC (Membership Enh. Coordinator)	Ian McAlpine	mec@gwrra-nwc.com
District Educator	Gavin Karey-McKenna	educator@gwrra-nwc.com
District Ambassadors	Dave & Gerri Crosson	ambassador@gwrra-nwc.com
District Newsletter Editor	Tony Brooks	editor@gwrra-nwc.com
Assistant District Director / Webmaster	Dave Ward	webmaster@gwrra-nwc.com

On the web at: gwrra-nwc.com



GWRRA North West Coast District

Friends for Fun, Safety and Knowledge

On the web at : www.gwrra-nwc.com

Are you interested in :

- Participating as a district team member?
- Helping out at district events?

Contact District Director—Kevin Bramhoff (director@gwrra-nwc.com)

MARK THIS ON YOUR CALENDAR



August 2019

7	Dinner Gathering	BC-D
10	Duffy Lake Loop Ride	BC-A
11/25	Breakfast/Ride	BC-C
17&18	Island Loop Ride	district
18	Breakfast Gathering	BC-A
20	Dinner Gathering	BC-C
24,25	Auto Museum Ride (Tacoma)	BC-A
27-31	Wing Ding 41—Nashville TN	
30-Sep1	Gold Run	BC-D

September 2019

Aug30/1	Gold Run	BC-D
4	Dinner Gathering	BC-D
8	Fraser Valley Toy Run	
8/22	Breakfast/Ride	BC-C
14	Corn Roast	BC-D
15	Breakfast Gathering	BC-A
17	Dinner Gathering	BC-C
28	37th Oyster Run—Anacortes, WA	

October 2019

2	Dinner Gathering	BC-D
6/20	Breakfast/Ride	BC-C
14	Happy Thanksgiving	
15	Dinner Gathering	BC-C
20	Breakfast Gathering	BC-A
26	Spaghetti Factory Dinner	BC-D

November 2019

3/17	Breakfast/Ride	BC-C
6	Dinner Gathering	BC-D
11	Remembrance Day Ride	BC-A
16	Chili Feed	BC-D
17	Breakfast Gathering	BC-A
19	Dinner Gathering	BC-C





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.

CHECK BACK SOON
FOR MORE UPCOMING EVENTS



MOTORCYCLE POKER RUN - SEPT 1, 2019

1ST ANNUAL BC & ALBERTA GUIDE DOGS



STARTING AT LADNER LEGION, THROUGHOUT SOUTH FRASER, FINISHING AT TSAWWASSEN LEGION

Do you have a great idea for a newsletter Article?

Have you ever thought about becoming the Newsletter Editor?

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 the September Newsletter is Sept 10th, 2019

Chapter A Stores

For Sale items

	Description	Quantity on hand 2018-December-31	Cost
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Patches:

Rocker	BC-A Vancouver chapter (black and gold with flags)	6	\$22.00
Rocker	BC-A Vancouver chapter (white, 2 Canada flags)	1	\$22.00
Rocker	District NWC	0	\$20.00
Round	10" GWRRA (multi-colour with griffin)	4	\$17.00
Round	10" GWRRA (black and gold with griffin)	3	\$17.00
Round	4" GWRRA (multi-colour with griffin)	6	\$7.00
Round	4" GWRRA (black and gold with griffin)	5	\$7.00
Round	4" GWRRA (black, blue and gold with griffin)	15	\$7.00
Round	4" GWRRA BC-A (blue with Canada goose)	5	\$7.00

Pins:

GWRRA BC district – large		2	\$5.00
GWRRA BC district – small		4	\$3.00
BC-A hanger bars		80	\$3.00
PinSaver (10 pack)		4	\$7.00

Clothing

Hat : ball	One Size	3	\$10.00
Shirt : Long Sleeve	2xl-Men	2	\$35.00
Shirt : Long Sleeve	XL-Men	1	\$35.00
Shirt : Short sleeve sport	2xl-Men	2	\$35.00



To purchase items from Chapter A's Stores contact

Dave Ward or Giselle Collins at
chapteradirector@gmail.com

It's a new ERA!



Motorcycles are just machines that we use to transport us during the pleasant activity of riding, nothing more. It is just a preference, not a reflection on the rider good or bad!

District Policy is to embrace all bikes and all styles.

District N.W.C. *"The Great North West Coast"*



Milestones

Summer Wedding Anniversaries

Keiller & Tracy Gowans July 4th,
Joe & Lorraine Tompkins July 6th,
David Priestley July 6th,
Joe Leblanc July 17th,
Rob & Parm Gosselin July 17th,
Harold and Sue Arthurs July 24th,
Dan & Valerie Fortin July 26th,

None in August

GWRRA Anniversaries

Norman Monro July 84
Ian & Kathie McAlpine July 98
Charles Young July 02
Jack Attadi July 15
Mairi Sparrow Aug 06
Toby Sandwell Aug 07
Rob & Parm Gosselin Aug 08
Rob & Leona Meers Aug 09
Linda Chung Aug 09
Dan O'Meara Aug 07
Dan Noorian 2012
Ian Thompson Aug 2013
Wayne Scott Aug 2015

July Birthdays

Kristen Maki July 4th,
Patrick Frampton July 6th,
Pat Armstrong July 6th,
David Hawrish July 7th,
David Hibbard July 12th,
Joan Maki July 12th,
Henry Bahn July 17th,
Ken Labron July 28th,

August Birthdays

John Wait Aug 3rd
Tracy Gowans Aug 6th,
Don Champion Aug 7th,
Ian Thompson Aug 7th,
Chris Maki Aug 11th,
Ian McAlpine Aug 18th,
Doug Wilkins Aug 18th,
Rob Gosselin Aug 19th,

Please help us keep our database current.

If you know of a member's birthday/wedding anniversary and we do not have them on this list please send us an email with the month and day of the special dates so they (or you) don't get missed!

To: gwrra.gowans@gmail.com Subject: Birthday and Anniversary update

District N.W.C. Top Rockers available now!



Update your Jacket & Vest
Ask your Chapter Director

Only \$18.00





GOLD RUN 2019
August 31 & September 1
In Historic Cache Creek, BC
GWRRA CHAPTER BC-D SURREY



Motel and Camping have NOT been reserved in Cache Creek, BC
Please make your own arrangements for Accommodations.
Hotel: Canada's Best Value Desert Inn & Suites 1069 South Trans Canada Hwy
Cache Creek (250) 457-6226

Camping: Brookside Campground 1621 Trans-Canada Hwy, Cache Creek (250) 457-6633

Check-in Saturday 10:00 am – 2:00 pm
Canada's Best Value Desert Inn & Suites
1069 South Trans Canada Hwy Cache Creek BC

\$25.00 CDN Registration per person * GWRRA Members discounted to \$22.00 CDN per person*****

**** Saturday night Meal included in the registration price, along with 1 Fun Run Card.****

If you only wish to come for Sunday's Fun Run the cost is \$10.00 and includes 1 Fun Run Card

Additional Fun Run cards may be purchased on site Sunday September 1

Fun Run on Sunday, starting at 10:00 am at same hotel as Check In

To be eligible for the Early Bird Pre-registration Draw and the Chapter with the most in attendance registrations must be post marked by August 16, 2019

PLEASE MAKE CHEQUES/MONEY ORDERS PAYABLE TO: GWRRA CHAPTER BC-D
Please mail form and payment to: Gold Run 7852 167A Street, Surrey, BC V4N 0L9

For more information: Doug Conley 604-589-0552 email: directorsbcd@gmail.com
 Barry McMillan 778-574-3579 email: bc-dtreasurer@shaw.ca

RIDER NAME: _____ MEMBER # _____

CO-RIDER NAME: _____ MEMBER # _____

ADDRESS: _____ City: _____

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

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

e-mail: _____ Amount Paid \$ _____

*****I/We hereby agree to conform and comply with any rules governing this event and agree to hold harmless the GWRRA, Chapter BC-D 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!***

*Signature Rider: _____ *Signature Co-Rider: _____

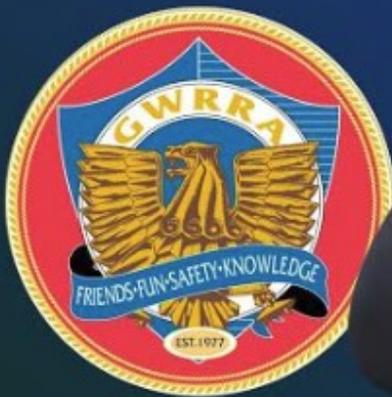
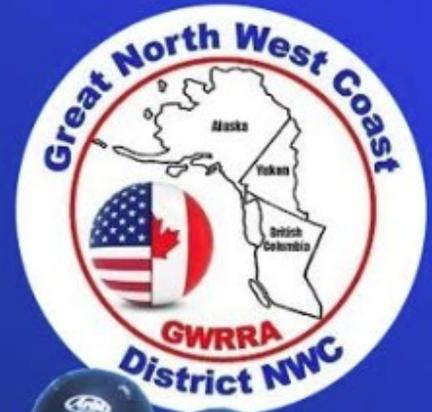
Goldwing Road Riders Association North West Coast District

2019 *Vancouver Island Ride*

Overnight
accommodations in
Campbell River:

Hérons Inn
10 rooms available
breakfast included

To book contact
Karin Young
604-798-3165



7/8 September 2019

<https://gwr-ra-nwc.com/district-events/>

*You Don't Have To Ride A Goldwing...
You Just Have To Ride*

HOLESHOT MOTORSPORTS

8867 201 Street Langley, BC
604.882.3800



CARTER *Motorsports*

CONTACT

1502 West 3rd. Ave., Vancouver, BC V6J 1J7

Toll-Free: (877) 976-5635

Phone: (604) 330-5248



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LET'S RIDE!

Monthly Chapter Gathering

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 Gathering at 9:00 am

Enjoy breakfast with new and old friends, or come for a cup of coffee before the meeting.

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 8:00 am

Ride leaves at 9:00 am

Saturday, Sunday and All Statutory Holidays

Chapter BC - A

Tuesday Night Rides

Coffee Social (ride in season)

Wendy's Restaurant

(Boundary and Grandview)

Coffee From 5 pm

Ride Leaves between 6:30 pm and 7 pm

