

VOLUME 1, ISSUE 6

JUNE 2021

UPCOMING EVENTS:

- SUNDAY, JUNE 13 CHAPTER A ANNUAL MEMORIAL RIDE/FUNDRAISER.
- SUNDAY, JUNE 27 BREAKFAST MEETING AT RICKY'S BOUNDARY RD. BBY 8:00AM
- SAT, SUN, STAT. HOLIDAY RIDES—MEET AT MCDONALDS BOUNDARY & LOUGHEED, 8AM TO 9AM.
- TUESDAY EVENING COFFEE & RIDES—MEET AT WENDY'S/TIM HORTONS ANNACIS ISLAND AND MCDONALDS BOUNDARY & LOUGHEED, 6PM TO 7PM.
- ZOOM GET TOGETHER EVERY THURSDAY 7:00PM UNLESS OTHERWISE STATED

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Message from the Chapter A Directors

It looks like we are finally beating down this pandemic and things just may be starting to come back to normal sometime this summer. With that in mind, I made some phone calls and met with a few restaurant managers over the past few days.

Firstly, I am happy to announce that we have been welcomed back to the Ricky's Country Restaurant on Boundary Rd. for our regular monthly Sunday morning breakfast, but with a few conditions that I will mention further down. With the reopening of dine-in seating, we are now able to use the meeting room we have been in for the past 6 or 7 years. Our first breakfast meeting will be on Sunday, June 27th. Breakfast will begin at 8:00AM with a short chapter meeting after. After that, breakfast will be held on the third Sunday of every month.

Secondly, we will also be trying out a monthly dinner meeting at the ABC Restaurant on Schoolhouse Rd in Coquitlam. These will be held on the 4th Thursday of every month at 6:00PM beginning on July 22nd.

Now for the conditions:

- The breakfast menu will be a shortened menu
- There will be a minimum 10% gratuity on every bill and the chapter WILL NOT be paying an additional gratuity
- You are not allowed to bring in your own coffee and must order at least one item from the menu that is at least \$10.

I am urging every chapter member to put aside your plans for 1 morning or evening a month to come out and get to know your fellow members over a nice breakfast or dinner. Your choice of time and venue.

Coming up on June 13th will be our annual Memorial Ride. This is an annual fundraiser for the chapter. Plans are not currently finalized, but be prepared for a day of riding with maybe a poker hand in play. Registration will be posted on the website and sent out by email reminder.

As always, please ride safe.

Dave Ward and Giselle Collins

Senior Chapter Directors, GWRRA Chapter BC-A



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



Home of the Canada Geese



GWRRA Chapter BC-A "Friends for Fun, Safety & Knowledge"

Newsletter Archives

Thanks to Dan Fortin for digging up more old newsletters from 2008-2014. If you have any of the missing issues, let us know!

2019	2014	2009
2018	2013	2008
2017	2012	
2016	2011	
2015	2010	

British Columbia'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. chapteradirector@gmail.com



— Did you know there is the BC Motorcycle Drill Team? They do some wicked stuff! Take a look at their blog

Chapter Directors : Dave Ward & Giselle Collins

Please visit our website www.gwrrabca.org

Chapter A Team

Chapter Directors

Dave Ward & Giselle Collins



Assistant Director

Position Open

Newsletter Editor

Kenny Locke



Treasurer

Niels Jensen



Games Guy

Kelly Parkes



Web Administrator

Dave Ward



Ride Coordinator

Chuck Taylor



Stores

Giselle Collins



M.E.C.

Ian McAlpine



Chapter Educator

Kelly Parkes



Chapter Historian

Ivan Armstrong



Chapter Ambassadors

Position Open



Photo by Mike Ona Honda

Thank You Chapter C for hosting Chapter A on a Sunday ride around the Fraser Valley on May 16, 2021. 5 groups totalling 31 bikes, great fun had by all.

SUNDAY, JUNE 27, CHAPTER BC-A, BREAKFAST MEETING

After that, every 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. See you there.



Wendy's/Tim Hortons Annacis Island

and

McDonalds at Lougheed and Boundary

Coffee & Ride – Every Tuesday 6pm to 7pm

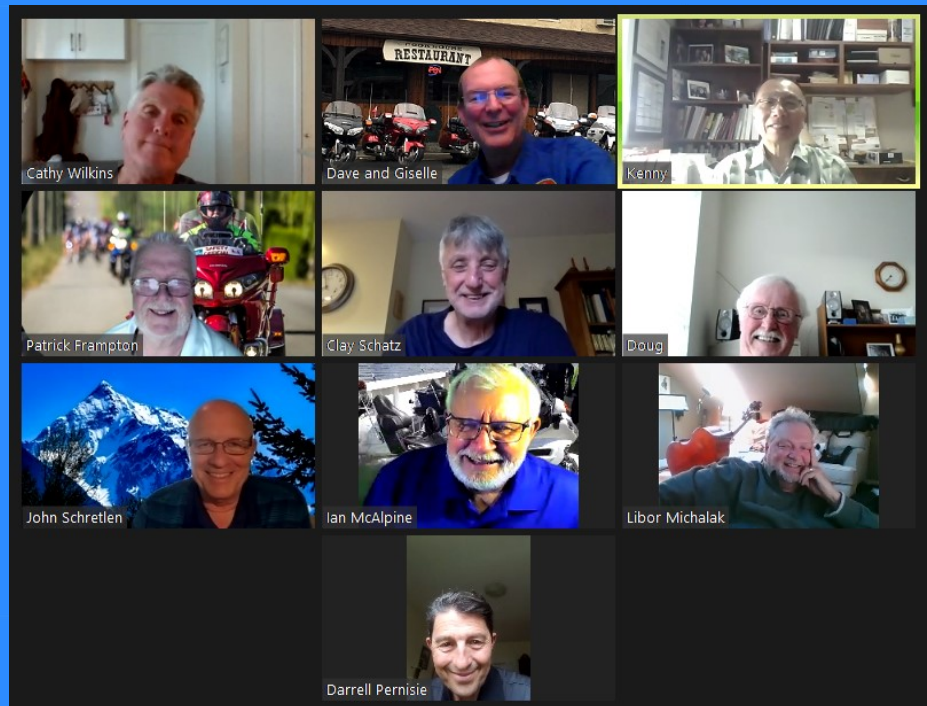
You pick, members will be at both locations, eager to socialize and to ride weather permitting

Every Thursday, 7.00 pm

zoom

In this May 22 Zoom Meeting, Dave Ward announced the results of the Doodle Poll. The majority chose Wendy/Tim Horton on Annacis Island for the Tuesday Evening Meet & Ride. Dave also made an executive decision to make McDonald's at Boundary & Lougheed a second meeting location for Tuesday Night Ride. Take your pick, there will be members at both locations, eager to socialize and to ride, weather permitting.

Screen Shot by Giselle - Top row L to R – Doug Wilkins, David Ward & Giselle Collins, Kenny Locke. 2nd row L to R - Patrick Frampton, Clay Schatz, Doug Bowers. 3rd row L to R – John Schretlen, Ian McAlpine, Libor Michalak. Bottom row-Darrell Pemisie; and a cameo appearance by Niels Jensen.



Dave Ward will send Reminder & Link

H·A·P·P·Y
Father's
DAY → *to the best Dad ever!*

Timeanddate.com - The idea of a special day to honor fathers and celebrate fatherhood was introduced from the United States. A woman called Sonora Smart Dodd was inspired by the American Mother's Day celebrations and planned a day to honor fathers early in the 20th century. The first Father's Day was celebrated in Spokane, Washington on June 19, 1910. Father's Day has become increasingly popular throughout North America and other parts of the world over the years.

Message from the Editor:



“Happy Fathers Day!” Summer is officially here and the Province is reopening bit by bit. Along with Father’s Day, there are a couple important days on the June calendar that we often overlook – National Indigenous People Day on June 21 and St. Jean Baptiste Day on June 24. To the people who have ties to Indigenous People and Quebec, these are days for big celebrations. So please join in and help them to do so, congratulations.

In this edition, we feature Chapter two of Mike Ona Honda’s travel in Mexico where he suddenly faced with electrical problem on his bike. As well, there is the vivid recount from an esteemed member on how he became a Goldwing Rider. You can’t miss these gripping short stories.

I am getting quite proficient in electronically transcribing Audio File to Text. So, if you have an interesting story to “tell”, just email me your voice memo and a few related pictures, and I’ll turn them into an written article.

Please keep those spectacular pictures, fascinating stories, articulate voice memo, and valuable suggestions coming, simply send them to me at: chaptereditor@gmail.com Kenny Locke

MARQUEE PHOTO OF THE MONTH

Rhododendrons have long been a favorite of landscapers in the Pacific Northwest. During this time of the year, you can’t help but to notice an abundance of brightly coloured rhodies of in the neighborhood gardens when you ride through the Lower Mainland.

For a closer observation, UBC Botanical Garden is a nearby destination. But to appreciate its full splendor in the wild, Rhododendron Flats in Manning Park, 30km east of Hope on Highway 3, is the place to go. It is like a flower festival in this 1/2-kilometer looped walking trail. The thick moss growing on the forest bed brings this beautiful plant the perfect moist-soil conditions for an impressive bloom every June.

The name Rhododendron comes from the Greek word meaning ‘rose tree’ and indeed, the Pacific rhododendron could compete with even the showiest of the hybrid roses. Reaching a sprawling height of up to 8m, it surpasses many of its cultivated cousins. Because of its rarity, the Pacific Rhododendron is protected by law in BC. It is also the state flower of our southern neighbour-Washington State.

Source info- Pacific North West, Manning Park resort.

For July, we plan to feature Roses. If you have a favourite photo of blooms you think we should feature, send it to me at

Chaptereditor@gmail.com

Motorcycle optional. Kenny Locke, Editor

Photo (Large) by David Ward, taken in Coquitlam, BC

Photo insert : Rhododendron Flat, Manning Park, BC



Congratulations!

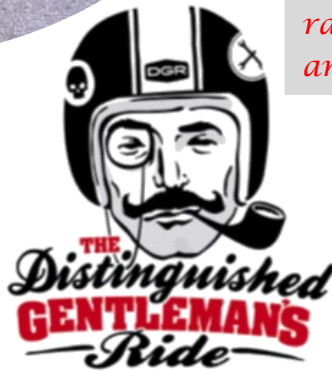
David Ward raised over \$400 for Prostate Cancer on the Sunday May 23, 2021 Distinguished Gentlemen Ride. Started out as solo ride, a group of GWRRA members joined in and had a great ride up to Manning Park - the edge of our health region. There was practically no traffic on the road. The weather cooperated and held back the rain. Thanks to all who participated and donated!



The Distinguishing David Ward - Photo by John Schretlen



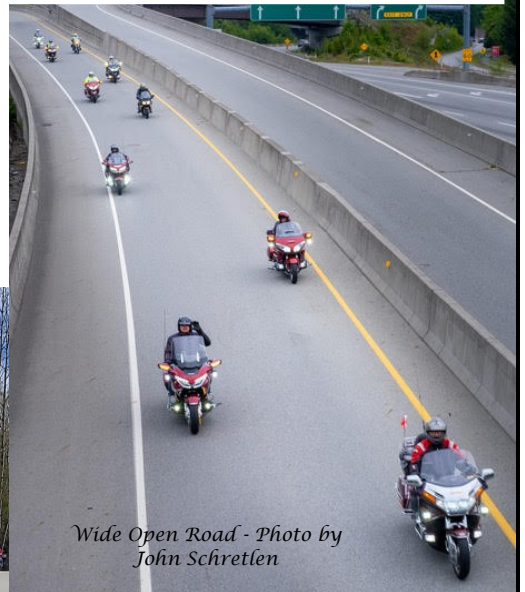
L to R- David Ward, Ian McAlpine, Doug Bowers, and Rick McLeod



MOVEMBER®



Photo by Mike Ona Honda



Wide Open Road - Photo by John Schretlen

GWRRA Chapter BC-V (Victoria) GOVID Ride 2021 (Get Off Vancouver Island Dammit)

**Join us as we
"Get Off Vancouver Island Dammit"
and go for a five day ride around
Beautiful British Columbia
5 - 10 August 2021**

This Free Event Is Hosted By GWRRA Chapter BC-V (Victoria)



Thur. 5 Aug
Ride to Revelstoke
Fri. 6 Aug
Nakusp Loop
Sat. 7 Aug
Mica Creek Dam &
Canyon Hot Spring
Sun. 8 Aug
Revelstoke to
Grand Forks
Mon. 9 Aug
Grand Forks to
Tsaawwassen

For more info & register: <https://gwrba-bcv.org/events/bc-v-govid-ride/> or gw.rider@outlook.com



District Director's June Message

Fellow Wingers:

Every day seems to be a Monday morning blues day...working from home (due to the pandemic) is like wading through a quagmire. The slogging is slow and the day is perpetually dragging on and makes me want to scream from boredom. Not that the work is boring, it's just not something new or different!



So along comes an "Unofficial" group ride on the weekend of May 16th – what was supposed to be a small gathering of motorcyclists for a casual ride turned into a 30-bike rally! Well not a rally, however the turnout was unexpected. I think we were all feeling the same way and everyone was anxious to meet up after so long away from each other. It was good to get out and it was great to see everyone in person.



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

We were all physically distanced and masked up of course, as well most of us had our first vaccinations. The enthusiasm was quite amazing. We had a great time breaking into our groups and going for a ride.



Continued on Page 8



District Director's Message Cont.

We had 2 chapters together for this "unofficial" event, BC-C & BC-A, and while we were all gathered, I felt it was an appropriate time to present Dave Ward & Giselle Collins their Senior Chapter Director awards. The appointment was made due to their continual service and dedication to their chapter and their members.



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



The weather has been marvelous, Karin and I actually got out for a few rides in April and May. I have seen a lot of bikes on the road and with May being Motorcycle Awareness month I want to remind you all to be as "Visible" as possible when out riding early in the season. Many motorists have not seen us for a while, and are not aware or used to us being out there among them. This last ride we must have counted at least 300 bikes on Highway 7 alone during our ride.

My plan for this year – GET YOU ALL OUT RIDING! Then my job is done. I encourage all members to take advantage of all of the available riding opportunities at the chapter and district level. We are getting closer to the end of this "Pandemic Thing" however there are still some restriction so we should take advantage of any event that comes our way.

With respect to ARC training as well as other GWR-RA training programs, until we get the green light from provincial and local government entities to hold classroom sessions, officially we cannot schedule anything. This is a month to month examination & planning process. I anticipate being able to look at getting some training sessions done in the fall...it's a wait and see game right now. We will keep everyone apprised.



Continued on Page 9



Kevin Bramhoff is the District Director for the Great North West Coast District



District Director's Message Cont.

I just wanted to mention that my beautiful Lady Karin Young Chapter Director of BC-C has now graduated to a 2007 Goldwing GL 1800. I am really proud and exited that she took this step. She has ridden a Harley Soft tail, then moved to a Valkyrie and finally this new bike...she loves it and now she can carry all her own stuff!



Photo of Karin and her big smile as well our 2 bikes on the last ride.



Now for some news

Just a reminder to you all...the Gypsy Run has been postponed so if you registered and made hotel reservations you must cancel them before June 2021. A notice was sent to all with the Hotel Contacts on that notice. I called all the hotels in May and was advised by management that many folks had called to cancel and I withdrew the room blocks the week of May 17th. However, if you registered, and forgot to call, I would still call to cancel just in case. Check your emails for the notice. Yes, by the time you read this it is June, however making the call a little late if it slipped your mind can still save you some money. The hotels were very cooperative.

No rally this year, however, we have a great event you will want to participate in! By July, travel restrictions should be over with and we should be able to freely move about the province. I encourage everyone to take advantage of this great riding opportunity!

Thank you for being members of GWRRA; your membership and participation is what makes GWRRA 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"



I am looking forward to seeing you all there...it's gonna be fun!

GWRRRA, NORTH WEST COAST DISTRICT PRESENTS WINGS IN THE CARIBOO RIDE



23 - 25
JULY 2021

Host Hotel
778-482-5255



Kevin Bramhoff
Director of District N.W.C

I know when you read this it will be June. Notices went out as to the ride dates and hotel information earlier in May, however there is still time to register. I am looking forward to seeing you all there...it's gonna be fun! We have some new and exciting riding to look forward to. Register for the ride at:

<https://gwrra-nwc.com/blog/2021/05/16/wings-in-the-cariboo-ride-2021/>

There should be Hotel rooms still available at:

Days Inn front desk team at 778-482-5255



Front Desk / Reservations, Super 8 - 100 Mile House
250-395-8888



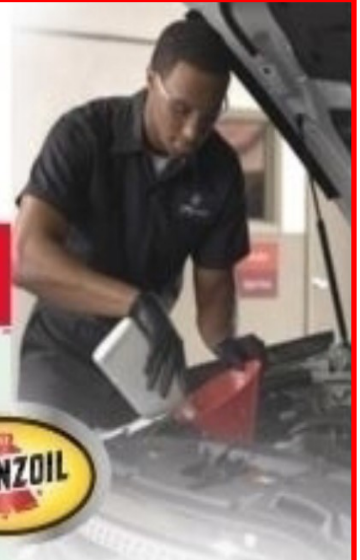
If you registered for the Wings in the Cariboo Rally over the last 2 years your registration has been moved forward into 2022. The Hotel room reservations have also been moved into 2022. I recommend you contact the host hotel if that is where you reserved and confirm your reservation was moved and you are still on the list. The Manager of the Days in in 100 Mile house is very helpful. If you wish to attend the 2022 rally our website will reopen September 2021 and we will be accepting new registrations for 2022. <https://wingsinthecariboo.com/>



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Oil Change
10 Minute Service
No appointments necessary





GWRRA North West Coast District—The Team

Position	Name	Email Address
District Director	Kevin Bramhoff	dirctor@gwrra-nwc.com
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A/Treasurer & District Communicator	Karin Young	
District Ride Coordinator	Keiller Gowans	rides@gwrra-nwc.com
District Educator	Brian Holmes	educator@gwrra-nwc.com
District University Coordinator	Ian McAlpine	university@gwrra-nwc.com
Motorist Awareness Coordinator	Kevan MacRae	mac@gwrra-nwc.com
Membership Enhancement Coordinator	Giselle Collins	mec@gwrra-nwc.com
District Ambassadors	Dave & Gerri Crosson	ambassador@gwrra-nwc.com
<i>Friends for Fun, Safety and Knowledge</i>		Please visit us on the Web at: www.gwrra-nwc.com



St. Jean-Baptiste Day
June 24

Timeanddate.com - Saint Jean Baptiste Day, held annually on June 24, is the feast day of St John the Baptist, a Jewish preacher who baptized Jesus in the River Jordan. It is a day of celebration in Quebec and other areas of French Canada. Saint Jean Baptiste Day is also known as "la Saint-Jean", "St John the Baptist Day", "Fête nationale du Québec" and "Quebec's National Holiday".

Serving the Gold Wing Community for 46 Years

2021



GOLDWING

 **HONDA** **CENTRE**

Burnaby, BC Canada



www.hondacentre.com

3766 East 1st Ave. (at Boundary Road)

Burnaby, B.C. V5C3V9

Phone: 604-293-1022 E-mail: sales@hondacentre.com

How I became a Goldwing Rider

Audio File & Photos Submitted by Mike Hoonjan

Back in the day, my first brand new bike was a Kawasaki Vulcan 900. I bought it from Burnaby Kawasaki. I rode it for about 23,000 kilometres. When 2011 came around, a bunch of my buddies and I got together to go to Sturgis North which was a highly publicized Motorcycle Rally and Music Festival being held in Salmon Arm, BC.

I had a hard time on the Kawasaki going there and back, the wind was beating me up. It was about 400 kilometers one way- a long ride on the Vulcan 900. In 2012, we were heading to Sturgis North again. This time it was in Vernon, BC. I thought to myself, I better get a windshield and bags for my bike. That was when the whole thing began. It was the game changer.

A buddy of mine had a Honda VTX 1800. He already had the bags and the windshield and everything else on his bike. He was going with us. But at the last minute, he had to cancel. We decided to switch bikes for this trip. The Vulcan 900 stayed home and I took his Honda VTX to Sturgis North.

Even though some say the Vulcan 900 was a Japanese Fat Boy, it wasn't that enjoyable to ride. I had to wrestle it around corners. It was hard on my back, but I sure did build strength on it. On the other hand, the

Honda was a beautiful riding bike and lots of power. The windshield really helped with the wind. I had a good time with that bike, sure spoiled me. As soon as we came back, I said to myself, I gotta buy a VTX, I gotta update my bike.

I looked around for a VTX and combed through Buy and Sell. Craigslist wasn't around back then. There were a whole bunch of VTX in the paper, but either the color was not right, or the seller was asking for too much money. I kept looking, to make a long story short, I found one at Carter Honda.

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Mike Hoonjan & his Vulcan 900



Mike (on right) & buddies & Honda VTX



Centre Fold in Summer 2013 Wing World Magazine, Photo by Mike Hoonjan

I phoned them up and they said "Yup, we've got one in house, why don't you come and take a look." I went there and told the guy that I came to check out the 1800 VTX. The guy went "Oh, that bike, actually, one of the sales guys took it home." I said "I came from work and I made an appointment with you guys to see the bike, and now I can't see it, what can we do?" The guy went "Well sir, you really after an 1800?" I said "Yes". He announced "We've one right here" and he pointed out this big yellow 2002 Goldwing.

I looked at it and said "Well, this is a huge bike, I'm not going to ride this thing, it is too big and too heavy for me." The guy said "I am 145 pounds, 5' 10", and I have already taken it to Squamish. You're a big guy you can jump on this bike, no problems."

I thought, what the heck, if this skinny guy could ride it to Squamish, I better give it a go just to save the embarrassment. I jumped on the bike and went to downtown. It was a beautiful riding bike. I fell in love with that bike right away. It did exactly what I wanted. It was very controllable, stable, very agile, very light and lots of juice. Plus, it had all the gizmos. I said, OK, that's it.



Rode to work one day

They were asking \$12,000, it was a 2002 with 100,000 kilometres, kind of pricey. I ended up imported one from the US into Canada. It was a yellow coloured 2002. It only had 15,000 miles. I got it for about \$10,000 from Kent near Seattle. This happened in 2012.

As soon as I got the bike, I wanted to do a road trip. On July 23rd, 2012, I took my first road trip ever by myself, rode the Goldwing from Vancouver to Edmonton. I went through the Rockies, beautiful scenery, beautiful landscaping, beautiful curves. That was where I took that "Centre Fold" picture when I went to the Sikh temple in Edmonton.

That was a beautiful and a very spiritual experience I had in riding a bike and going through the countryside.

Continued on Page 15

Then in 2013 I became a GWRRA member and start getting the Wing World Magazine. I submitted that picture to the WW Magazine and gave them a little writing up too. They were impressed. I actually submitted two pictures, they end up posting one in the front page and one in their Readers' Rides centre fold. They covered my story, I really liked that, I felt really good.

In 2014, my buddies and I did a road trip to Winnipeg, went from British Columbia to Alberta to Saskatchewan to Manitoba. We switched to the US from Brandon, went south to North Dakota, then west to Montana, Idaho, and then come home to BC through Washington. We did 4 provinces and 4 states in about a week. We had a really good ride.

Unfortunately, in 2016, the yellow Goldwing was written off in an accident. Then I picked up the 2008 dark cherry color GL1800 that I presently have; it has taken me to lots of places, from Alaska to Sturgis. I cancelled my GWRRA membership for a couple of years, and re-joined GWRRA BC-A in May 2019, with the best bunch of guys.

Between the two Goldwings, I've ridden about 100,000 kilometres. On them, I've done almost 95% of highways in British Columbia, including Vancouver Island. There is something about the big bikes, the bigger the bike the better it rides. It must be the weight of that pancake engine on the wing that keeps the centre of gravity grounded for agility. Nobody can beat the Goldwing ride. This is the bike that you want to take to the open roads. That is my story of becoming a Goldwing rider.

Transcribed & Edited by Kenny Locke, Editor



Mike & Wife, Gurdeep



Mount Robson, Northern BC is the highest peak (12,972 feet [3,954 m]) in the Canadian Rockies.

GOLD NUGGETS

MILESTONES



June GWRRA Anniversaries

June-1985 CHRISTOPHER MAKI

June-1991 IB MIKKELSEN

June-1996 PAT ARMSTRONG

June-2002 JACQUELINE STUART

June-2010 TRISTAN MEERS

June-2010 KATHLYN MEERS

June-2014 GARY RAINTHORPE

June-2019 BOB MEIKLEJOHN

June-2019 KYLIE MEIKLEJOHN

June-2020 STANLEY LOCKE

June Birthdays

BRYAN HODSON Jun-15

KRZYSZTOF C KOCHANOWSKI Jun-16

MANU KAPOOR Jun-19

SHEILA MACGREGOR Jun-21

GUY GAMACHE Jun-28



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: chaptereditor@gmail.com Subject: **Birth**day and **Ann**iversary update Thanks.



Dan Fortin, GWRRA BC A, - "On July 31, 2021, I plan to do a Long Weekend Group Ride through some of the BC and Alberta portions again. It's a fantastic area to ride. We will be home Monday, August 2, 2021. Three Long riding days. Let me know if interested in coming along."

twistyseeker@hotmail.com



Se necesitó un amigo de un amigo de un amigo de un amigo de un amigo de un amigo

Looking Back, Chapter 2, by - Mike GWRRA #426961

A short story of my motorcycle travels to and around Mexico many years ago. Written with gratitude extended posthumously to BM, a fellow traveler. All photos taken by the author.

It is about people helping people, it took a friend of a friend of a friend of a friend !

The road from Mazatlán to Durango

After a couple of days of camping alongside a canal and relaxation on the beaches in Mazatlán it was time to begin the ride to Durango. After Durango the journey would take me traveling down south through Zacatecas, San Luis Potosi, Guanajuato, San Miguel de Allende, Querétaro, Mexico City, and eventually Taxco. Taxco as it was, would be my last point south before turning around to come home via the mainland.

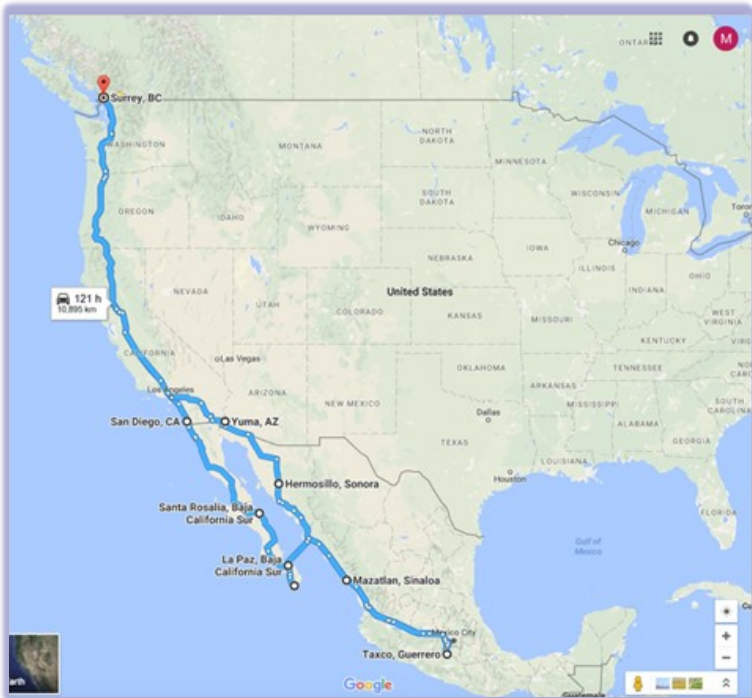
This leg would require riding a section of two-lane switchback secondary highway through a swath of the Sierra Madre Mountain Range. I remember this leg taking most of the daylight hours to ride. I've read the new highway has reduced point to point travel time significantly. Maybe I'll get back there someday to find out for myself!



At the time there were a couple of reasons not to choose this road. As I recall travel publications of the day referred to the potential dangers of who you might encounter and dangerous driving conditions. Both of which turned out to be non-issues. However, regarding the latter the dangers were always front of mind since some sections of the road were unfinished with loose dirt, potholes, and soft shoulders without guard rails.



Continued on Page 18





Beautiful vista from the switchback roads. Mazatlán to Durango.

Farm vehicles, military vehicles, and a retired couple from Ontario in a loaded-up Mazda GLC were the only encounters on that road. The old couple from Ontario explained they were traveling the country living out of their Mazda while depending on their pensions for income.

At about the midway point to Durango I remember there was a bed and breakfast styled after a Swiss Chalet. No, not the restaurant by the same name but a beautifully styled building that appeared to be airlifted right from the Swiss Alps and dropped in the middle of nowhere, quite frankly.

I'm happy to report this section of road was navigated safely. There were no dangers to be found, just fellow travelers and unbelievable vistas.

Drawing closer to Durango I had been watching the red alternator telltale on my bike flicker for some time. I was nursing the RPM to keep the light out, hoping it was just an anomaly that would go away.

Finally, arriving in Durango and finding a motel for the night I set my concerns for the alternator aside. Obviously, I was in denial. Maybe the light won't come back on I thought. Well, I guess that explains why warning lights are sometimes referred to as idiot lights! Hey idiot! It's telling you something! Pay Attention!

The following morning back on the road and about 30 minutes away from Durango the light came on steady. Nursing the RPM to force the light off wasn't working any more.

I could go no further with a dying battery. As it happens, I was not far from where a gentleman and his two sons lived that were mechanics. At least, that was advertised on the large plywood sign on the side of the road by their driveway. What luck that their home was nearby on this somewhat under traveled stretch of rural highway.

Once aware of my predicament they were all eager to help in any way they could. And this is where things get very interesting.

Using their pickup truck, the sons charged my battery up. Now I had enough juice to follow them back to town with my bike.

Their idea was to introduce me to their friend who happened to be a police motor patrolman on duty. Possibly he could help they explained. After all, he rode a motorcycle too.

Unfortunately, the local police bikes were Kawasaki's and their livery mechanics had just the basic tools in their fleet shop, and they had limited knowledge of this bike's motor.

Continued on Page 19



A helpful father and his two sons got me back on the road after engine trouble

So, using his Kawasaki Police Special the patrolman escorted me with all the bells and whistles at his disposal around Durango to the friends he thought might be able to help. My guess was that being a motorcyclist himself he was mindful that any bike running just off battery has a limited run time. So, no time to lose!

Eventually he located a friend who owned an automotive electric repair shop. The charging problem was diagnosed as a bad stator. But the work had to be subbed out to another friend due to the specialty of the work and lack of specific tools. For starters, no pun intended, the lack of a puller tool was a big obstacle.

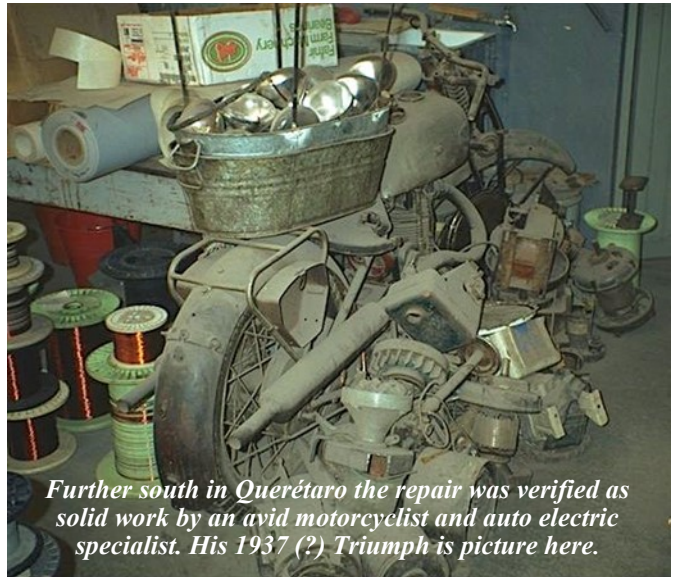
Working with only a small brass mallet and no tools that fit the job, the friend painstakingly removed and rewound the stator at his home and the bike was back running as new in a couple of days.

Not one person in that chain of events would accept any money for their assistance, or the work they performed. My new friends (pictured) invited me back to their home for a meal where we talked at great length about life in our two countries and had lots of laughs before I was on my way.

I still think about all the kind, regular *people I met in my travels who enjoyed helping others while not seeking to profit, sharing a mutual interest in motorcycles, sharing local knowledge, and having fun.*

Have you met people that share those same values? If you said yes, those values exist in the GWRRA membership, you might be right.

Submitted By Mike GWRRA #426961



National Indigenous Peoples Day
JUNE 21



#NIPDCanada

Timeanddate.com - Canada's governor general proclaimed the first National Aboriginal Day in 1996. In cooperation with Aboriginal organizations, the Canadian government chose June 21 for National Aboriginal Day because it was on or near the June solstice. Many of Canada's Aboriginal peoples have celebrated their culture and heritage on or near this day for many generations. The event provides an opportunity to acknowledge the unique achievements of First Nations, Métis, and Inuit in fields as diverse as agriculture, the environment, business, and the arts. In 2018, the day was officially renamed from National Aboriginal Day to National Indigenous Peoples Day.



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THE GOLD WING LEGEND LIVES ON

The Honda Centre was 10 years old when the first Gold Wing was introduced in 1975 **ICONIC DESIGN**

Blending modern design with iconic attitude, the Gold Wing / Gold Wing Tour offer a bold shape along with aggressive styling that refuses to be ignored. Flowing seamlessly from tip to tail — right down to the most meticulous detail — the Gold Wing / Gold Wing Tour brings new meaning to aerodynamic efficiency in the touring motorcycle category. The attractive styling has long-distance comfort written all over it, with distinctively bright LED lighting, an adjustable electric windscreen and SiriusXM® satellite radio capability, plus revised ergonomics to make the most of every moment spent riding the open road. The legendary Gold Wing / Gold Wing Tour spirit still shines through an impressive choice of new premium colour options and a sharper, more svelte design sensibility — striking the ideal balance between comfort and performance worthy of the Gold Wing / Gold Wing Tour name.

ADVANCED TECHNOLOGY

The intuitive 7-inch LCD display of the Gold Wing / Gold Wing Tour houses the standard Honda Satellite-Linked Navigation System and also works seamlessly with your compatible phone to offer additional connectivity through Bluetooth audio, Apple CarPlay™ and Android Auto. Premium audio features and a standard SiriusXM® satellite antenna (requires SiriusXM® subscription activation to use) round out the Gold Wing / Gold Wing Tours advanced technology package. 2021 models also include a secondary USB connector.

PROVEN POWER

Famously smooth and plenty powerful, the iconic horizontally opposed six-cylinder engine remains at the chest-pounding centre of the Gold Wing / Gold Wing Tour. The engine and powertrain are compact, fuel efficient and versatile in real-world riding applications, with overall power, response and agility. Another leap forward in Gold Wing / Gold Wing Tour performance comes from a throttle-by-wire system, available Honda Selectable Torque Control (HSTC) (Tour models only) and selectable riding modes available on Gold Wing / Gold Wing Tour models. Featuring four individual settings, it's easy to switch between Sport, Tour, Econ or Rain modes to automatically adjust to riding conditions. The intake and exhaust systems have also been tuned for touring, with more power and torque, while creating a distinct rumble you can't wait to hear open up.

SUPERIOR SHIFTING WITH THE Honda DUAL-CLUTCH TRANSMISSION

Riding a motorcycle is all about the feeling of freedom and thrill of the ride. The Gold Wing and the Gold Wing Tour deliver both unmatched freedom and modern performance thanks to the available revolutionary 7-Speed Automatic Honda Dual-Clutch Transmission (DCT). As the name Dual-Clutch would indicate, Honda DCT uses two clutches controlled by sophisticated electronics and hydraulics. One clutch, which rides on a hollow outer shaft, controls odd-numbered gear sets (1, 3, 5, 7); the other clutch rides on an inner shaft and controls even-numbered gear sets (2, 4, 6). Multiple gears are simultaneously engaged so that you're constantly prepared for the next shift. Data collected by a series of sensors is processed using an advanced algorithm to determine when the shift-control motor should electronically trigger gear changes. At those moments, one clutch automatically disengages, and the other clutch is already engaged, resulting in shifts that are quick, smooth and seamless.

Honda debuted their Dual-Clutch transmission on the 2010 VFR1200F motorcycle and adapted, refined and expanded it to other bikes since — including the award-winning Africa Twin — and premium ATVs and rugged Side-by-Side vehicles. The third-generation seven-speed DCT is featured in both the Gold Wing and Gold Wing Tour, but it's based on the same proven engineering technology you can count on. The groundbreaking seven-speed Honda DCT not only helps you ride easy and enjoy your motorcycle more, but also more importantly frees you up from having to deal with a hand-operated clutch or manually changing gears, which allows you to stay more focused on the adventure ahead. It lets you be in the moment when you ride, and once you try it, you'll see just how much more you enjoy riding and how little you miss shifting. Honda DCT is engineered to be the start of your best ride ever.

While they have the same final drive ratio in top gear as the manual transmission models, the additional seventh gear in the Gold Wing DCT and Gold Wing Tour DCT allows the lower gears to be more tightly spaced, resulting in less engine-speed drop when switching gears. The Honda Gold Wing DCT and Gold Wing Tour DCT models maintain the same direct shift feel as traditional manual transmission models yet deliver quieter shifts and frees you from clutch- and gear-changing duty. This creates a new dimension of motorcycle touring and convenience you must experience.

| 2021 GOLDWING



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