

#### UPCOMING EVENTS:

- ALL CHAPTER A INDOOR GATHERINGS ARE SUSPENDED DUE TO COVID.
- OFFICIALLY SUSPENDED DUE TO COVID - SAT, SUN, STAT. HOLIDAY RIDES—MEET AT MCDONALDS AT BOUNDARY & LOUGHEED, 8AM TO 9AM,
- OFFICIALLY SUSPENDED DUE TO COVID - TUESDAY EVENING COFFEE & RIDES—MEET AT WENDY'S AT GRANDVIEW & BOUNDARY, 5PM TO 7PM,
- ZOOM GET TOGETHER EVERY THURSDAY 7.00PM UNLESS OTHERWISE STATED

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## Message from the Chapter A Directors

Giselle and I received our first COVID vaccinations this week. I hope that many of you have already gotten yours or are scheduled to receive it soon. Hopefully we will all be able to get together for a breakfast or dinner gathering before the riding season is over. Let's hope so.

In the meantime, with the current recommendations to stay local with no unnecessary travel allowed between health regions, we are stuck with riding in the Fraser Valley as far as Hope or up to Pemberton or the Sunshine Coast. Not a bad thing...there are many back roads to try out and places to see right here in our own backyard, so get out and ride a bit locally, but stay safe!



Our Bike Maintenance day on April 9th was a huge success, with about a dozen members showing up at Taylormotive in North Vancouver to do some basic maintenance. Malcolm got his spark plugs changed, our 1500 got an oil change and several others were able to get their bikes on the hoist and give them a check over. Ian added some fancy LEDs to his machine, and Kenny was able to get his windshield cut down. Look for some photos in this issue of our newsletter.

You will notice a few advertisements popping up on our website and in the newsletter. These companies have agreed to pay for advertising to help keep the chapter going. Pay them a visit and show your support! The chapter does have recurring costs that need to be covered and with no meetings where we always had 50/50 draws and fundraisers, this is helping to keep us going. We just had the chapter AED (defibrillator) serviced and the website name and hosting was renewed for another couple of years.

Some of you may not know, but we do own a very modern defibrillator. Chuck currently has it in his bike. We have carried it in our bike over the past year or so as well. If you are going on a ride with a bunch of members and feel that it is an item that should be brought along, see Chuck and he will sign it out to you. A good first aid kit should also be carried in every bike, just because.

Please be safe out there and enjoy the weather. Thank you all for your participation and continuing support of Chapter BC-A, the first and oldest active chapter in Canada!

Dave Ward and Giselle Collins  
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](mailto: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](http://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





# zoom

Every Thursday, 7.00 pm

At the April 22 meeting, everyone joined in spirited conversations about names of boat parts in Newfoundland, the early days of computing and investments. Kenny showed his new purchase with the Covid refund money from ICBC - a J&M Music Player for his Goldwing.

Screen Shot by Giselle - Top row left to right - Cathy & Doug Wilkins, David Ward & Giselle Collins, Kenny Locke; Mid row left to right- Clay Schatz, Patrick Frampton, John Schretlen; Bottom row left to right - Ian McAlpine, Alan Imankhan, Niels Jensen.



**Dave Ward will send Reminder & Link**



Office Holidays - This holiday is called 'May Two-Four' in some parts of Canada, a name that refers both to the date around which the holiday falls (May 24th) and Canadian slang for a case of twenty-four beers (a "two-four"), a drink popular during the long weekend. As it always falls on a Monday, leading to a long weekend, it may also be known as 'May Long' or 'May Run'.



## Message from the Editor:



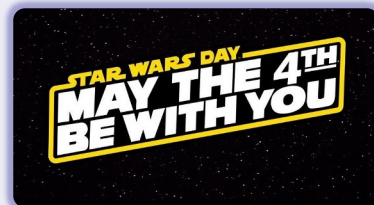
**“Happy Mothers Day and Happy Victoria Day!”** May is a prime riding month. Unfortunately for now, non-essential travel is restricted due to Covid, but still there is plenty to see and to appreciate locally. Tourists around the world pay thousands to visit us each year. BC and the Lower Mainland have a lot going for themselves.

In this edition, we feature a member submitted travelling story south of the borders. It is not just one border, but two. Yours truly reports on some of the highlights from the Maintenance Day, plus a short follow up story.

We want to thank Honda Centre for their tremendous support by placing a huge ad in the Chapter A Newsletter. Also a big hand to the other friends and supporters for their contributions. Dave Ward, our Chapter Director, has done a yeoman's job in facilitating these participations.

### To all the Star Wars fans:

Please keep those impressive pictures, intriguing stories and valuable suggestions coming, just email them to me at: [chapteraeditor@gmail.com](mailto:chapteraeditor@gmail.com) Kenny Locke



## MARQUEE PHOTO OF THE MONTH

Why do the Dutch send thousands of tulips to Canada every year?

According to Wikipedia - In 1945, the Dutch royal family sent 100,000 tulip bulbs to Ottawa in gratitude for Canadians having sheltered the future Queen Juliana and her family for the preceding three years during the Nazi occupation of the Netherlands in the Second World War. The most noteworthy event during their time in Canada was the birth in 1943 of Princess Margriet at the Ottawa Civic Hospital. The maternity ward was temporarily declared to be extraterritorial by the Canadian government, thereby allowing Princess Margriet's citizenship to be solely influenced by her mother's Dutch citizenship. In 1946, Juliana sent another 20,500 bulbs requesting that a display be created for the hospital, and promised to send 10,000 more bulbs each year.

For the month of May, colourful tulips are abundantly seen throughout the BC Lower Mainland. After you wind through Hope River Road and Camp River Road in Chilliwack and want to bee line back to the City, you will notice acres of vibrant coloured tulips from highway 1. That is the home The Tulip Festival of Chilliwack. When you are in a field, just remember to “Tip Toe, walking thru the Tulips”.

For June, we plan to feature Rhododendron. If you have a favourite photo of the blooms, send it to me at :

[Chapteraeditor@gmail.com](mailto:Chapteraeditor@gmail.com)  
Motorcycle optional.  
Kenny Locke, Editor

*Photo by John Schretlen,  
taken looking due west from:  
49°04'15.1"N 122°08'21.8"W  
near S. Parallel & #4, Chilliwack*







## District Director's May Message

Fellow Wingers:

The weather has been marvelous, Karin and I actually got out for a couple of rides. 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.



Recently I was following a Facebook post on the GWRRA page, that was created by a Chapter Director asking the following:

**Facebook post** – "Curious: If you are Gen-X, shout out. I was born in '64 and depending on your sociologist, I'm either a Boomer or X. I'm a CD and looking to recruit Gen-X. Why did you buy a Wing (we own a Valkyrie)? What are you looking for in a Chapter?"

**The question really revolves around recruitment.** Most of you out there in "wing-land" know I have been harping about this subject for what seems like years... because it has been years.

**I was born in 1959...but who really cares.** The point, enjoying what we like to do, "ride motorcycles". As long as you keep a chapter riding, keep a district riding as well as engage members about riding and events that keep everyone interested recruiting should be easy by word of mouth.

**In District NWC we welcome all motorcycles & motorcyclists** as well as we do not brand bash or exclude anyone if they wish to join. All are welcome as we all have one common denominator...we ride motorcycles. The moment the focus leaves motorcycling and turns to politics or following rules or anything that detracts from riding then you / a chapter, are doomed.

**Our organization has many benefits that members do take advantage of,** however they stay members because of the like-minded people they meet and the RIDING. Our district has 700 members (small compared to other districts in the USA and eastern Canada), it was growing until the Covid-19 issue came about...we will grow again once this pandemic clears up as we have a simple approach that attracts riders from all walks of life.

**To all of you Chapter Directors out there: Recruiting is the key, do not wait to do this.** "No-one will step up"...As district Director I hear this all the time. The answer...well we have all had our time doing these jobs and many of us do not want to step up as we have **done** our time, so, chapters collapse as a result. It's your fault, my fault as well as the fault of the entire membership for not recruiting new members to fill the void.

**There are a number of programs in our organization** to assist in getting new members, you just have to get out and do it! It's easy, talk to people! I do! I have personally recruited over 40 new members and just from striking up a conversation...If you do nothing, the result will be the same, nothing. No new members, no one left to help.

*Continued to Page 6*

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





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



## District Director's Message Cont.

**Your organization needs you to do this...**you will be rewarded for doing this. The "get three for a year" program is still in place so if you recruit three new members you get your membership paid for a year! The people you sign up also get a little bonus as well with the addition of an extra 2 months signing bonus. It's a win for you, a win for the new member, and a win for GWRRA.

**We have made it easy to join using our website** or it can be the old-fashioned way. Either way we need your help. If your membership has expired, we need you to renew. If you ride with someone or have a neighbor that rides, talk to them about GWRRA.

### Now for some news

**Our rally will not take place in 2021, however "This Year",** we have some new and exciting riding to look forward to. Your district has been in the midst of planning for 2021 and we will be putting these events and rides on using the tools available to us if the Pandemic still exists amongst us. **We are replacing the 2021 Rally with a ride in the Cariboo...yes to 100 Mile House, notices will be circulating soon.** You will have to make a new hotel reservation for this year.

**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 is up and running and we are accepting registrations for 2022. <https://wingsinthecariboo.com/>

**We have had a few changes to the District Team Roster.** I want to thank Vernon Clark and Rino Genzale for their service to our group over the last 2 years...well done and thank you! We have a new District Educator, Mr. Brian Holmes, and our new Motorist Awareness Coordinator Mr. Kevan MacRae. Thank you, gentlemen, for stepping into your new roles and giving us your time.

**Just one more thing to remind you all about...**the Gypsy Run has been postponed so if you registered and made hotel reservations you must cancel them before June 2021. The notice is in this news-letter and the Hotel Contacts are on that notice.

**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"**







## GWRRA North West Coast District—The Team

Position	Name	Email Address
District Director	Kevin Bramhoff	<a href="mailto:director@gwrra-nwc.com">director@gwrra-nwc.com</a>
A/District Director & webmaster	Dave Ward	<a href="mailto:webmaster@gwrra-nwc.com">webmaster@gwrra-nwc.com</a>
District Newsletter Editor & Media	Tony Brooks	<a href="mailto:editor@gwrra-nwc.com">editor@gwrra-nwc.com</a>
District Treasurer	Irene Hoffer	<a href="mailto:treasurer@gwrra-nwc.com">treasurer@gwrra-nwc.com</a>
A/Treasurer & District Communicator	Karin Young	
District Ride Coordinator	Keiller Gowans	<a href="mailto:rides@gwrra-nwc.com">rides@gwrra-nwc.com</a>
District Educator	Brian Holmes	<a href="mailto:educator@gwrra-nwc.com">educator@gwrra-nwc.com</a>
District University Coordinator	Ian McAlpine	<a href="mailto:university@gwrra-nwc.com">university@gwrra-nwc.com</a>
Motorist Awareness Coordinator	Kevan MacRae	<a href="mailto:mac@gwrra-nwc.com">mac@gwrra-nwc.com</a>
Membership Enhancement Coordinator	Giselle Collins	<a href="mailto:mec@gwrra-nwc.com">mec@gwrra-nwc.com</a>
District Ambassadors	Dave & Gerri Crosson	<a href="mailto:ambassador@gwrra-nwc.com">ambassador@gwrra-nwc.com</a>
<i>Friends for Fun, Safety and Knowledge</i>		Please visit us on the Web at: <a href="http://www.gwrra-nwc.com">www.gwrra-nwc.com</a>





GWRRA Canada has a new web site. Check it out at: <https://gwrra-canada.ca/>.



## Friends for Fun, Safety, and Knowledge...

The Gold Wing Road Riders Association (GWRRA) is the world's largest single-marque social organization for owners and riders of Honda Gold Wing/F6B and other touring motorcycles -- and some would say, the world's largest family. Dedicated to our motto, Friends for Fun, Safety and Knowledge, GWRRA members

enjoy the freedom of belonging to a not-for-profit, non-religious and non-political organization.

Founded in 1977, GWRRA has grown to more than 80,000 U.S., Canadian and international members in 53 foreign countries in just 36 years. Over 800 active Chapters are managed by 4,000 volunteer leaders working with members to foster safe, enjoyable riding while also working to improve the public image of motorcycling.



Kevin Bramhoff  
Director of District N.W.C

## Links to Canadian Districts



**North West  
Coast District**



**Prairies District**



**Central Canada  
District**



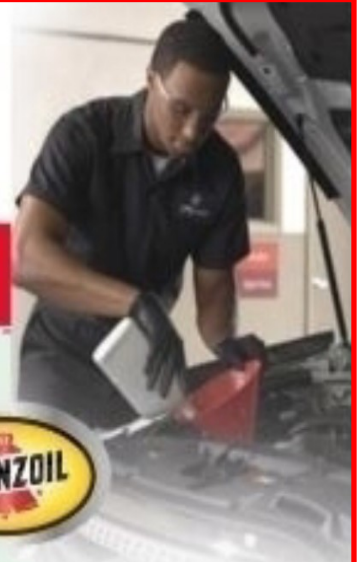
**Atlantic District**



# OIL CHANGE SPECIAL



**A Signature Service  
Oil Change**  
**10 Minute Service**  
No appointments necessary





# MAINTAINENCE DAY

at Taylormotive, April 9, 2021 *Reported by Kenny Locke, Editor*



Arriving, eager to get started, social distancing. Photo by George



Dave doing an oil & filter change



Ian discussing the game plan

**M**any had arrived well before 9.00am to get a head start on their projects. Everyone wore a mask and practiced social distancing whenever possible. The shop garage doors were wide open, the entire workshop was practically an open space. Coffee and donuts were available in the lunchroom, al beit one person at a time. George and I met up in Surrey along with Mike T. who rode part way with us into town. We saw Dan the Twisty Seeker when we got off the freeway before he disappeared into the urban traffic.

Several members made use of the automotive hoist to lift their bikes up above their heads to do an oil & filter change, could not be any easier for a "do it yourself" job. Some worked the head lights, some on the audio & intercom system, and others inspected their brakes. Basically, everyone was getting their bike into top shape for the imminent riding season.

Continued on Page 10

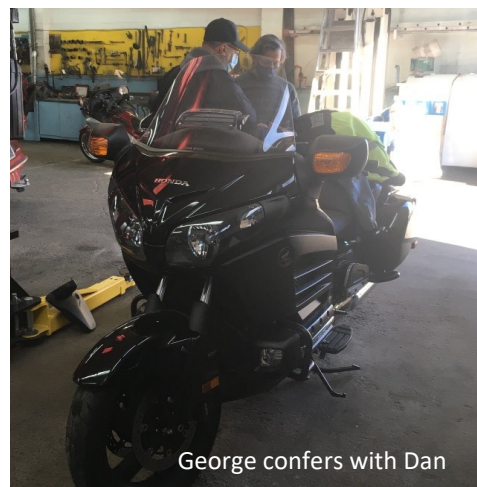




John doing an oil change,  
Al working on the headlights



Chuck on his antique Honda,  
photo by John Schretlen



George confers with Dan



Kenny concentrating on the cut, Dave lends a steadying hand, Clay supervises. Photo by John Schretlen

*I had the dreaded job of cutting down my windshield. When it was at the lowest position, my windshield's edge was right at my sightline, just couldn't get used to it. I prefer to look over it. I had never cut a windshield before, all I knew was from what I read on the various motorcycle forums - some instructional, some horror stories. I made myself a template and collected all my tools the day before. My weapon of choice for this job was a jigsaw and a plexiglass cutting blade.*

*I was super nervous, my heart was racing, my eyeglasses were steaming up. But once I started cutting, time stood still, my mind entered a Zen state. Minutes had passed, I could see the end was near. The tail end of the off-cut started to vibrate, Dave stabilized it. Then it was done. No crack, no chip, I was relieved. Chuck lent me a fine tooth file; with that, Dan help me to level out the edges. Thank you everyone.*

*Around 11.30am, 99% of the work was done. Chuck rode his antique 1973 Honda Trail 70 for a few victory laps around the shop and properties to celebrate another successful Maintenance Day at Taylormotive. With the excitement of a job well done, a group of us rode up the Sea to Sky highway. I learnt later they hit snow at Squamish and turned back to Horseshoe Bay for a Fish & Chips lunch. George & I rode home. I was eager to test out the new height on the windshield and to finish the edges.*

Photos by Kenny Locke, except otherwise stated

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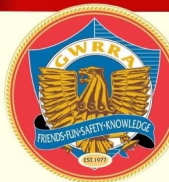
1 (855) 498-3061  
(604)-985-7455

[collision@taylormotive.com](mailto:collision@taylormotive.com)  
[service@taylormotive.com](mailto:service@taylormotive.com)

174 Pemberton Avenue,  
North Vancouver, BC V7P 2R5



## GWRRA North West Coast District Rally Wings in the Cariboo Revisited



**New Dates!!!**

**July 21st – 24th  
2022**



**Rides, Friends, Food, Fun, Safety & Knowledge**



**100 Mile House, BC**  
Along the Historic Cariboo Wagon Road

### Host Accommodations:

Days Inn, 965 Alder Ave, 100 Mile House, BC.  
(778) 482-5255

### Additional Sponsored Accommodations:

Super 8, 989 Alder Ave, 100 Mile House, BC.  
(250) 999-7637



# MILESTONES



## May GWRRA Anniversaries

May-1-1986 JOAN MAKI

May-1-1996 IVAN A. ARMSTRONG

May-20-2002 THOMAS MAKI

May-26-2004 TOM GOETZ

May-22-2008 NIELS JENSEN

May-19-2009 LORAE SANDWELL

May-25-2011 RAMON CASTILLO

May-25-2011 GORDON E. VANDERPAS

May-25-2011 MARIA TERESA VANDERPAS

May-25-2011 TYLER VANDERPAS

May-15-2012 DAVID WARD

May-16-2016 BONNIE VANDERPAS

May-16-2018 ALAN IMANKHAN

May-29-2019 MIKE HOONJAN

## May Birthdays

RON WORDEN May-3

GARY RAINTHORPE May-9

MARIAN GOETZ May-15

CHARLES TAYLOR May-15

AMARJIT DHADWAR May-30

NORMAN K MONRO May-31

## May Wedding Anniversaries

PETER & SHEILA MACGREGOR May-10



**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](mailto:chaptereditor@gmail.com) Subject: **Birthday and Anniversary 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](mailto:twistyseeker@hotmail.com)





# Cruzando el Mar de Cortés

Looking Back 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.

## Traveling the Baja Peninsula and crossing the Sea of Cortez also known as the Gulf of California



With the experience 28 years behind me now and finally “putting pen to paper” as I described it to our Newsletter editor Kenny Locke, this trip was truly an early adventure style ride before ADV was mainstream.

But before I begin, I should also point out that there were numerous Goldwings with their adventurous riders spotted all through my journey coming from or going to territory that you’d think no Goldwing could have survived, but they did and looked elegant doing so.

From Canada to San Diego as one would expect is typical super slab Interstate 5 all the way down to San Diego. That’s fine, since the focus was on getting into Mexico.

Entering the Baja Peninsula from the USA is typically done through the border entry point in the District of San Ysidro, San Diego, USA. Crossing at Ysidro only required a few simple questions regarding one’s purpose for entering.

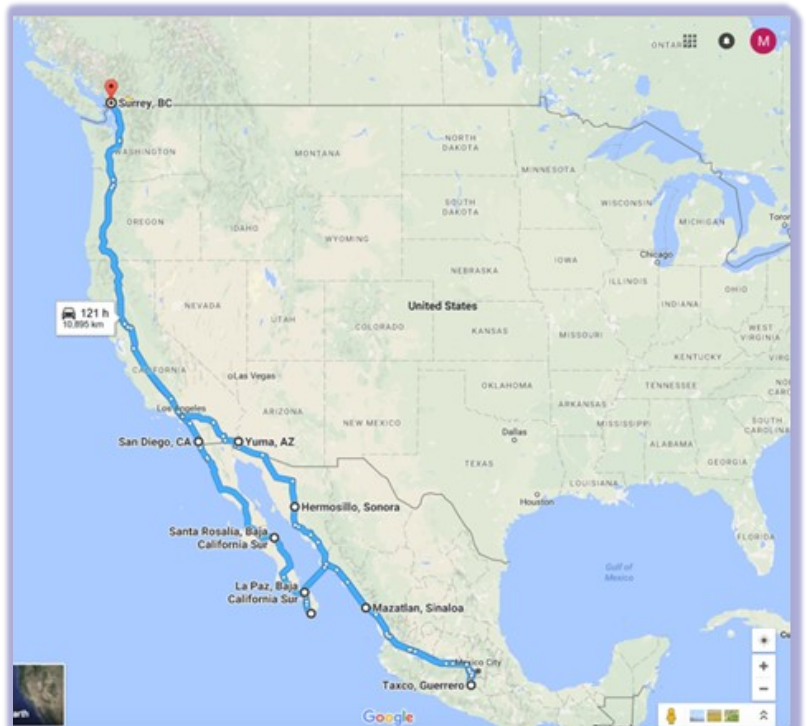
Once through, traveling the 1250 kilometers of the Baja Peninsula begins at Tijuana and concludes at Cabo San Lucas. It’s an arduous but beautiful section of the trip.

Again, the Baja Peninsula is 1250 kilometers long and takes a few days to navigate the full length, but it is well worth the effort considering the natural beauty of the land.

Eventually arriving in the laid-back seaside town of La Paz one can begin planning the trip from the Baja Peninsula to crossing the Sea of Cortez to Mazatlán.

La Paz was a wonderful place to rest, plan and replenish before embarking on the upcoming overnight boat ride from the peninsula to the mainland.

*Continued on Page 14*



First though, before leaving La Paz a side trip down to Cabo San Lucas via San José del Cabo was in order to ensure bragging rights that you've driven the entire Baja Peninsula by motorcycle.

The next step before crossing to the mainland, one must go through the immigration process to be a visitor to Mexico. At the time it required a visit to Customs and Immigration in La Paz.

A passport with a visa was required along with either a) a non-refundable \$25.00 head tax or b) a refundable security deposit of the value of the vehicle you are driving. Obviously, option "a" is the most expedient and practical.

With fees paid you are provided with a holographic decal (to be placed in a conspicuous location on the vehicle) with an assigned number put in a shared database.



*Lands End Cabo San Lucas*



*Fellow travelers headed for Chile parked on a La Paz street*



*Boats in the water San José del Cabo*

Why was this protocol so important? Upon leaving Mexico US customs will verify the number on the decal and that you are in fact returning to the US with the vehicle you exited with. These measures provide a level of personal security and are intended to lower the incidents of vehicles being illegally imported to Mexico from the US and sold on the black market. And on some occasions being stolen and resold while the true vehicle owners have gone missing.



*Fellow passengers waiting to load*

Preparing for the boat ride it was understood that normally there is a passenger ferry that takes travelers from the port City of Pichilínque just south of La Paz across to Mazatlán.

There is also a commercial ferry that carries commercial vehicles and agricultural goods across the sea.

At this time the passenger ferry service was not running, but the commercial ferry operating for the transportation of goods was. So, for those travelers wanting to cross over to the mainland the commercial ferry was the only option. *Continued on Page 15*



## Boarding

Upon boarding the commercial ferry, it was obvious that I would need a place to tie the bike down. After all it was going to be an overnight crossing.

I ended up locating two trucks carrying perishable goods, parked side by side. One was carrying fresh fish on melting ice, the other tomatoes. With the encouragement of the truck owners I was welcomed to park in between them and tie the right and left side of my bike off to each of their trucks.

One truck with fresh fish packed on ice unrefrigerated with ice slowly melting into fishy liquid overnight. Wait. What could possibly go wrong?



*Cargo ferry loading*



*Mazatlán circa 1993*

Let's just say the bike got wet and it wasn't rain or heaving seas.

I can swear stray cats followed me around for weeks after that.

The ferry trip was fascinating. Most of the truckers brought their spouses and children with them since it was a long trip and it was an opportunity to be with family for a few days. So more importantly the families took this time to be together, and it was a beautiful experience for the families to be together on the boat ride.

The main passenger open deck was the place chance passengers like me got to roll out the sleeping bag for a restful night's sleep. This trip would prove to be less restful than I had hoped.

Once the ferry put to sea many of the commercial vehicle operators either turned on their vehicle stereos or played their own instruments. Combined it made a cacophony of songs and music that everyone from the car deck seemed to know and love.

Lots of food and drink to go around ensured laughter and camaraderie among the truckers and their families. Slowly passengers would come up to mingle on the passenger deck and introduce themselves to this traveler and

graciously welcome me to their country. Stories, music and drinking went on most of that night.

The following morning, I woke up to the sounds of excited people all pushing up against the ship's bow pointing out to the sea. I joined in the excitement without knowing why but soon realized everyone was pointing to a pod of what I now know as Mobula Rays, also referred to as flying mantas breaching the waters on the bow end of the ferry's path.

What an extraordinary sight to see. I was extremely fortunate to have witnessed that.



*Fishing boats at the Mazatlán marina*

*Continued on Page 16*



That same morning the boat's crew turned their efforts to cleanup on deck. It's seems that all the good food and drink the night before didn't stay down long for those that got seasick throughout the journey. And by the looks of it there were plenty of folks that experienced unsettled stomachs! "Watch your step" was the operative phrase that morning.

Within a few hours the ferry was sounding the horn that we were closing in on Mazatlán.

### **Gentlemen start your engines! Or not!**

Not so simple. It seemed as though many of the truck batteries had been run down flat from all the revelry the night before. Not to worry though. The truckers chipped in to help one another with needed battery jumps before the ferry docked. Crisis averted. All systems go with all trucks running and ready to hit the roads of the mainland.

**For this traveler, a night or two in Mazatlán would be in order before moving on to Mexico's interior.**

*Submitted By Mike GWRRA #426961*



*Somewhere on the  
Baja Peninsula*





# MAINTENANCE DAYS

## The Sequel

*Submitted by Kenny Locke, Editor*

*On my ride home from the Maintenance Day at Taylormotive, I was beaming with pride and satisfaction after cutting down my windshield myself. I immediately noticed the shield edge was no longer dancing in my sightline, and there was a bit more wind in my collar. It was what I wanted. I hope the lowered air stream would also blast away the rain from my helmet visor.*

*Upon examination at home, I noticed one side of the curve was not matching the other side of the windshield. The edge also could use more smoothing. I made a template of the curvier side and traced over the other. There was not much difference but enough to have to make a correction. Out with the sanding block and 220 grit sandpaper and I proceeded to sand.*

*I kept sanding and checking, trying to achieve perfection. And suddenly, I saw 3 long scratches appeared along the edge. My heart sank. I wished I had re-taped the windshield with painters' tape again before starting to work the second time. Too late to regret, I needed to figure out how to remove what looked like the Grand Canyon of scratches. I sat down with my iPad and Google search. Maintenance Day is turning into Maintenance Night.*



*Pleased with the new lowered windshield height*



*Looked like the Grand Canyon of scratches at first*

*Basically, there are 3 ways to remove scratches from a plastic windshield, depending on the material. But first I had to educate myself the difference between Polycarbonate and Acrylic to know which to apply. Honda stock windshield is made with Lexan – a popular brand of Polycarbonate by GE.*

*First method is "Sanding"- Start with 800 grit wet sandpaper and finish with 2000 grit. Sounds too aggressive to me.*

*Second method is "Heat Gun"- The theory is heating up the area with a heat gun till the plastic begins to melt and self levels. The video demonstrations were magical, but too risky for me.*

*The third is "Liquid Scratch Removers"- A system of 3 products to rub and polish. Hype or real, not sure, reviews were mixed. This sounds more like my speed. I ordered a part of the system online.*

*Continued on Page 18*





*Next morning, I went riding with the guys. Dan suggested a fourth option - Cut another inch off the windshield. No thanks for now, that is the absolute last option. By the end of the ride, the scratches seemed less offensive and less daunting to repair. Still a maintenance day is becoming maintenance days.*

*The product arrived quickly. I did not order the one for Heavy Scratches, I just ordered the one for Fine Scratches. I already have the Polisher & Cleaner. I rubbed and rubbed with a soft cloth for an hour or so, getting really familiar with the scratches. The windshield was definitely cleaner, but I think any improvement I saw was just from my imagination.*

*A few more days have gone by. I have grown to accept the imperfections in my work. My eyes are no longer drawn to the scratches every time I walk by my bike. They have become invisible when I ride. I believe in diminishing returns. I better quit while I am ahead. Now, that doesn't mean I have totally given up, if anyone knows a slick way to fix the scratches on a windshield, let me know.*

Submitted by Kenny Locke, Editor





# **GOLDWING FOR SALE**

## **1985 GL1200 INTERSTATE**

Contact Michel in Ladner phone: 604-817-7936 Asking \$3,000 or best offer



# **GL1500 TRIKE FOR SALE**

Asking \$10,000

Contact Keith Donaghy in Lake Country ( Kelowna) 1-250-868-6614

email: [k.centurion@shaw.ca](mailto:k.centurion@shaw.ca)





## Chapter A Stores

	Description	Quantity on hand 2020-October-29	Cost
Rocker	BC-A Vancouver chapter (black and gold with flags)	5	\$22.00
Rocker	BC-A Vancouver chapter (white, 2 Canada flags)	1	\$22.00
Round	10" GWRRA (multi-colour with griffin)	3	\$17.00
Round	10" GWRRA (black and gold with griffin)	3	\$17.00
Round	10" Vintage GWRRA patch (gold outlined)	1	\$22.00
Round	10" Vintage GWRRA patch (red outlined)	1	\$22.00
Round	4" GWRRA (multi-colour with griffin)	7	\$7.00
Round	4" GWRRA (black and gold with griffin)	6	\$7.00
Round	4" GWRRA (black, blue and gold with griffin)	15	\$7.00
Round	4" GWRRA BC-A (blue with Canada goose)	3	\$7.00
Round	4" Vintage GWRRA patch (gold outlined)	2	\$10.00
Round	4" Vintage GWRRA patch (black with gold graphic)	1	\$10.00

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

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

*To Purchase items from Chapter "A" stores, Contact Dave Ward or  
Giselle Collins at [chapteradirector@gmail.com](mailto:chapteradirector@gmail.com)*

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full page - \$20/month minimum 3 months  
Contact Dave Ward - [chapteradirector@gmail.com](mailto:chapteradirector@gmail.com)*



## 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



**3766 East 1st Avenue  
(at Boundary Road)  
Burnaby, B.C. V5C3V9  
604-293-1022**

**E-mail: [Sales@hondacentre.com](mailto:Sales@hondacentre.com)**



**Serving the Gold Wing Community for 46 Years**

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**[www.hondacentre.com](http://www.hondacentre.com)**

**3766 East 1st Ave. (at Boundary Road)**

**Burnaby, B.C. V5C3V9**

**Phone: 604-293-1022 E-mail: [sales@hondacentre.com](mailto:sales@hondacentre.com)**