

Chapter CA1K April 2011 Newsletter



**GoldWing Road Riders Association Chapter CA-1K
San Fernando Valley - California
Presents Our 6th Annual**

Mother's Day Ride

April 30, 2010

Registration is from 8:00 a.m. to 10:30 a.m.
Coffee, Donuts and Discount Coupons for Cycle Gear
Onsite Registration \$22.00 - Pins for first 150
Location: Cycle Gear Store #28
21725 Vanowen Street, Canoga Park, CA 91303
Lunch is included with Registration price
Borderline Bar & Grill
99 Rolling Oaks Drive, Thousand Oaks, CA 91361

We really enjoyed seeing everyone at our Mother's Day Poker Run last year. We received a lot of complements from those who came on out and rode the beautiful Pacific Coast and the legendary Mulholland Highways with us, thank you! We look forward to seeing you again this year!

CHAPTER EVENTS FOR 2011

30-Apr		CA1K		MOTHER'S DAY RALLY
1-May		CA1Q		RENDEZVOUS WITH Q
21-May		CA2W		RUNNIN WITH THE PACK
MAY 26 - 29		REG. F		REGION F CONVENTION
11-Jun		CA1D		WESTERN DOG DAZE
JULY 6 - 9		W/D		WING DING
6-Aug		CA2K		KAMPING WITH THE CROWS
SEPT. 2 - 4		DISTRICT		PARTY ON THE MOUNTIAN
1-Oct		CAC		HARVEST RUN
8-Oct		CA1V		THE "V" RUN III
9-Oct		CA1E		EAGLES FLIGHT
22-Oct		CA1F		HALLOWEEN FUN RUN
23-Oct		CA1Z		ZEBRA RALLY
5-Nov		CA1C		COYOTE RALLY
19-Nov		CA1N		TOYS FOR TOTS RALLY

See our Chapter Calendar below (pages 9 & 10) for dates of meetings to organize our Mother's Day Event



Words from Chapter Director – Nadine

That old adage April showers bring May flowers is a great way to look at the fact that Mother Nature has not been kind to us so far this year. I'm sure we'll benefit from all this rain with enough water to keep our lawns and gardens watered through the summer and have some magnificent green hillsides as well as a burst of beautiful flowers for the spring riding season. Please keep in mind that when it rains on the weekend and we have a chapter event scheduled that the events usually go on rain or shine, it's not about how you get there it's about the support we give to our fellow chapters. We can always car pool to events when necessary; I can take six people in my car and would be happy too. Just contact me to make arrangements. On another topic, we attended Rally in the Valley last month as always CA1R did a great job. I had never been to Laughlin so it was nice to ride to a new destination. The weather was perfect not a rain cloud in sight. We took a Saturday ride to the town of Oatman, AZ. An historic western town where they have gun fights in the streets and donkeys wondering freely, a great ride. A few of us took rides to the Hoover Dam to get a look at the new bridge, once there (which takes a little time) it's worth the ride. Our team t-shirts were a hit we looked like a winning team! Another great Krazy Koala weekend!

We have a lot of events to look forward too, including our own Mother's Day Rally April 30 get your pre-registration in by April 15th and put the planning meetings on your calendar, we need everyone's support. I'd also like to plan on a few summer dinner rides as well as an overnight adventure any ideas on locations or destinations? Let's make this a fabulous spring and summer, come out and play with CA1K!

Ride safe,
Nadine



Stu's 2 Cents Worth from Assistant Chapter Director -Stu Teichner

After a false start the previous year, the long awaited GL1500 finally hit the buying public for the **1988** model year. This of course was a major new model and totally redesigned from the ground up. The GL1500 now had a silky smooth flat six cylinder engine of 1520cc and a reverse gear, real news for touring motorcycles in those days. This was the first mass produced six-cylinder motorcycle to have a reverse gear and was more in line with the intentions of Honda's 1470cc six -cylinder prototype M1 of 1972. The M1 had been an engineering exercise to see what could be achieved with the available technology of the day and it is possible that the GL1500 engine designers drew some inspiration from the earlier work. All new bodywork on the GL1500 almost enclosed the whole machine and the single key operation of the trunk and panniers, as well as the bodywork design on which not a single screw or bolt could be seen, showed that the Honda designers had spent a lot of time on this bike. They had in fact started work on this machine the same year that the GL1200 was launched! The GL1500 was the quietest Goldwing yet, from the engine to the exhaust note. The traditionalists complained that it looked, sounded and rode too much like a two-wheeled car and indeed riding it gave one a feeling of being insulated from the road. Of course, anyone who traded up to a GL1500 from an older model Goldwing soon adapted to the new machine and I doubt if many GL1500 owners were inclined to offload the new machine for a previous model after riding the six cylinder monster. Monster it was too, in weight as well as size and the first year GL1500 was a colossal 793lbs, although riding the thing was so easy that it felt lighter than the GL1200. The saddle was the most sumptuous yet and was quite capable of carrying the most ample of rear ends for long distances in comfort. Air assisted rear suspension was fitted to the new machine. All of the switchgear, lights, indicators etc. had been designed specifically for the GL1500 and there was none of the all too common "parts bin" approach that was evident on other Honda offerings of the day.

1989 saw the ever popular Wineberry (not identical to earlier versions) colour return. The nice 1500/6 badge on the rear of the right saddlebag was lost forever, otherwise nothing major to report.

1990 saw some decent revisions, when the GL1500SE was placed alongside the GL1500. The SE had two-tone paint, trunk spoiler/light, windscreen vent, lighted handlebar switches, adjustable passenger footboards and foot warmer vents that looked better than they worked. All this extra kit on the SE could be yours for about 15% extra cash over the cost of the stock GL1500. Camshaft and carburettor modifications that year helped to eliminate chucking at trundling speed and the trunk and pannier lids were made to fit better in order to keep water out. Rear wheel to drive flange changed from 6 spigots to 5.

1991 saw the arrival of the Interstate, which was now the basic model. The Interstate was 40lbs lighter, due to the lack of reverse gear (no, you couldn't fit one later on folks), cruise control and on-board air suspension compressor, more basic sound system and passenger foot pegs instead of boards. Interestingly, Honda lowered the seat height of the Interstate by almost an inch by skimming some of the foam, but didn't do so with the other models. Speaking of other models, the previous GL1500 was now the Aspencade. There was also an Anniversary model (for the 10th anniversary of Goldwing production in the USA), which was available in two-tone gold/brown.

In **1992**, the Interstate got a slightly better specified audio system but no other real news to report then. This and the following couple of years were not exactly a time of inspiration for the Goldwing, although there was some refinement of the model. Perhaps the GL1500 design team can be forgiven for using up all their imagination on the initial model, leaving little in reserve for future improvement.

1993 didn't see much change either, the SE getting the CB radio (previously an expensive Hondaline accessory) as standard. The cruise control now took it's reading directly from the camshaft, which made it more responsive and from now on the 1520cc engines all had needle roller bearings in the rocker arm pivots. Small improvements like this went a long way and tied up the loose ends.

The following year, **1994** was no different, apart from the usual new colour options and it is testament to the design of the GL1500 that Honda could get away with no major modifications for so long. The GL1500 was so far ahead of the competition in design and specification that it was still selling like hot cakes. Indeed, the Goldwing was Honda's second best-selling motorcycle in the USA in 1994. Nevertheless, the Goldwing community was becoming impatient for change and the presence of Honda folks at major US rallies this last year handing out questionnaires was an indication that something new was at least being thought about. From... <http://www.goldwingfacts.com/goldwinghistory.htm>



News and Views from your Chapter Educator – Dave Gilman

Why Should I Take a Rider Course?

This question is one that many of us find easy to answer. What we may not understand is why anyone would need to ask it. There are some riders in each of our chapters that choose not to participate in an instructed Rider Course. Let's examine this and try to understand why, and look at what a Rider Course can do for you.



Some may say, "I've been riding for years. I don't need to take a class." Others will boast about the miles they have accumulated on two wheels and ask "what can they teach me?" Have you ever tried to persuade someone with that attitude that a Rider Course might help them be an even better rider? Their position can be so negative and so strongly put that you don't want to talk to them about the benefits of rider training. Sometimes, people hide their self doubt behind a curtain of confidence and bluster. Is it possible to have all the knowledge and skill necessary to avoid any accident? Well, if one chooses not to ride very far or very often, then perhaps it is possible. But I wouldn't want to bet *my* life on it!

Do you remember a single season in your riding career without at least one close call or near miss due to another motorist's driving behavior? How about a single *month*? If you ride around the state or across the country, you expose yourself to many different situations that require anticipation of all the possible actions of other drivers. You have to be prepared to counter with the proper response – *whatever their action* – and do it in a split second! A motorcycle Rider Course helps prepare you mentally and physically to execute the kinds of maneuvers called for by a driver's unexpected actions. We look upon these classes as an opportunity to learn and improve our riding skills in a safe environment.

The instructors are trained to spot the little techniques during range exercises that riders tend to forget to employ on the road. They provide reminders to all students in a positive manner. Their trained eyes and constructive comments are geared to put each of us on the path to being the safest riders we can be. This can help with your attitude and performance on the road. Being reminded of the best techniques to execute different skills does not hurt at all. It is painless. The practice and coaching helps to improve our skills, whether we never knew the technique to use, or just need the occasional reminder. Hey, who doesn't appreciate a reminder from time to time? Especially when it is about something you want to do correctly and safely, but may have just forgotten the best method.

In athletic training we are taught that practice makes perfect. And when you practice something you enjoy doing, it's just a lot of fun! Practicing motorcycle riding maneuvers in a closed parking lot with someone else (the instructors) monitoring the range to protect the riders from outside hazards helps you focus your attention on the task at hand – becoming a better rider!

On another level, taking a Rider Course will help you qualify for advancement in the Rider Education Levels Program, to Level II or above, or keep you current in your present level. And there is one more thing to remember about *all* GWRRA Rider Course offerings. Nobody fails! Everyone who completes the course receives a course completion card. There are no minimum performance requirements. You are asked to push yourself to improve your abilities. You won't get better at it if you don't try. Sign up for a Rider Course today. You will thank yourself later!

Ride Smart & Be Safe!

District Director Review

Well its official, Spring is finally here, and none too soon. Up here in the northern end of the state we are running about 25% over normal rainfall, so are getting tired of not seeing the sun on a daily basis. This past month several chapters (CA-1M, CA-1R, & CA-1S) have already held their fundrais-ers, and though the weather did interfere with the turnout, it appears they all did fairly well. Unfortunately, due to some personal health is-sues, Rene & I didn't get to make all the events, but are mending very quickly and looking forward to get back on the road very soon.



While your traveling, don't forget to send in those "Pre-Registrations" to earn your points towards this year's District Rally Games. Even if you don't compete yourself, your points do contribute to your chapter's high point totals and really help the chapters you are supporting. Speaking about games & points, don't forget to take your GWRRA Passport with you. It's a cool way to document your travels and my just pay off in the end.

On to some GWRRA news. As you may be aware, GWRRA has been on a campaign to enhance the membership experience, and has even promoted the Membership Enhancement position to Officer status. We are attacking this on many fronts, and it appears that it is having some success. The most important thing we can do for "New" members is to reach out and actually invite them to attend a Chapter meeting then let the GWRRA family do its thing. On a related note, we can't lose sight at the health of our chapters. Successful Chapter stay active and "Ride". You'll hear that everywhere you go, but its true. Just ask yourself, would I have joined GWRRA had it not been for my de-sire to ride.

Then there is the Chapter life itself. As noted in the GWRRA March 2011 "Insight" arti-cle, when a chapter has too many positions being filled by one person, either that person will burn out, or the chapter will get tired of doing the same thing over & over. It's important to incorporate the talents of all the Chapter members to help keep Chapter life "F"un.

Many times a Chapter Director simply asks for volunteers at a Chapter Gathering or lists the vacancy in the Chapter newsletter. When no one volunteers, a successful Chapter Director will reach out and interview their members to see where their talents would help contribute to the success of that chapter. So don't just sit around thinking you have to do it all yourself, interview your members, you may just find that diamond in the rough you have been looking for.

As members we need remember that our Chapter leaders are all members just like us, and need all the help they can get. Just ask yourself, had they not stepped in to do what they are doing, where would your Chapter be today. So jump in and see where you can help, even if its just to help greet members at your next Chapter Gathering.

Until next time, ■

Got any topics you'd like to discuss or let us know about? Send it to me and we'll post it. You may not be the only one interested in what you have to say!

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<http://autos.msn.com/everyday/GasStationsBeta.aspx>

Know any good clean family jokes??????

Send them to me at pbtorres@yahoo.com for our next newsletter.



We are a family oriented motorcycle organization sponsored by the Gold Wing Road Riders Association (GWRRA). Although most of our motorcycles are Goldwings, we welcome all makes and models - two or three wheeled.

Our Chapter area goes as far north as the San Fernando Valley, covers a large portion of the Southwestern area of Los Angeles, and includes the South Bay region. As GWRRA members, we are committed to the enjoyment of motorcycling, motorcycling safety, memorable rides throughout California and our beautiful country.

Committed, happy, and involved members and their families are the cornerstone of our existence. We recently created a photo album on the website for member's to post pictures of their motorcycles, travels, and memorable events. We encourage you to take a look at them.

Staying busy, traveling often is commonplace for members of the Gold Wing Road Riders Association, Chapter CA-1K.

April and May 2011 CA1K Ride Calendar

A p r i l 2 0 1 1

Apr 2 - Sat	CA-1K Chapter Breakfast & Ride - 8:00 am @ HomeTown Buffet 6705 Fallbrook Ave. Canoga Park, CA 91307 (818) 713-1776
Apr 3 - Sun	
Apr 9 - Sat	CA-1A Coyote Roundup
Apr 10 - Sun	Have an idea for a ride? Contact Bernard our Ride Coordinator
Apr 15 - Tue	Happy Tax Day!
Apr 16 - Sat	CA-1L Pirate Run
Apr 17 - Sun	CA-1Y Duck Run
Apr 18 - Mon	CA-1K MDR Planning Meeting 6 PM at Canoga Bowl Coffee Shop
Apr 23 - Sat	Want to meet us at The Rock Store for breakfast? Let us know!
Apr 24 - Sun	Easter Sunday
Apr 26 - Tue	CA-1K MDR Final Planning Meeting 6 pm at Hamer Toyota
Apr 30 - Sat	CA-1K Mother's Day Run - Register at Cycle Gear in Canoga Park

M a y 2 0 1 1

May 1 - Sun	<u>CA-1Q Rendevous with Q</u>
May 7 - Sat	Nothing planned, want to ride? - Call or e-mail <u>CA-1K!</u>
May 8 - Sun	<u>Happy Mother's Day!</u>
May 14 - Sat	Have an idea for a ride? Contact <u>Bernard</u> our Ride Coordinator
May 15 - Sun	<u>Ride For Kids - Los Angeles</u>
Let's Ride!	Want to meet us at <u>The Rock Store</u> for breakfast? <u>Let us know!</u>
May 21 - Sat	<u>CA-2W Runnin with the Pack</u>
May 22 - Sun	<u>8th Annual Ride for Guides</u> at <u>Guide Dogs of America</u> in Sylmar, CA
May 27 - 29 Fri - Sun	<u>Region F Convention</u> <u>Click here for a flyer</u>
May 28 - Sat	<u>CA-1K Chapter Breakfast & Ride - 8:00 am @ HomeTown Buffet</u> <u>6705 Fallbrook Ave. Canoga Park, CA 91307 (818) 713-1776</u>
May 29 - Sun	
May 30 - Mon	<u>Memorial Day</u>

*Got any ideas of where to ride?
Been somewhere new and would like to share it?
They're always looking for new roads, new sights to see, and new adventures.
Contact Nadine or Bernard and let them know.
They will help put the ride together.*

CA-1K Chapter Store – Susan White



\$5.00



\$6.00



\$7.00



\$5.00



\$5.00 each
\$3.00 each for the bar



\$10.00 each

We also have ... CA-1K Ink Pens, Stuffed Koala Bears, Koala Key Chains, as well as many other, GWRRA items.

If you need something, please contact Susan White (818) 231-5276 or at SkyWhiteCA1K@yahoo.com.



CA-1K Staff

Position	Name	Phone	Email
Chapter Director	Nadine Galli	818-398-0763	Girlsryd2@yahoo.com
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Advertising	Stu Teichner	818-624-0197	Stuwing@earthlink.net
Ride Coordinator	Bernard Gonzales	818-903-2246	Suwail69@gmail.com

Monthly Gathering:

HomeTown Buffet – 6705 North Fallbrook Ave, Canoga Park, CA 91307 (818) 713-1776
 Last Saturday of the month at 8 AM – Breakfast Gathering and Ride –

Alternate ride meeting places:

#1 - Coffee Bean & Tea Leaf – Ventura & Topanga – 21851 Ventura Blvd. Woodland Hills, CA 91364 (818) 716-7981

#2 - Coco's Restaurant – Sepulveda & 118 Freeway – 10841 Sepulveda Blvd. Mission Hills, CA 91345 (818) 365-3309

Newsletter Advertising Rates

Per:	Month	Quarter	Year
Business card	\$10	\$20	\$50
One half page	\$20	\$35	\$75
Full page, 4.5"X7"	\$40	\$75	\$150

Rates are based on camera ready artwork. Payment, in advance, by check payable to GWRRA CA1K, delivered to Chapter Treasurer, Ken Freeland, 13453 Fenton Ave, Sylmar, CA 91342 is required. New artwork must be received by month end for the following month. **Member adds at no charge.**

The CA-1K newsletter is distributed at no charge to GWRRA members who regularly attend chapter functions, our advertisers, and interested supporters. Our goal is to publish two weeks before the chapter meeting, which is normally the third Saturday of the month. Editorial contributions are gratefully accepted, and should reach the editor (pbtorres@yahoo.com) no later than the first Friday of the month. Text only files via e-mail are preferred. Intellectual property rights and responsibility for accuracy of published material remain with the author. The editor reserves the right to edit all submissions

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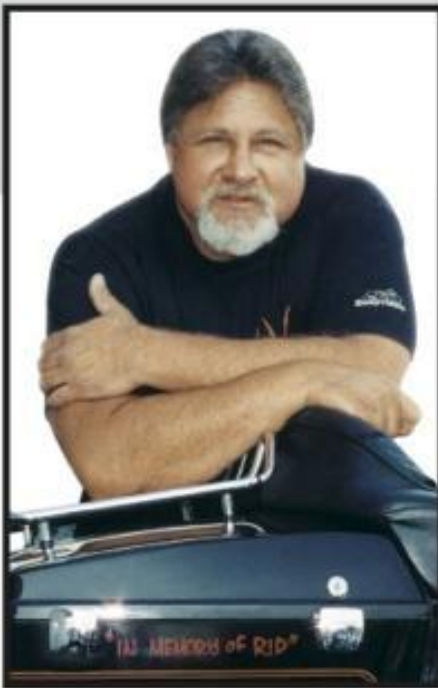
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"Out on I-40, two friends and I hit the asphalt at 70 mph. You never forget something like that. You also never forget those who were there to help- to *genuinely* help. The honest and tireless legal support that Steve Schapiro and Stan Leventhal dedicated to us was powerful. But even stronger was their sincere understanding of this lifestyle- and of it's importance. *That* is what really kept us going. *That* is what truly restored us." *Bill Hayes, Boozefighter's National Publicity Officer, and former client.*

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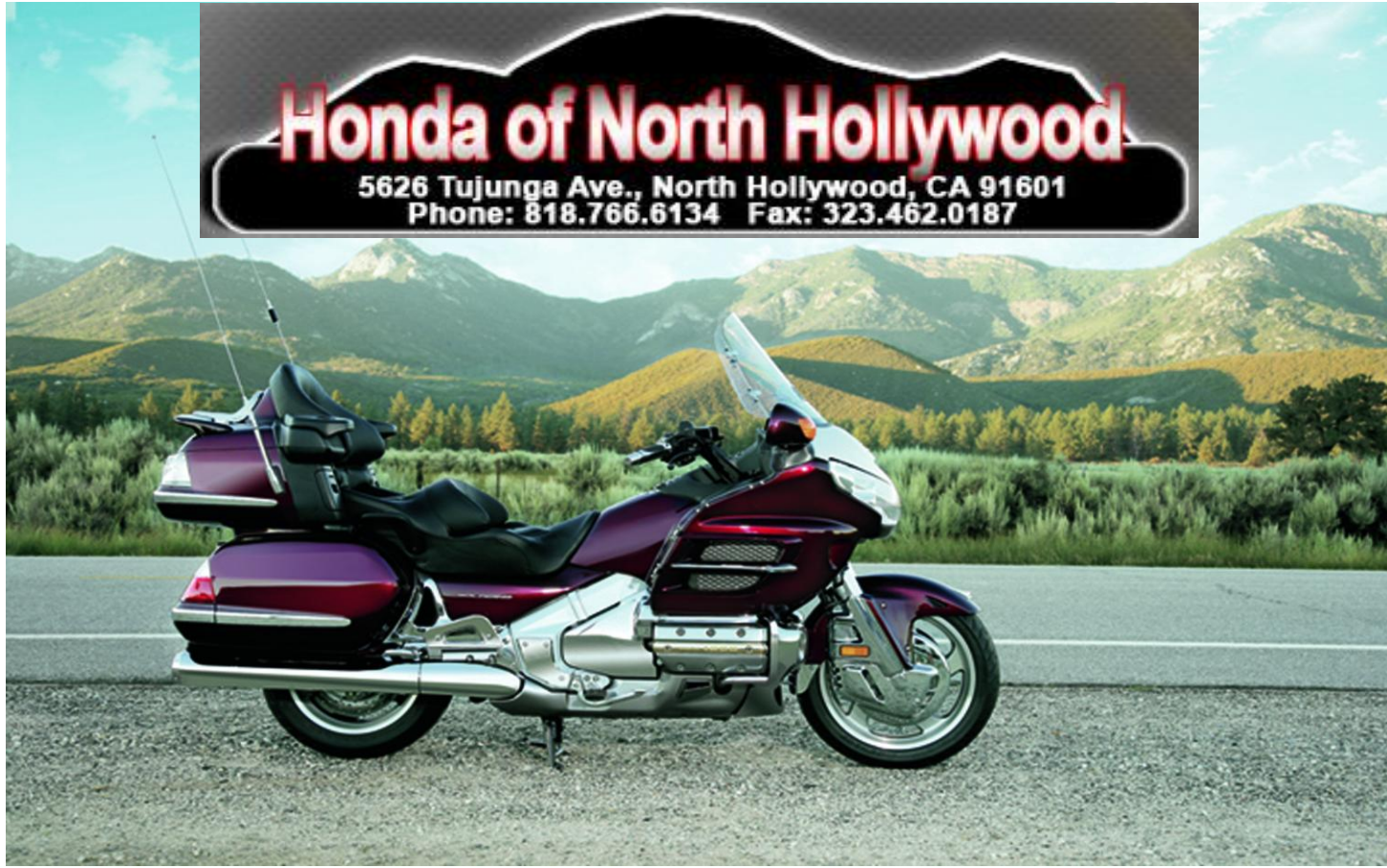
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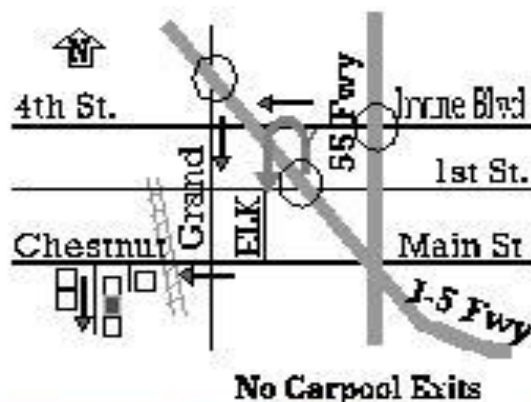
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