

Chapter CA1K January 2011 Newsletter

*Check out our new
Chapter Patch.
Get one at our next
Breakfast Mtg.*



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.

A Little History of Chapter CA1K

BY Ken Freeland

Active

Treasurer – CA1K

Former

ACD CA1S

½ Couple of the Year CA1S

CD – CA1K

Asst. District Direct Region F

Individual of the Year CA1K

I am writing this because there seems to be a little turmoil and misconceptions about what is happening within the Chapter. So I will start from the beginning. Michelle and I were members of CA1S. It was about a 50 miles ride one way for us to go to their meetings. I eventually became the ACD and we were the Chapter “Couple of the Year”. Syl Emry and I talked about starting a chapter closer to us. In talking to the then Region Director, Rick Dyer, he suggested that we take over CA1K which was going to fold. That way we wouldn’t have to pay a new charter fee. So, Syl his wife Radell, Michelle and I took over the chapter. All of the active members of the chapter had either quit or moved on to nearby chapters. I became the CD and Syl the ACD. So we brought several of our riding friends into the chapter and we were off and riding. Syl and I supported the chapter until it was self sufficient. The former CD turned over \$37.00 to me and left never to be seen again. The chapter grew slowly. Our first Poker Run was held at Avi Resort on the CO River. It was a learning experience. If it wasn’t for the support of Chapters F, R, S, and the LV chapter I would still probably be paying off the cost of putting it on at AVI. You talk about Great Expectations but then Disaster happening instead, I learned a lot from that experience and the resort let me out of a lot of things. I had never put on a Poker Run before. None of us had. I was in for a surprise, and learned to not set goals as high as the District Rally that we attended in Bakersfield where they drew 750 members. I really thought we could equal that. “SURPRISE”. I had booked a dinner for 500 people. We ended up with having an Ice Cream social and the Resort let me out of everything I said would happen. Live and learn.

As with all chapters the membership grew, ebbed, and grew. Chapters are like the tide in the ocean. They ebb and flow. Unless the CD and staff gets new members involved right a way they will drift away. When Syl’s wife died he couldn’t take CA or GWRRA any longer. He was leading a Chapter ride when she died in UCLA Medical Center and I know he felt guilty about not being there. He moved to Oregon. Not only was I without a ACD, but I got sick and went through a divorce. But it seems CA1K would survive because along came someone who has been my White Knight in Shining Armor, my favorite riding partner, closest friend and landlord who took on the position of ACD and eventually took over as CD, when I couldn’t do it anymore, Dave Gilman. Dave brought new ideas and “CHANGE” to the chapter. I had gotten stale which happens over a period of time to all Officers. The Chapter grew and thanks to Dave’s ideas we had a active chapter again. The key word is “Change”.

Then one day I received a call from a prospective member and we met at the District Rally in Agoura on a hot summer day that made Bakersfield seem cool. Nadine! She rode a Trike and she joined the chapter and became active right from the start. Eventually, Dave took a promotion at work and had to step down as CD. Nadine stepped up and took over the position. Once again “CHANGE”! Nadine has some great ideas and she shares Dave’s and my philosophy of trying to get all the members, new and old involved in the chapter as a staff members or doing something so they can feel part of the chapter. I for one think she is a great CD equal to Dave and far better than I was. I speak from experience. When you are in office in

any position too long you become close minded and set in your ways. The chapter needs new members to be involved and to bring in new ideas. "CHANGE". Nadine is committed to the Chapter and its members.

GWRRA is a volunteer organization. Nobody forces anyone to do something they either do not want to do or does not feel qualified to do. We have members that just want to go on the rides, members that just want to come to the social events, members in our area that just join to get Wing World, and then there is the backbone of the chapter, the dedicated members that "VOLUNTEER" for positions within the chapter. But, NO position is held for years and years. That is a way to kill a chapter off. "CHANGE". New ideas, New blood. That is what it takes to make a chapter grow.

We are "Lucky" to have Nadine as CD and Stu as ACD. They make a great TEAM! But, they cannot do it all by their self. They need everyone to get involved in some way. In a way, we as a chapter are family. If you have a problem you go to the head of the family and talk it out. That is Nadine, the CD. No one else in the chapter can solve the problem. We are all VOLUNTEERS! If you do not want to do something or don't feel qualified talk to your CD. She is the person that can solve things. She can ease your frustration if that is what it is or your fear of not being able to do the job or fill the position.

Chapter CA1K is in good hands and will continue to grow. It will continue long after I am gone as long as it is in good hands. Right now it is in the best of hands.



Words of Wisdom from Chapter Director – Nadine

Positive Affirmation: The way to begin a New Year 2010 has been a challenging year for a lot of us. I know personally I was happy to see the year end. But no matter the obstacle the power of positive affirmation has a way of helping me overcome any challenge life throws my way. So I thought I'd share my thought on making life the best it can be! I'm looking forward to a positive 2011.

A cliché that you usually hear from a movie or television show is, "It's all in the mind." When you hear this statement, it's being suggested that all the things that happen in your life, every little thing that you experience is brought about by your thinking. Yes, your mind is a powerful source of eventful situations. This is not unknown to many, especially to the people who have successfully made history in the world.

Positive affirmations are a facet of a law that governs the universe. This law has been here since the world began and it is connected to the minds of every human being. The law of attraction is the universal law that governs you and every other individual on earth. This law states that anything you conceive in your mind can easily be achieved. The law of attraction exempts no one; each person is under the power of this law.

What does this law have to do with positive affirmations? How does this bring about the mishaps in your life? Imagine that your mind is a magnet that attracts every small thing that it thinks of. Visualize yourself thinking about your troubles all throughout the day. What does your mind do? It attracts negative things so they happen to you. When you think about problems more than positive affirmations, more problems come to you. When you put yourself on the negative side of things, they crop up more and more. That is how the law of attraction works. Now, how are you going to make the law work in your favor? The answer lies in positive thinking. The solution is in prioritizing favorable thoughts more than negative ones. Envision yourself having paid your home mortgage or having been promoted at work. See yourself successful and feel like success is already in your hands. Repeat these thoughts over and over until you vibrate them to the universe. Soon, the universe is going to give you what you attract. Soon, all your positive affirmations will be transformed into reality. That is exactly how you can let the law work in your favor. The power of positive thinking has been proven for years. Many successful entrepreneurs and journalists have made their money using only these positive thoughts. The law does not work like magic; it is a law that works enigmatically □□ If you want a rational explanation of these things, here it is:

When you focus yourself on positive affirmations, you do not only attract them to come to you; you also begin to act to get these things done. When you put your concentration on these things, they become part of you and you become them. This is the ultimate reason why you should think of things as though you already have them, so that they become part of you and you achieve them. □ The same thing works for negative thoughts, but since these are detrimental for you, they should be thrown out of the window. If you let positive thoughts govern your life, there nothing that you cannot have.

I'm living proof this works and I hope you'll find value and inspiration in the message. N



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

This is part 1 of 5 parts talking about the history of the Goldwing. I hope you enjoy it.

Meanwhile, I want to wish you all a Happy New Year, and encourage all of you to consider writing anything about any trip you take in 2011. As I'm splitting this History of the Goldwing into several parts because of its length, consider doing the same, if your travelogue becomes lengthy...write on!!

The Honda Goldwing motorcycle first saw the light of day at the Cologne Motorcycle Show in October 1974, as the flat-four cylinder, 999cc GL1000 Gold Wing and was released to the world for the **1975** model year. While this first production version of the now famous Goldwing was ultimately deemed to be a success (it was after all the birth of a legend), its place in the world of motorcycling was not entirely cast in stone at the beginning. Part of the reason for this was the fact that the GL1000 didn't really fit properly into any particular motorcycle class, even though it was officially tagged as a tourer. Weighing in at 584lbs dry, it was far too heavy to be called a sports bike and the upright sitting position also helped to kill of any such sporting pretensions. The rear coil spring suspension wasn't up to the job of handling all the weight when the rider was pushing it through heavy going, such as the winding country roads that all bikers love (at least occasionally) to tackle. The total absence of touring kit fitted as standard didn't help the official touring image either, Honda didn't make their own saddlebags and trunk available for the GL1000 until its last year of production in 1979, in spite of promising to do so in 1975. A Honda fairing was not even an option until the GL1100 Interstate was released in 1980! Honda's claim that the GL1000 was a tourer must have rang hollow in the ears of many owners keen to have their machines kitted out for the job. It's almost like the design team had a picture of what they wanted to make, but no clear idea of where to fit it once it went into production. More than one GL1000 owner has told me that their early impressions from the press reports was that Honda seemed to be more concerned with emphasising the outright straight-line performance of the beast, and cementing its role as a proper touring motorcycle seemed to be of secondary importance at the time. One has to bear in mind that Honda (and all the other major motorcycle manufacturers) were trying to develop many models in the 1970's, this being the biggest boom time for motorcycles ever, period. This was a time when everyone and his sons bought motorcycles and paying attention to the needs of different types of riders (cruiser types, racers, commuters, tourers etc.) must have been very difficult during those hectic days. Nevertheless and in spite of all the confusion about the Goldwings role in life, the GL1000 proved to be a very reliable motorcycle, quite capable of going very long distances without missing a beat and almost immediately the aftermarket fairing & pannier suppliers started to cater for the requests of those who wanted to use the GL1000 for more than just popping down to the shops or Sunday morning posing at the local meet. This is what finally gave the Goldwing its place in the motorcycling world, it really became a touring motorcycle because its owners shaped it into one and Honda, always keen to keep an ear to the ground, listened to what the customers wanted (just as well too or they might have killed the Goldwing off before long, not least because expected sales of the Goldwing in the first year of production were less than 10% of what Honda had predicted) and started planning the next incarnation of what has turned into a legend in the world of touring motorcycles.

In the meantime, **1976** saw the standard GL1000 unchanged, apart from a badly needed grease nipple on the driveshaft. A limited edition LTD model was rolled out alongside the standard model and the LTD had some nice badges, pin striping, a better seat, flared mudguards, gold coloured wheels and spokes and some nicer but otherwise unimportant cosmetics, all at a fairly hefty extra cost of course. The LTD version of the GL1000 was only available for that one model year.

1977 saw the first tentative model changes based on customer feedback to Honda (hands up all those who can remember filling out those early questionnaires at rallies) and the Goldwing got higher handlebars with neoprene grips, dual contoured saddle and chromed heat shields on the header pipes. Chromed upper engine mounting brackets were a nice touch. More importantly, the steering head bearings were now tapered rollers instead of quick-wear & seize ball types. Front & rear engine and rocker covers were now thicker and this was designed to reduce noise, but no-one really noticed. The fuel tank had an internal coating applied to prevent rust.

Smaller carburetors, shorter valve timing and increased spark advance in **1978** were designed

to give the GL1000 increased roll-on performance in top gear, which translated into slightly less top speed but more torque, which apparently is what the long distance rider needed. The camshafts were severely detuned in order (along with the carb revisions) to improve low speed performance. It's generally accepted that these well-meaning changes really blunted top-end performance, while doing very little good for the low-end.

The fuel, coolant temperature and voltage gauges were fitted to a pod and mounted on the tank, which made fitting a tank bag rather difficult, but few really objected as they looked good. The awkward but functional kick starter was omitted this year (the broken ankle brigade may have sparked fears of litigation) and the troublesome wire wheels were replaced with five spoke Comstars, although they didn't fare much better in terms of longevity. Gone was the worry about rusted or loose spokes on wire wheels, now owners were fretting about cracked rims and loose rivets on the Comstars. The stepped saddle was introduced this year and has been a feature of all Goldwing models ever since. A fully chromed exhaust system which didn't rust as fast as the earlier painted ones, rear indicators moved from the frame to the rear mudguard and shocks with much welcomed and long overdue two-stage damping (in addition to longer forks & springs) completed the picture. The beast still handled like a brick when pushed hard, in spite of the new FVQ (often called fade very quickly) shocks and the better forks. The new exhaust made the machine sound livelier and the smaller mufflers allowed easy access to the clutch, which was just as well as this was a problem area on the GL1000 in those days.

1979 saw big discounting on GL1000's as the replacement model was eagerly anticipated and the last remaining numbers of the original (quite large numbers too and new GL1000's could still be sourced from storage for several years after production ceased) could be had with some minor changes in the shape of a then very cool looking CBX style tail light with two bulbs, rectangular indicators and brake fluid reservoir and black brake and clutch levers instead of the previous unpainted alloy ones.

This last year for the GL1000 was an opportunity to lose some of the excess weight and regain some of the performance the model had lost in previous years (particularly in 1978), but alas a final opportunity to remedy some of the more persistent GL1000 problem areas was lost and the cosmetics were the only areas attended to at the end of the decade. Thus the Goldwing continued it's slide down the credibility scale until the 1980 model year. Honda managed to keep the lid on the replacement for the GL1000 until the last possible moment. To this day and to their credit, Honda are probably better at keeping secrets than the CIA or the KGB etc. The GL1000 bowed out at the end of it's production cycle a bit less powerful and slightly heavier than the first models at 604lbs dry.

News and Views from your Chapter Educator – Dave Gilman

Happy New Year! I hope that this finds you and yours healthy and safe, having survived the Holiday Season and the Blizzard of 2011! Discretion being the better part of valor, Nadine made the wise choice to call off our "First Ride of the Year" on January 2nd. Although I have to tell you, in Sylmar at least, the morning looked beautiful. By noon however, I was very glad not to be out in the cold and wet, looking for home.



We are so lucky here in Southern California to be able to ride virtually year round. Imagine having to "Winterize" your Goldwing and park it for a few months, as Tom Gibson from Chapter

CA-1S told me recently, of his Colorado days. Those of us like myself who were born and raised here, probably can't imagine such a thing.

On the other hand, having all of these riding opportunities makes it that much more difficult to get required maintenance done. Between working all week and then riding on the weekends, when exactly are you supposed to get the bike in the shop?

And when it comes to maintenance, don't forget about your "personal" maintenance. I'm talking about the maintenance required to make sure that you are a safe and sound "operating system" for your motorcycle. Keeping up with all of your required health checks, getting plenty of sleep the night before your ride and making sure that you get the necessary training, will all insure that you are prepared for what the road will throw at you.

Training and practice are the keys to improving any skill that you have. Fortunately, both of those can be found within the GWRRA organization. I encourage everyone to seek out those opportunities to improve your skills, be it an Experienced Rider Course, a Medic-First Aid Class or simply Parking Lot Practice with the Chapter. You won't know just how important or necessary those skills are, until you actually need them. And by that time it will be too late.

I wish you many safe and enjoyable miles this year, now let's ride!

More Words from our Chapter Members – Bernard and Bernadette Gonzales



Bernard and Bernadette's Corner

"Don't trouble trouble until trouble troubles you."

RIDE COORDINATORS

In 2010 we made history, 2011 let's make history. Another chapter of our lives are about to unfold, like from the years past, we all want to make the best for it. Out with the Tigers and in with the Rabbits. According to an analyst, good taste and refinement will shine on everything and people will acknowledge that persuasion is better than force. A congenial time in which diplomacy, international relations and politics will be given a front seat again. We will act with discretion and make reasonable concessions without too much difficulty. A time to watch out that we do not become too indulgent. The influence of the Rabbit tends to spoil those who like too much comfort and thus impair their effectiveness and sense of duty. Law and order will be lax; rules and regulations will not be rigidly enforced. No one seems very inclined to bother with these unpleasant realities. They are busy enjoying themselves, entertaining others or simply taking it easy. The scene is quiet and calm, even deteriorating to the point of somnolence. We will all have a tendency to put off disagreeable tasks as long as possible. Money can be made without too much labor. Our life style will be languid and leisurely as we allow ourselves the luxuries we have always craved for. A temperate year with unhurried pace. For once, it may seem possible for us to be carefree and happy without too many annoyances.

I know this may seemed a repeat performance but I just want to share some but not all, of the new laws that were just passed. Here it is:

2011 New California Law

- Possession of up to one ounce of marijuana becomes an infraction no more serious than a speeding ticket. The maximum penalty of a \$100 fine and no jail time does not change. However, reducing the crime from a misdemeanor to an infraction means offenders will no longer face arrest, a criminal record and having to appear in court.
- Impersonating someone online through fake social network pages, texting or e-mails becomes a misdemeanor punishable by a fine of up to \$1,000 and a year in jail. Prosecutors must prove the impersonator had the criminal intent to harm, intimidate, threaten or defraud. Victims can sue for damages.
- Automakers and owners can place video recording devices on their vehicles' windshields. The monitors record continuously, but save video and audio for up to 30 seconds if there is a crash or unusual vehicle motion.

- Parents can be charged with misdemeanors if their children age 6 or older in kindergarten through eighth grade miss too much school and could face up to a year in jail and \$2,000 fine.
- The Amber Alert notification system can be used when there is an attack on a law enforcement officer and the suspect has fled. The Blue Alerts may be triggered when an officer is killed or seriously wounded and could provide vehicle or suspect descriptions on television, radio stations and freeway signs.
- Anyone under 21 who wants to drive a motorcycle must complete a safety course before being issued an instruction permit under AB249. There are more than 6,000 drivers age 19 and younger already licensed to drive motorcycles.
- Courts can seize property used in human trafficking, including houses and vehicles, under SB677 and can face civil penalties up to \$25,000 on top of any criminal sentence.

There are more new laws that were just passed that joined the current. I only want to post some that I thought would be essential part of our journey every time we are on our saddle and hitting the road. I also want to share with you regarding my curiosity and continuous quest for knowledge and understanding. I recently asked a CHP officer on trip to San Diego over one weekend. I asked precisely what and what not. My first question was about the three wheeled motorcycle or trike regarding operations and road regulations. The CHP officer I spoke with confirmed me that the three wheeled motorcycles are allowed in any car pool lane because there is no distinction in the code which would prohibit this. The sections dealing with high occupancy lanes only state that motorcycles are allowed and the definition of motorcycle in the vehicle code specifies two or three wheeled vehicles. There is no pending legislation to require a Class M endorsement to operate a three wheeled motorcycle. You can still operate a trike with a regular Class C license but you must have a motorcycle plate and you must wear a helmet. However, motorcycles with trailers and or towing a trailer are not allowed in the carpool lane because the trailer counts for one axle. The regulation clearly stated that any vehicles that have more than two axles should use the number three lane of the freeway, that being said, I bid the officer adieu. In conclusion, we all must submit with the new laws and also not to forget the old ones.



District Director Review

Greetings GWRRA-CA,

Well, here we go again, heading out on some new adventures. As we start the New Year, I want to take some time to thank some of our Officers that are stepping down to let some new blood into the game.

In no particular order other than alphabetically, I'd like acknowledge the following for doing everything they could as Chapter Directors to ensure we were taken care of throughout the year. Next time you see them, please be sure to thank them for their service as Volunteer Leaders of GWRRA. A huge thank you goes out to: Ed & Kay Carrol – CA1F, Larry & Sheree Tegel – CA1M, Roberta & Dave Lawrence – CA1Q, Tom & Vicki Lorenz – CA1R, Larry & Debbie Starke – CA1Z, Pat Riley – CA2J, Mike & Ruth Burke – CA2N, Alan & Shirley Jarumay – CA2Q, Rodney & Anita Brooks – CAC. I'm sure if you ask any of them, they will all tell you they loved the entire time they served, and are sorry to be stepping down, but looking forward to a change of pace.

As Chapter Director's they were required to take Oath of Office for which they all took very seriously. One of the lines in that Oath that is appropriate here is the one that reads: "**To provide a succession of leadership for my office**". They have done an incredible job ensuring they have provided for the health of their chapters, please join me in welcoming our newest California Chapter Directors in the same order as above: Dana & Carol Rowley – CA1F, Steve & Sandy Damico – CA1M, Pat & Ellen O'Donnell – CA1Q, Cathy & George Diaz – CA1R, John & Linda Boman – CA1Z, Alex & Marcy Ageev – CA2J, Lee Spencer & Barbara Smith – CA2N, Steve & Jacque Foster – CA2Q, and last but surely not least, Rick & Marilyn Kaspar – CAC. These changes along with the other new Officers (Treasurer's & Membership Enhancement Coordinators) take effect January 1, 2011 to coincide with the tax year.

The rest of you can help make their jobs a lot easier by offering to help with the little things that need done on a daily basis. Help pass out the 50/50 prizes, sell some tickets, "BUY" some tickets, pour a cup of coffee, but most importantly, just be there (meetings, rides, dinner's, and fundraisers). Please don't forget to ask if there anything you can do to help, that's what keeps our chapters strong. Remember, the Chapter you help, may be your own.

Bill & Rene Johnson
GWRRA - CA District Directors
"Hang on – we're going for a ride"

January and February 2011 CA1K Ride Calendar
 (see updates at www.ca1k.org)

Jan 1 - Sat	<u>New Years Day</u>
Jan 2 - Sun	Nothing planned, want to ride? - Call or e-mail <u>Nadine!</u>
Jan 8 - Sat	
Jan 9 - Sun	
Jan 15 - Sat	<u>2011 California District Officer's Meeting at the Bakersfield Doubletree Hotel</u>
Jan 16 - Sun	<u>2011 California District Officer's Meeting at the Bakersfield Doubletree Hotel</u>
Jan 17 - Mon	<u>Martin Luther King, Jr.'s Day</u>
Jan 22 - Sat	Want to meet us at <u>The Rock Store</u> for breakfast? Contact <u>Nadine</u>
Jan 23 - Sun	Nothing planned, want to ride? - Call or e-mail <u>Nadine!</u>
Jan 29 - Sat	CA-1K Chapter Breakfast & Ride - 8:00 am @ <u>HomeTown Buffet</u> 6705 Fallbrook Ave. Canoga Park, CA 91307 (818) 713-1776
Jan 30 - Sun	

February 2011

Feb 2 - Wed	<u>Groundhog Day</u>
Feb 5 - Sat	Nothing planned, want to ride? - Call or e-mail <u>Nadine!</u>
Feb 6 - Sun	<u>Superbowl Sunday</u>
Feb 12 - Sat	<u>Abraham Lincoln's Birthday</u>
Feb 12 - Sat	<u>CA-1I 29th Annual Valentine Rally</u>
Feb 13 - Sun	Want to meet us at <u>The Rock Store</u> for breakfast? Contact <u>Nadine</u>

Feb 14 - Mon	<u>Happy Valentine's Day!</u>
Feb 19 - Sat	
Feb 20 - Sun	<u>Daytona 500</u>
Feb 21 - Mon	<u>President's Day</u>
Feb 22 - Tue	<u>Washington's Birthday</u>
Feb 27 - Sat	CA-1K Chapter Breakfast & Ride - 8:00 am @ <u>HomeTown Buffet</u> 6705 Fallbrook Ave. Canoga Park, CA 91307 (818) 713-1776
Feb 28 - Sun	

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.

We have a number of items available thru our Chapter Store. 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
Assistant Chapter Director	Stu Teichner	818-624-0197	Stuwing@earthlink.net
Chapter Educator	Dave Gilman	818-362-8925	JDGilman@aol.com
Treasurer	Ken Freeland	818-370-3562	KJFreeland@aol.com
Chapter Store	Susan White	818-231-5276	SkyWhiteCA1K@yahoo.com
Web Master	Dave Gilman	818-362-8925	JDGilman@aol.com
News Letter Editor	Patti Torres	n/a	pbtorres@yahoo.com
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 Director, Ken Freeland, 20121 Comanche Pl., Winnetka, CA. 91306 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 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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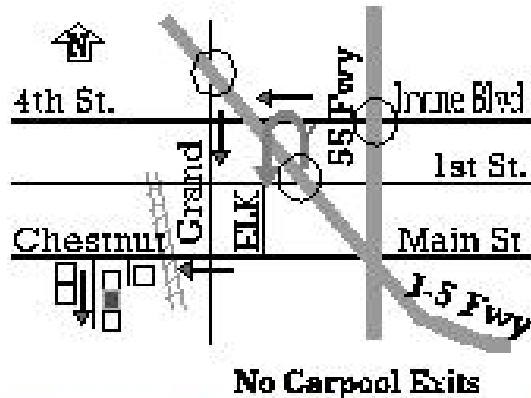
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