

Chapter CA1K March 2011 Newsletter

We've added a pre-registration drawing, we currently have \$100 VISA gift card, 2 other gift cards for registrations received by March 31.



**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

13-Mar		CA1M		BAKE SALE
19-Mar		CA1S		CHAPTER AUCTION
MARCH 25 - 27		CA1R		RALLY IN THE VALLEY
8-Apr		CA1A		CRAFT & BAKE SALE
16-Mar		CA1L		PIRATE RUN
17-Apr		CA1Y		DUCK RUN
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

Riding season is here, were going into spring the perfect time to make sure your machines are tuned up ready to ride. We have a lot GWRRA activity to choose from in the coming months.

None more important to our Chapter than the **Mothers Day Poker Run**, we've changed the date this year we moved it off Mothers Day weekend. We felt it would help with participation and attendance. We're also having it in conjunction with Chapter CA1Q, "Rendezvous with Q" our event is April 30th and Q is May 1st. GWRRA has found that having rides in conjunction with each other makes it easier for Chapters from a further distance attend two events in one weekend.

For those of you new to GWRRA or some that may just need to be reminded. The yearly Chapter events are the only big event most Chapters have to raise money. Why raise money? GWRRA is a not for profit organization so we raise money to facilitate the running of the Chapter, i.e. patches, pins, items for the store, pay for travel expense for new officers coming up in the organization and maybe have enough money to pay part or all of the cost for a holiday party or other Chapter gatherings. Any excess funds that can be use for charitable donations, like Ride for Kids, the only GWRRA sanctioned charity.

We're a small Chapter and it takes everyone's support to make our event a success. We've been vary fortunate that each year our event gets better and better. But we still need everyone to step up and lend a hand; we have several planning meetings scheduled leading up to the event. Please check our online calendar www.ca1k.org for dates and times. You can come to one or all and become a part of the planning process. We need door prizes, grand prizes, volunteers to work different positions at Cycle Gear (Our stating point) Borderline (Our ending destination) if all you can do is attend then send in your early registration! Dave Gilman donated a \$100 VISA gift card as a prize in the pre-registration drawing. It's important that all the members of CA1K attend the yearly function; you'll have a great time if all you can do is attend you'll be supporting the Chapter. We have three pre-planned rides, great prizes, good food and a chance to get to know more GWRRA members.

I hope to see all of you in the coming weeks, please try and get out to support as many Chapter events as possible, check the calendar often and look for my emails with event dates and time. Feel free to contact me or any of the Chapter officers for information. A Chapter is only as good as its members! I know CA1K has GREAT members, let's get out ride.



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

The GL1200 arrived for the **1984** model year and continued the trend set by its predecessor. Competition from Yamaha's Venture (which many motorcycle magazines compared to the Goldwing) no doubt hastened the development of the successor to the GL1100 and the GL1200 was Honda's answer. There was the unfired Standard, the dressed Interstate and the top of the range Aspencade, which had the Type 3 audio system. New, stiffer frame with major improvements, bigger and more responsive 1182cc version of the flat-four engine with bags more torque and hydraulic valve adjusters, better suspension and handling were the main attractions on the new Goldwing. A hydraulic clutch was another first for a Goldwing. Carried forward from the previous Aspencade were the now even better air suspension controls and linked brakes, and the new Aspencade had a more advanced audio system and upgraded LCD dash. The front wheel was a rather unusually small (for such a large machine) 16" and this gave the steering a very light and quick feel. The styling of the plastics was more aggressive than the GL1100, the fairing, trunk, panniers and lights all had a more squarish brute look which was evident on many motorcycles and cars for a while in the eighties. The flowing lines of the previous model were not quite as subtle on the GL1200, but the integration of the luggage was much better now because there were less gaps and spaces between the panels and much more efficient use was made of the available storage space. Four 32mm CV carburetors managed to give better response with a light feel, without the need for accelerator pumps. The GL1200 was the first Goldwing to drift away from the common Honda "parts bin" approach and most of the parts fitted to a GL1200 were unique to that machine and not fitted to any other Honda motorcycle. Hondaline could supply you with a CB radio and other fripperies considered essential by many owners of the new machine. The aftermarket suppliers had a field day, small cottage industries had sprung up everywhere to feed the habit and the vast range of chrome goodies, backrests, lights etc. available for the Goldwing rivaled that which could be had for Harley-Davidson owners.

1985 saw Honda drop the Standard unfaired Goldwing. Since the introduction of the GL1100 Interstate, sales of the unfaired versions had slumped dramatically and in spite of the predictable whining and howls of protest from the aftermarket fairing and luggage suppliers, this was the beginning of the era when accountants really did have a big say in marketing policy, so the Standard was unceremoniously put down by Honda. Alongside the Interstate and Aspencade, Honda brought in the GL1200LTD for this year only. The LTD had computerized fuel injection, auto leveling rear suspension and a sophisticated trip computer. The fuel injection, while not entirely without its faults in the real world, transformed the GL1200 into a real animal which made the carburetor models seem sluggish in comparison. The LTD was only available in two-tone gold/brown. From 1985, GL1200 alternator capacity was increased (though still not by enough to cater for all the accessory lights that owners usually fitted) and the ignition pick-up coils were mounted at the front of the engine instead of the rear. An altered top gear made for smoother cruising in top and the fairing had better ventilation.

1986 saw mainly cosmetic changes to the Interstate and Aspencade, the LTD was replaced by the SE-i, which came in Pearl White only and had little over the LTD except for Dolby noise reduction on the Panasonic Type 3 audio system (the Aspencade got the same audio treatment), an uprated 500 watt alternator, a slightly better seat (which was also fitted to the Interstate and Aspencade) and different badges. The SE-i had ballooned out to over 770lbs. Many people who had bought the supposedly unique LTD the year before felt cheated by what looked like another LTD in the shape of the SE-i in a different color, the general feeling being that Honda were just cashing in again this year.

An Aspencade badge on the saddlebags of the SE-i didn't go down too well with buyers who wanted their own unique Goldwing to be distinct from the "lesser" models. The carburetor models were back to 30mm CV's with accelerator pumps, although it made little noticeable difference to the riding experience.

The final year of production for the GL1200 was **1987** and there was little change. No doubt Honda was saving the major surprise for the following year, although the Goldwing faithful had been expecting the rumored "Super Goldwing" for the current model year. The SE-i was gone and the Interstate and Aspencade got a much plusher saddle, the best on any Goldwing to date. The Aspencade now had cruise control and trunk mirror as standard, and the lower cowl (oil filter cover as Honda called it) and side vents seen on the SE-i were now fitted to the Aspencade. Colour-matched riders foot peg accents with a nice chrome trim were also fitted to the Aspencade this year. The final drive and differential had been made much smoother and quieter and this translated into less chucking and jumping at trundling speeds. All of these improvements meant that the 1987 models were the quietest and best-sorted GL1200's to date. From... <http://www.goldwingfacts.com/goldwinghistory.htm>



News and Views from your Chapter Educator – Dave Gilman

March is here and so far it has rewarded us with some spectacular riding days. It is amazing to me how fresh and clean the air gets after one of our infrequent rain storms. It makes getting out on the road and smelling your way over to PCH that much more enjoyable.

The “Gimme 5” topic that I had for our Breakfast & Ride on the 26th was titled “Be Prepared” and concerned the preparation that we should be doing before we ride. This includes performing a pre-ride inspection of your bike to make sure that everything is in good working order, making sure that you have the proper riding gear for the weather conditions and also that the “other machine”, your body, has what it needs to get you to your destination i.e.; sustenance, medications, sleep, etc..



Another good way to prepare for your ride is to make sure that you have armed yourself with the proper skills to handle what the road might throw at you that day. Taking an Advanced Rider Course, Road Captain Course or Medic First Aid Class would be a great way to add to your skill set.

During our last Breakfast Meeting our Chapter Director Nadine Galli acknowledged Bernard & Bernadette Torres for their commitment to safety and their enthusiasm for GWRRA. Bernadette has recently taken a Co-Rider Course and a Medic First Aid class and Bernard has just completed the Road Captain Course. They are both now qualified for Level III certification. I applaud them both for making the effort to improve their skills.

I also want to acknowledge our brand new member Bob Finkelstein for jumping right in and making a Commitment to Safety by signing up for Level I right after our meeting. Bob is a great guy and I look forward to having him along for rides with our group.

For more information on the Rider Education Program you can always go to the Rider Education page of our website at: <http://www.ca1k.org/RiderEd.html>

You can also contact me with any questions at JDGilman@aol.com.

Thank you to all of you who have taken an interest in improving your skills and have pledged a Commitment to Safety by enrolling in the Rider Education Program. I look forward to many more safe rides with a lot of safe miles.

District Director Review

This month I am providing this Newsletter Article as a public service to advise of a recent experience that I had with my local phone service provider in hopes it you all don't have the same problem. It isn't really GWRRA related other than if it saves you a few bucks, maybe you can apply them towards your District Convention Vacation in Mammoth Lakes in September 2011.



To set this story up, please understand that Rene and I currently both have iPhones with full internet service, home phone service with unlimited long distance, and use this company as our Internet Service Provider (ISP), so were paying over \$200 per month for the total package. The first thing I learned was that since the merger of this very large phone company with a three-letter acronym title, they were offering a greatly reduced monthly service plan, around \$27.00 per month which adds up very quickly. It has been available for a couple of years, but if you don't call in and talk to them, they won't automatically lower it.

Hmm, take a note here. Next I started discussing some of the smaller fees they were charging us for like \$7.50 per month for in-home wiring insurance.. I explained that my house is less than 10 years old and I had dropped that several years earlier, but they added it back after the merger I mentioned earlier, without my approval. At \$7.50 per month I could have hired a live-in electrician not to mention that I am completely capable of doing all my own electrical wiring myself.

I then noticed a fee on the back of the bill for a service neither I nor the customer service rep could identify, all she could tell me was that it was from an anonymous company that bills through the phone company for something. That sounded weird so I called the company to ask what it was I was paying for. They advised that I had signed up for a (800) xxxxxx answering service, which cost \$12.95 per month. When I explained I that I use the phone company as my answering service so had no use for an answering service, they asked me if I knew someone named Fred Jones, because that is who signed up our phone number.

Stuff

Get your gas prices at any zip code
<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.

March and April 2011 CA1K Ride Calendar

March 2011

Mar 5 - Sat	
Mar 6 - Sun	Nothing planned, want to ride? - Call or e-mail CA-1K!
Mar 12 - Sat	CA-1A will be setting up an <i>Information Booth/Table</i> at Louie's Burgers at 44328 North 10 th Street West in Lancaster. Bob and Linda Harmon are going to 'stake out' an area around 10AM.
Mar 13 - Sun	CA-1M Bake Sale
Mar 14 - Mon	CA-1K MDR Planning Meeting 6 pm at Canoga Bowl Coffee Shop
Mar 17 - Thu	Happy St. Patrick's Day!
Mar 19 - Sat	CA-1S Auction and Bake Sale
Mar 20 - Sun	Want to meet us at The Rock Store for breakfast? Let us know!
Mar 25-27 Fri-Sun	CA-1R Rally in the Valley at the Edgewater Hotel & Casino - Laughlin, NV
Mar 26 - Sat	CA-1K Chapter Breakfast & Ride moved to April 2nd due to Rally in the Valley and Chapter CA-1S' Bake Sale and Auction
Mar 27 - Sun	
Mar 31 - Thu	Last day for Mother's Day Rally Pre-Registration and chance to Win \$100!!!

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 Covote 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

*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

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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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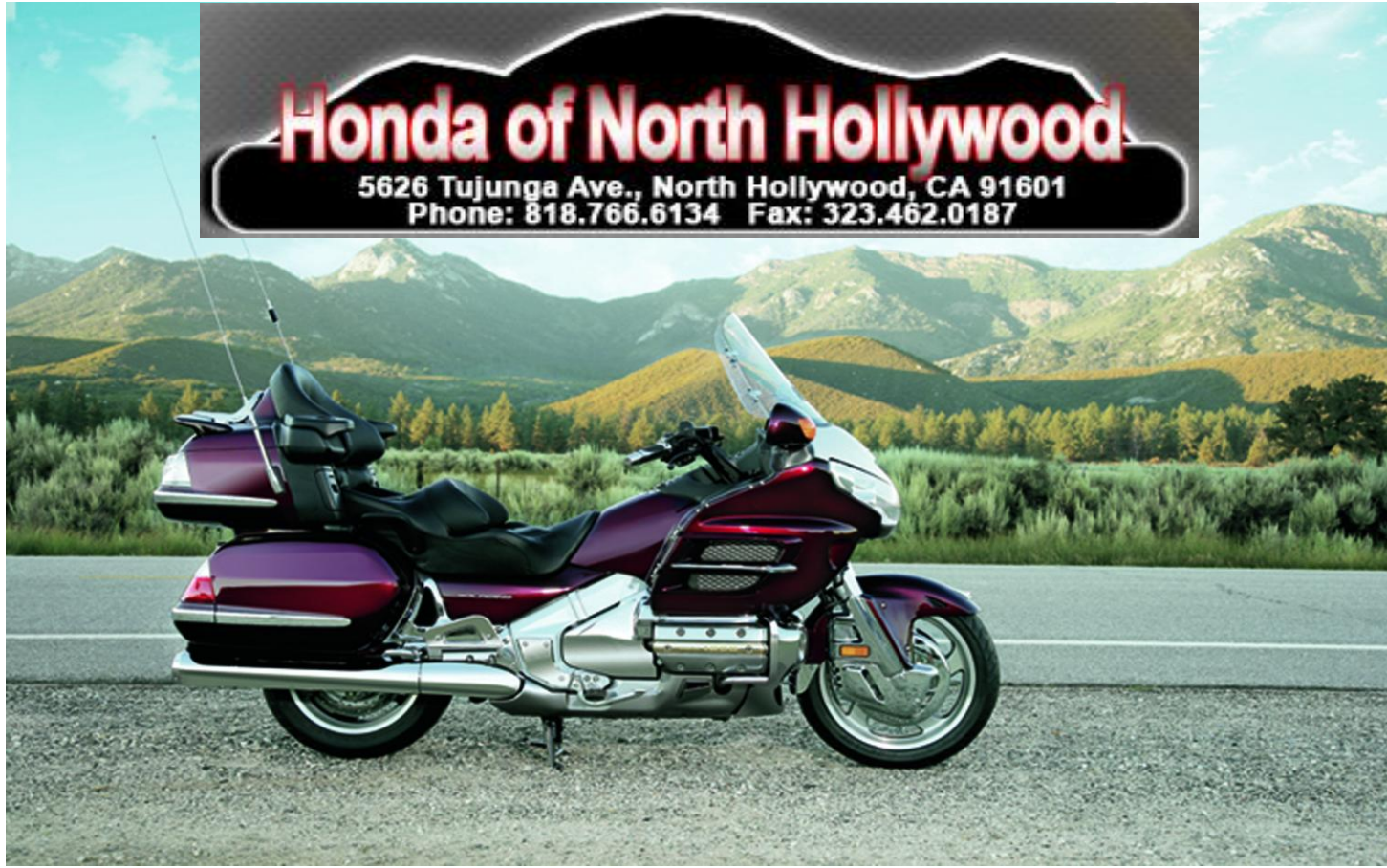
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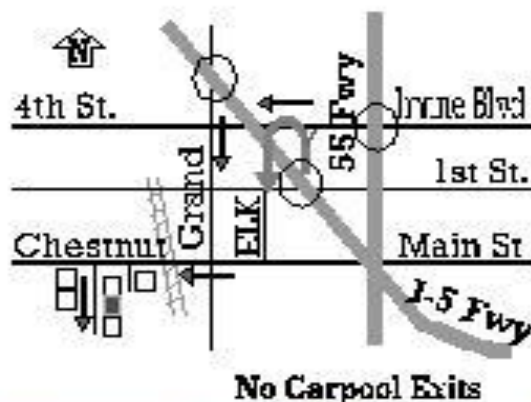
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