

CA1K's NEWLETTER MAY 2011



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Mother's Day Rally Update

New ideas pay off! This year we decided to have our Mother's Day Run the weekend prior to Mother's Day. We had the best turnout we have ever had and feel that's for several reasons. First we want to thank Dave Gilman and Hamer Toyota for their generous \$250.00 visa gift card donation that we used as our Pre-registration gift and then we want to thank Chapter CA1Q for teaming up with us on the same weekend so that riders from far away could come and enjoy the weekend. We also want to thank Mother Nature as she gave us beautiful weather, a bit windy, but clear, beautiful and warm!

Once again we all gathered at Cycle Gear in Canoga Park where they gave us great discounts on items in the store that day and the all-important Coffee and Donuts. We offered a choice of 3 rides to our ending destination, Borderline Bar and Grill in Thousand Oaks. We had the standard highway ride which took approximately 15 minutes via the freeway, we offered an easy canyon ride out to the beach and up the coast and then we offered the every challenging canyon ride that tests your skills and makes you pay attention! Hopefully, nobody hit any of the bicyclists that were also enjoying the canyon.

Once at Borderline you chose your seat at round tables for 10 people or high top tables for the more intimate gatherings. The server brought around menu's with a selection of burgers, salads and chicken sandwiches cooked to order with fries and slaw, yum yum. Ken Freeland arranged for a mariachi band to come in and entertain us for about 1 hour and we all decided they should let the girls sing and the guys just play. Next year we may change the music theme. Anybody for a little line dancing!

All of our chapter members were a wonderful help and everything went smooth as silk. Some members are old timers at this like Dave, Ken and now Nadine (3 year) but we also have some newbies like Stu, Bernard and Bernadette who also fit right in like they had also done this for years. Of course there were many others that helped in so many wonderful ways as they always do, stepping up to whatever needs to be taken care of and we can't say "THANK YOU" enough to you all!

We finished out the day with the door prizes (115 if I remember correctly), the Pre-registration drawing and the always fun Texas Hold'um type Poker Game. Dave Gilman certainly has his hands full with this game and I think next year we're going to give out calculators to everyone. The high hand won \$100 Gift Card for Cycle Gear, donated by our own Uncle Wally; low hand won a \$100 discount off service donated by JBJ Cycles. And finally the GRAND PRIZE'S two tickets to Disneyland donated by our new member Karen Westbrook (we'd like to thank her Dad John Garrett for the addition to our Chapter) and another \$250.00 Visa Card donated by Hamer Toyota. I think almost everyone who attended went home with something.

Everyone was finally out of there by about 2:00. Some went directly to the OC to get ready for CA1Q's rally and others headed back to the canyons as the day was still young. I also hear a group went to Hollywood to see the sights. Would love to hear their stories.

We hope everyone who attended had a great time and look forward to everyone coming back again next year!

Ride Safe and Keep Smiling,
Patti Torres - Editor

Upcoming Chapter Events

May 21		CA2W		RUNNIN WITH THE PACK
May 26 - 29		REG. F		REGION F CONVENTION
June 11		CA1D		WESTERN DOG DAZE
July 6 - 9		W/D		WING DING
Aug 6		CA2K		KAMPING WITH THE CROWS
Sept. 2 - 4		DISTRICT		PARTY ON THE MOUNTIAN
Oct 1		CAC		HARVEST RUN
Oct 8		CA1V		THE "V" RUN III
Oct 9		CA1E		EAGLES FLIGHT
Oct 22		CA1F		HALLOWEEN FUN RUN
Oct 22		CA1Z		ZEBRA RALLY
Nov 5		CA1C		COYOTE RALLY
Nov 19		CA1N		TOYS FOR TOTS RALLY



Words from Chapter Director – Nadine

Starting this month I'm going to encourage our Chapter to get healthy and fit, suggesting ways to exercise and eat right, I know what you're thinking, NOT A GWRRA way of thinking, don't you think it's time we all started looking at ways we can do what we enjoy and take steps to improve our overall wellbeing! I'm going to incorporate Pilates and nutrition into my monthly articles. Let's see if I can help you understand how this can work for all of us.

Pilates is a system of training popular among dancers and other performers. Exercises, designed to strengthen the whole body without strain or injury, performed in numerous positions, on a machine fitted with springs, the tension of which can be varied to suit the user. I've discovered that Pilates can be done while riding your motorcycle. During Pilates, the emphasis is on relaxed, rhythmic breathing while performing smooth, coordinated movements. The movements, based on yoga and dance exercises, are particularly good at strengthening the stomach, thigh, and buttock muscles. All parts of the body that need strength to maintain stability and comfort while riding long distance. The resistances are relatively low so that the exerciser is more likely to develop a sleek appearance rather than a muscular physique.

A system of training introduced by the German boxer and circus performer, Joseph Pilates. Pilates is designed to strengthen the whole body without undue strain or injury. A key concept of Pilates is that it is performed with 'core stability' in which an exercise platform is provided by a stable trunk or midsection. The exercises can be done on a variety of surfaces, making it perfect for the motorcycle seat.

Pilates called his method *Contrology* (from *control* and *Greek* -λογία, *-logia*), because he believed that his method uses the mind to control the muscles. The Pilates method seeks to increase the strength, flexibility and control of the body. Pilates is a body conditioning routine that helps to not only build flexibility, but also strength, endurance, and coordination. All the things a long distance rider needs to stay healthy and in shape.

The training system has a very low risk of injury because there are virtually no impact forces on the joints and bones. Consequently, it is suitable for people of a wide fitness range. Over the coming months I'll try to include exercises that can be done safely while riding. Just imagine doing one of your favorite pastimes and getting fit in the process.

Over the coming months I'll be covering Breathing, Control, Flow or efficiency of movement and Precision all things you'll be able to accomplish while motoring on beautiful highways and byways of America.



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

Finally, the **1995** model year saw some real change. On the surface, new 20th. Anniversary badges, a new chrome screen garnish, slimmer side panels to make it easier for the short legged to get their feet down and some other styling refinements looked like not a lot had changed. But under the surface Honda had managed to make the suspension both lower and stiffer and this improved the handling no end. Also, with some foam shaved from the saddle, the SE and Aspencade were now 40mm lower than before, which finally made them the same height as the Interstate. These changes gave the Goldwing a new lease of life, although there were many who had expected major changes, like better brakes or fuel injection.

The next two years saw no more real changes apart from the Interstate being discontinued in **1996** (not too many folks mourned it's passing either), but by now we were in the early age of the Internet and with many Goldwing web sites and homepages springing up all over the world there was a huge following eagerly seeking out information on a possible replacement for the now rather middle-aged GL1500. A recall to have the bank angle sensor replaced was announced this year and applied to all GL1500 models back to 1988.

1997 saw the SE's lower underbelly panels colour matched to the main panel colour, helping to make the Goldwing look more streamlined. Symbols instead of text on the handlebar switchgear made it easier to read them no matter where you came from. Some important but invisible changes inside the engine were carried out too. The clutch was stronger and some of the components from the Valkyrie engine (main bearings, piston & ring sets, valve springs, con-rod bolts) were now shared with the Goldwing. The Valkyrie final drive was fitted to the Goldwing as well, as was much of the gearbox which gave marginally cleaner and smoother shifting. Not many folks noticed the difference, myself included and I happily rode my new '97 SE for three years oblivious to the differences until I started doing a bit of research on the different model changes.

1998 saw quite a few cosmetic differences, nine in fact. The Aspencade and SE got a new clear plastic headlamp and clear indicators (these were only on the American market models though, Europeans were fobbed off with the old lights and indicators), white faced instruments, new fishtail type exhaust tips that altered the exhaust sound, two-tone saddle with better back support for the pillion passenger, new rocker covers with "1500" gouged into them instead of the previous classy logo strip (which had previously been gold plated on the SE's), a skimpier engine guard (the older one would have hidden the ugly new rocker cover if it had still fitted) and badges that looked more aggressive than before. These cosmetic changes gave the ageing GL1500 a much sleeker look, although such things as the rear lighting setup and flat looking rear-end were beginning to look a bit fussy in the new age of curves and flowing lines.

These changes were carried through to **1999** but by now everyone was awaiting the much anticipated new Goldwing, which had been rumoured for the last three years. Nevertheless, the recent cosmetic changes to the Goldwing were sufficient to keep sales up (no doubt aided this last couple of years by a buoyant world economy), in spite of such mouth-watering hallucinations of a possible 2000cc eight cylinder Goldwing with auto-transmission, or try the one about a V6 2.5 litre replacement with six speed transmission (I know a few rumour-mongers who had red faces a couple of years later). The power of the rumours was very strong and there was always someone who knew someone that had a relative who drank beer with a buddy employed in the Goldwing plant who put the headlamp bulbs in the GL1500 and this guy was sworn to secrecy but... Thus the fever spread and those of us who lived through the time saw it all, the fake photographs doctored so easily by Photoshop gurus and posted on the Internet by members of a now very computer-literate public, the fake postings on web sites and in magazines etc. It was all good fun though and kept us all guessing for a long time. Surely the new model would arrive for the dawn of the new Century?

Disappointment for the **2000** model year and we saw the GL1500 enter another new year alive and well. This was not what was expected for the Goldwing 25th anniversary. The only differences were that Honda had dropped the unpopular white faced instruments (back to black for 2000) and the SE got chromed rocker covers. There was also a nice 25th anniversary badge.

The long awaited new Goldwing was announced in April of that year and the GL1500 finally stepped down after an almost unheard of thirteen year reign at the very top and an increase in weight to almost 820lbs. Most of the other pretenders to the throne didn't fare so well, the Yamaha Venture and Suzuki's Cavalcade had both competed against the GL1200 but the GL1500 had killed them off in short order. The only real threat to the Goldwing in recent times had been the BMW K1200LT, but Honda were about to answer this and set the standard once again with the GL1500's successor.

From... <http://www.goldwingfacts.com/goldwinghistory.htm>



News and Views from your Chapter Educator – Dave Gilman

Well spring has long sprung and summer is just around the corner, so let me ask you this; did you do any spring cleaning this year? I did, and not just around the house, but on my bike too.

You see I am always running across something that I think that I might need some day while I'm out on a ride, so I find a place to stuff it into my saddlebags. Because you never know right, I'd hate to be stuck somewhere out in the middle of nowhere and not have that particular item.



The problem is pretty soon there is no room left for the important stuff, like my jar of Ken's Nuts that I won from the 50/25/25. So there I am, taking everything out of my saddle bags and applying strict logic to see what has to go back. My priorities are first aid/rescue/ repair items first, followed by comfort and convenience items.

So the First Aid kit is a given, I have supplemented mine with some trauma bandages and mouth shields for CPR that I got when I took the Medic/First Aid class at the last Region Convention. Next comes my little compressor, tire plug kit, safety vest, fire extinguisher, electronic road flares, etc. This present a quandary, the compressor I use all the time and the safety vest has come in handy at accident scenes but the rest of these items I have never used. But I know that the minute I leave out my tire plug kit or fire extinguisher is just when I will need it, so back it goes into the saddle bag, along with most of the other safety gear.

I go thru the rest of the items and eliminate what I can. The one thing I always carry, no matter what the weather, is a pair of simple rubberized rain pants. They pack small and light and more than once they have saved me on a chilly ride home by blocking out all the wind.

Next I empty out the helmet bag that I carry all of the small items in; glove liners, extra medicine, a granola bar and a 5-Hour Energy drink, my multi-tool and such.

When I am all done there are indeed a few items that I find that I can leave behind, leaving me with some extra room in my saddlebags.

As I sit at the kitchen table though, looking at what I have removed from my bike, I am consumed by one thought, what if I need THAT next time?

Huh, I wonder, maybe I can sneak it into Ken's Valkyrie without him noticing?

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.

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 fundraisers, 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 you're 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 it's true. Just ask yourself, would I have joined GWRRA had it not been for my desire to ride.

Then there is the Chapter life itself. As noted in the GWRRA March 2011 "Insight" article, 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 it's just to help greet members at your next Chapter Gathering. Until next time, ■



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***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.

May and June 2011 CA1K Ride Calendar

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	CA-1K Chapter Breakfast & Ride - 8:00 am @ <u>HomeTown Buffet</u> 6705 Fallbrook Ave. Canoga Park, CA 91307 (818) 713-1776
May 29 - Sun	
May 30 - Mon	<u>Memorial Day</u>

June 4 - Sat	Nothing planned, want to ride? - Call or e-mail <u>CA-1K!</u>
June 11 - Sat	<u>CA-1D Western Dawg Daze</u>
June 12 - Sun	Want to meet us at <u>The Rock Store</u> for breakfast? <u>Let us know!</u>
June 13 - Mon	CA-1K Staff Meeting 6 PM
June 18 - Sat	
June 19 - Sun	
June 25 - Sat	CA-1K Chapter Breakfast & Ride - 8:00 am @ <u>HomeTown Buffet</u> 6705 Fallbrook Ave. Canoga Park, CA 91307 (818) 713-1776

CA-1K Chapter Store – Susan White



\$5.00



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\$5.00



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\$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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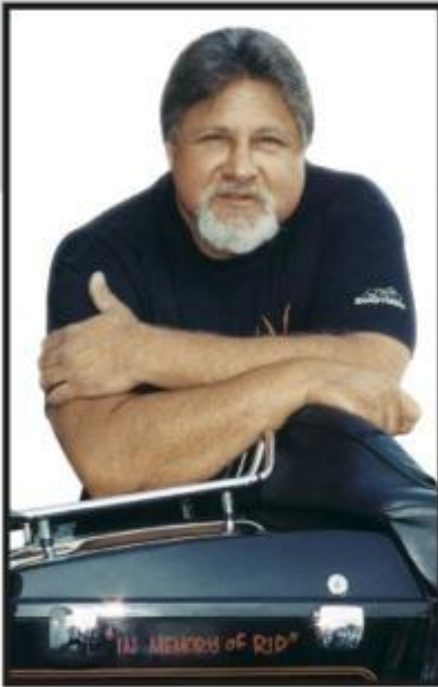
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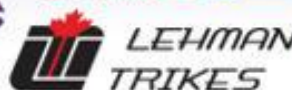
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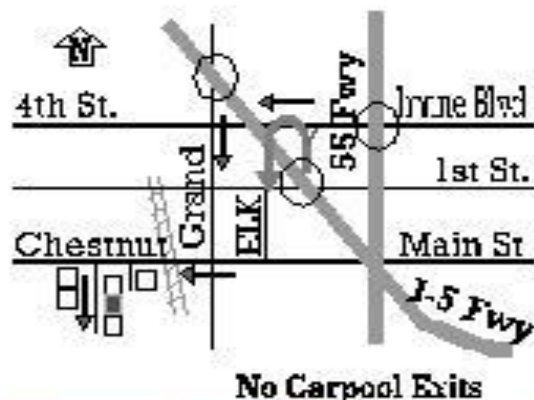
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