

# DISTRICT NEWSLETTER

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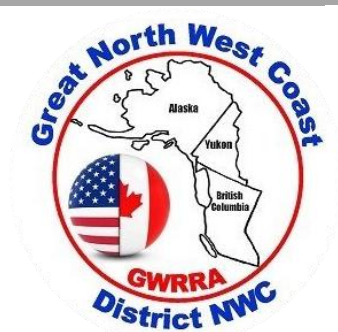


Items for the Newsletter can be e-mailed to:

[gw.rider@outlook.com](mailto:gw.rider@outlook.com)

Deadline for submissions is the 22<sup>nd</sup> of each month

## DISTRICT DIRECTOR'S MESSAGES



Fellow Wingers:

**From my family to yours, Happy New Year.** I hope you were able to spend meaningful time with friends, family, and loved ones over the holidays.

With 2019 upon us, District Events and the next riding season fast approaching, I can't help but reflect on the past year for our district. The time afforded and determined leadership shown by our teams was inspiring to say the least.

For all of those who have helped build District NWC almost from scratch, at the chapter level as well as the district level, you have my deepest gratitude, and you should feel nothing but pride.

Over the past year, we have been able to build a healthy and successful district that contains Chapters that want to ride! We created a legacy of a communication and cooperation at the chapter level that we want to see extended to all chapters this year. A prosperous entertaining 2019 rally has been planned and the popular annual district rides are scheduled and ready to go again this year!

We are fomenting a new spirit of determination as well as dedication to riding and education amongst the membership. That is evidenced in the enthusiasm I see throughout the GWRRA-NWC family at the events we hold.

We still have a lot of work ahead of us. We have recruitment & retention targets to hit in 2019, we have several goals that we plan to achieve. One of those goals is getting an ARC happening at every chapter in the district in 2019.

Other goals; Keeping members riding. This is a priority, as well as full participation from every chapter in the district at the upcoming rally, "Wings in the Cariboo". This event will allow us the opportunity to meet in one central place in the district. It will be great seeing old friends again, meeting new ones and just having a very good time riding.

This year we want to become a strong voice not only for GWRRA rider members, but for all motorcyclists in our district. We have a very large membership that holds a lot of influence and it will be used to the benefit of all from a rider safety & road safety standpoint.

We still have unfinished business from last year that requires completion. We are working toward improving our levels of communication with chapters to better understand local chapter needs. Visiting all of the



chapters, (still 2 to go), visiting the Alaska membership, and some organizational items, however, on the whole, "We Did Good"!

District NWC is here, to stay, and will be a respected presence on the GWRRA stage. **Thank you for a great year! Thank you for being members of GWRRA; your membership and participation is what makes GWRRA the finest international riding association in North America. I wish you all good health and prosperity for 2019.**

Until I see you all again, Be safe – Ride safe.

Respectfully

Kevin Bramhoff

District Director – District N.W.C *"The Great North West Coast"*



**2019**

**VANCOUVER  
MOTORCYCLE SHOW**

**Tradex, Abbotsford BC  
January 18 - 20, 2019**



**THE GWRRA NORTH WEST COAST DISTRICT IS HOSTING A BOOTH THIS YEAR AND WE ARE LOOKING FOR VOLUNTEERS FROM CHAPTERS ACROSS THE DISTRICT TO DO "BOOTH DUTY".  
PLEASE CONTACT [GWRRABCA.INFO@GMAIL.COM](mailto:GWRRABCA.INFO@GMAIL.COM) FOR MORE INFO.**





## **GWRRA NWC (NORTH WEST COAST) DISTRICT**



District Director: Kevin Bramhoff: [director@gwrra-nwc.com](mailto:director@gwrra-nwc.com)

<http://gwrra-nwc.com/>

<https://www.facebook.com/groups/2033564500194434/>



### **GWRRA SCHEDULES**

BC-A (Vancouver) <https://drive.google.com/file/d/0BzEcR6Ei4hmja0NtUWdPcXVwZHc/view>

BC-C (Chilliwack) <http://www.gwrra-bcc.org/gwrra-bcc-events>

BC-D (Surrey) <http://www.gwrra-bcd.org/events.html>

BC-G (Kamloops) <http://gwrra-bcg.org>

BC-P (Prince George) <http://gwrra-bcp.org>

BC-V (Victoria) <https://sites.google.com/site/victoriagwrra/chapter-schedule>

YT-A (Whitehorse) <http://gwrra-yta.org>

Washington State Chapters <http://www.gwrra-wa.org/>



### **BC CHAPTER A (VANCOUVER)**



#### **Monthly Breakfast Meeting**

3rd Sunday of every Month (except Dec) Check website to confirm location

Breakfast at 8:00 am Meeting at 9:00 am

#### **Tuesday Night Coffee & Ride (weather permitting)**

McDonalds—3695 Lougheed Hwy Burnaby. Coffee 6:00 PM Ride 7:00 PM

**Directors: Dave Ward and Giselle Collins:** [chapteradirector@gmail.com](mailto:chapteradirector@gmail.com)

### **BC CHAPTER D (SURREY)**



#### **Monthly Dinner Meeting**

1st Wednesday of the month: 5:30 for Supper, 7PM for the Meeting

Ricky's Family Restaurant, 8958 - 152nd Street Surrey, B.C.

#### **Friday Night Coffee & Ride (weather permitting)**

6:30 for Coffee, Ride at 7PM, Tim Horton's on Fraser Hwy & 166

**Director: Dave Tuesdell: 604-882-3954:** [directorsbcd@gmail.com](mailto:directorsbcd@gmail.com)

### **BC CHAPTER C (CHILLIWACK)**



#### **Monthly Dinner Meeting**

3rd Tuesday of every month (except Dec) Dinner @ 6:00 PM, Meeting @ 7:00 PM

The Rendezvous Restaurant, 9360 Young Rd, Chilliwack

**Director: Karin Young:** [gwrrabcc.director@gmail.com](mailto:gwrrabcc.director@gmail.com)

### **BC CHAPTER V (VICTORIA)**



#### **Monthly Breakfast Meeting**

Every fourth Sunday of the month at 8:30 AM Ride to follow (weather permitting)

Jasmine's Restaurant – 1752 Old Island Hwy

#### **Friday Night Coffee & Ride (weather permitting)**

Tim Hortons, 739 McCallum Rd, Victoria, BC V9B 6M1

6PM Coffee, Kick Stands Up at 6:45

**Chapter Director: Tony Brooks |** [gw.rider@outlook.com](mailto:gw.rider@outlook.com)

## MEMBER PROFILE: AL & DEB FURLONG

Al Furlong and his wife Deb have been members of GWRRA since 2003. While they currently don't hold any positions they have both contributed greatly to the organization in the past with Deb holding the position of Treasurer for many years.

Al and Deb have owned various motorcycles over the years including a '75 125CC Can Am, a '76 400CC Honda Supersport, a '79 750CC Honda, an '85 750CC Kawasaki, an '82 Goldwing, and they currently own a '91 Goldwing. Cumulatively they have ridden well over 100,000 Km.

Al and Deb's best motorcycle experience: *"In 2005 Deb and I embarked on a trip across Canada. We did bring a tent along but only used it once. We basically traveled along the Trans Canada, except when we went to Saskatchewan. We stopped for three days while visiting Deb's daughter in Melville Sask. From there, we met my cousin and fellow GWRRA member, Bill Crawford and his friend Cathy in Drummondville Que and rode the rest of the way back to Miramichi New Brunswick. On the way back we went through the States, making the mistake of going through Sturgis in August. We meet some wonderful people along the way, like Chuck who took us through all the back ways in New York, avoiding all the toll roads. Unfortunately, we didn't have the same luck in Illinois."*



Al's scariest motorcycle experience was waking up in hospital after hitting a guard rail. *"I was riding the Honda 750, sometime in the 80's. I hit some loose gravel and woke up in the hospital unable to move my arms or legs".*

Fortunately Al recovered from this mishap and now continues to enjoy the friends he meets through GWRRA. If you'd like to get to know Al and Deb better, they can often be found at Chapter BC-V's breakfast meetings, but you'd better catch them early, as they head out in time to make it to Church after breakfast. They can also be found at many of the impromptu rides John Cantelon organizes for the Chapter throughout the week.

## ADVERTISING



**Business Card Ad: \$5 per month (minimum 12-month purchase)**

**¼ Page Ad: \$ 10 / month (minimum 6-month purchase)**

**½ Page Ad: \$20 / month (minimum 3-month purchase)**

**Full Page Ad: \$30 / month (minimum 2-month purchase)**

## **RIDER EDUCATION**

### **District University Coordinator: Giselle Collins**

Hello everyone. I have been asked by Kevin Bramhoff (District Director, GWRRA-NWC) to act as the District University Coordinator (D.U.C.). As a co-rider I know that education in all forms is important and that knowledge enables me to function as an asset to the rider.



To be as effective as possible in this role I have been in contact with GWRRA-Head Office (and various West Coast D.U.C's) to determine all the duties of the this role. I believe that the primary responsibility for the D.U.C. is non-rider training however I do know that the 2 main focuses of the GWRRA-University are:

1. To offer a vibrant, dynamic, source from which well-trained leaders can continue the practice of education, coaching and mentoring.
2. To provide Members access to some of the finest safety, professional and personal education and training in the world. This is education and training that could cost thousands of dollars elsewhere.

The D.U.C. works to schedule a balanced training plan for the district. This is in conjunction with both the:

1. District Educator (Gavin Karey-McKenna) - mandate is Rider Training (i.e. ARC, Trike courses, etc...)
2. District Ride Coordinator (Keiller Gowans) - mandate is to create fun rides for district members

Stay tuned...

#### **How many trainers (riding) and instructors (non-riding) are in the District?**

5-10-50?? Honestly, I am not really positive. I will check with head-office but, in the meantime, I would appreciate if all current trainers and instructors could send me an email to let me know:

1. Your area of training – riding or non-riding
2. Your ability/willingness to volunteer to provide training
3. Your availability to travel if it is required

I am trying to get an inventory of all our educators however if you DO NOT want to participate in training activities you don't have to do anything.

#### **Why am I reading this?**

The GWRRA University team recommends that the pool of non-riding instructors be spread throughout the district so that courses can be delivered as, and where, needed. I have heard comments about 2 instructors per chapter so in NWC that would equate to a minimum of 16 participants! So ... I am hoping to get some interest from chapter members in the NWC district to participate as non-riding instructors.



### How do I become a non-riding instructor?

1. Complete the online inquiry form: <http://gwrradot.com/itcp-training/itcp-inquiry-form/>
2. Watch the prep videos: <http://gwrradot.com/itcp-training/itcp-videos/> (this is 4 modules and will take about 1.5 to 2 hours)

The University creates a waitlist for the Instructor Training and Certification Program (ITCP) and once they have 4-6 interested participants they will proceed with a debrief, followed by training. I have completed the prep work and am now waitlisted so I am hoping that at least 3 more district members are interested in becoming ITCP certified so that we can proceed. Please let me know when you have completed the steps above please let me know so that I can personally keep track of interest (AKA "critical mass"). Once this "critical mass" is reached an online debrief session will be scheduled followed by the certification course – most likely in the Vancouver area (I can arrange for billets if required).

### How many non-riding courses are there?

At my last count I think there were around 100 but GWRRA adds/modifies courses – riding, leadership, team building, first aid, etc.

### Can I go on to be a rider trainer?

That would be awesome! I think the prerequisite is to be a rider with significant riding experience. Please feel free to reach out to Gavin ([educator@gwrra-nwc.com](mailto:educator@gwrra-nwc.com)) for more information.

*Giselle Collins*  
GWRRA - North West Coast District  
University Coordinator



### NORTH WEST COAST DISTRICT WEBSITE AND FACEBOOK PAGE



You can find us on the Web or Facebook:

<https://gwrra-nwc.com/>

<https://www.facebook.com/groups/2033564500194434/>



## **Winterizing Your Motorcycle**

What Honda recommends you do in order to store your bike:

- 1) Change the engine oil and filter.
- 2) Make sure the cooling system is filled with a 50/50% antifreeze solution.
- 3) Fill the fuel tank. Make sure the fuel fill cap is properly installed.
- 4) Drain the carburetors into an approved gasoline container. If storage will last longer than one month, carburetor draining is important, to assure proper performance after storage.
- 5) With the engine stop switch in the OFF position, press the start button several times to crank the engine and distribute the oil. (*not for later gl1500 & 1800*)
- 6) Remove the battery. Store it in an area protected from freezing temperatures and direct sunlight. Check the electrolyte level and slow charge the battery once a month.
- 7) Wash and dry your motorcycle. Wax all painted surfaces. Apply rust-inhibiting oil to the chrome pieces.
- 8) Inflate the tires to their recommended pressures.
- 9) Store your motorcycle in an unheated area, free of dampness, away from sunlight, with a minimum of daily temperature variation.
- 10) Place your motorcycle on blocks to lift both tires off the floor.
- 11) Cover your motorcycle with a porous material. Avoid using plastic or similar non-breathing, coated materials that restrict air flow and allow heat and moisture to accumulate.



What Goldwingdocs Admin does:

- 1) Go for a decent ride - at least a half an hour, and preferably highway speed. This isn't (just) for fun - I want the engine and exhaust system as close to top operating temperature as possible. This lets the oil drain easily, and prevents moisture inside the exhaust (more on this later).
- 2) Fill the fuel tank. Before doing this, I will go out for a ride and use up as much fuel as possible - I want no more than 1/4 tank of gas
- 3) Add two items to fuel tank: first, half a can of Seafoam. This is normally used to clean shellac and deposits from the carburetors. In this case, I want it sitting IN the carburetors over the winter, to prevent the deposits from forming in the first place. Second, I add a double dose of Marine Sta-Bil fuel stabilizer. Why a double dose, and why the Marine version? First, this stabilizer is used to prevent phase separation - and you cannot do damage by overdosing your fuel. In fact, they tell you to use more when storing for longer periods of time. Second, the marine version of the product is designed for use where there is high humidity and frequent water incursion. It is far better at holding moisture in the fuel in suspension than the regular "red" Sta-Bil. Think of it as regular "red" Sta-Bil on steroids. In addition, the Marine Sta-Bil off-gasses a vapor that coats the inside of your fuel tank that is NOT submerged in gas, preventing corrosion. Once both of these products are added, fill the tank to the very, very top with FRESH, quality fuel, leaving as little air space as possible in the tank. Air in the tank = water vapor, so get rid of it as best you can. Lastly, ride the bike for 5 minutes or so to make sure the fuel with additives has made it fully through the carburetors.
- 4) Don't drain the carburetors. Especially on the GL1500 draining the carbs is an onerous and painful job. When storing the bike for four months over the winter, and the carbs are full of a stew of Seafoam and Sta-Bil, they do just fine. If your bike has a manual petcock, make sure to turn it off! If you do have a manual petcock, you can turn it off while the bike is running, and just wait until the engine dies. This ensures your carburetors have



been drained of fuel. *(There is a simple way to drain the GL1500 carbs by disconnecting the vacuum hose on the petcock so that fuel does not flow and running the engine until it dies for fuel starvation.)*

- 5) Change the engine oil and filter. Engine oil accumulates acids during normal engine operation, and left sitting, this will corrode the inside of your engine. Your engine will last many more years if you simply change the engine oil and filter before storing it each winter. For a more detailed explanation of why engine oil must be changed before storage, read this post. The Honda instructions say to crank the engine with the stop switch set to OFF after an oil change, to distribute the fresh oil. This is a good idea, and works on most Wings - except later model GL1500's and GL1800's, which will refuse to crank if the stop switch is OFF, instead start it briefly (10 seconds or so) to ensure the oil is fully distributed throughout the engine.
- 6) Check the coolant. *(Hondaline has a 50/50 premix coolant, so it's always the correct ratio, and it won't freeze).*
- 7) Clean the fork tubes, and apply a light coating of oil. Pump the front shocks up and down a few times (sit on the bike, push the bike forward, then pull the front brakes while pushing down on the handlebars) to get the oil spread on the seals. This both helps keep seals lubricated, as well as prevents corrosion on the fork tubes.
- 8) Check and fill the tires. You do not want your tires low over the winter - and in fact, it's a good idea to do this several times while it is in storage.
- 9) Don't remove the battery. Instead use a Battery Tender, it will pay for itself many times over in extended battery life. As long as your battery is fully charged, the electrolyte will not freeze until near -40 degrees. On the other hand, a discharged battery can freeze at very close to 32F/0C, and a frozen battery is extremely dangerous! Put a Battery Tender on your bike, leave it plugged in, and you don't need to worry about pulling the battery from the bike.
- 10) Wash and dry your bike. Bug guts, road tar and general grime contain acids that will dissolve the protective coating on your paint - and your paint itself. Use the greatest invention motorcycling man has ever devised: Pro Honda Spray Cleaner and Polish. This stuff is so good, that virtually all bike shops use it. It makes cleaning your bike a non-event. Spray it on, wait a few minutes, wipe off with a clean towel, you're done. The result is an immaculately clean surface, with a protective coating left behind that will bead up water. You can use it on painted surfaces, plastic, windshields, chrome, aluminum, every surface on your bike. For chrome and steel parts, it leaves behind a coating that prevents corrosion from humidity over the storage period.
- 11) Put the bike on its center stand. This leaves maybe 40-50 pounds of weight on the front tire, which is really nothing, comparably. If you're really worried, you can put a wooden block under the engine block to lift the front wheel up off the ground. Keep in mind this will make the bike a bit less stable.
- 12) If you are storing your bike outdoors, you should be using a cover that covers up as much of the bike as possible, is waterproof, but breathable. Do not use a tarp! This allows moisture to collect underneath, and will cause rapid corrosion.
- 13) Mufflers rust from the inside out. They depend on the heat of the exhaust to evaporate moisture, so it is imperative that the bike was not just run for a few minutes and then shut down - this leaves moisture inside the exhaust, where it will sit and rust away while the bike is stored. This is the main reason we want the last ride before storage to be a long, fast one where the engine is working hard. We want things to be hot! Once things have cooled off spray WD-40 into the ends of the exhaust pipes (WD = Water Dispersal), then cover the ends of the pipes with a plastic shopping bag and a rubber band. This prevents the intrusion of moisture into the exhaust system.
- 14) If you haven't flushed/replaced your brake and clutch fluids in the past couple of years, this would be a good time to do them. These fluids are hygroscopic, which means they leach moisture out of the air - and moisture means corrosion.
- 15) Mice and other vermin LOVE motorcycles. They have lots of little cavities in which they can build nests, and they just LOVE to chew on electrical wiring. The air box in particular makes a perfect home for them. Put

galvanized steel mesh over the air intake to keep the critters out. Keep mousetraps baited with peanut butter around the area the bikes are stored (they love peanut butter more than they love wiring), and putting Bounce brand dryer sheets in and around the bike helps keep them out. For some reason, they detest the smell of Bounce dryer sheets.

- 16) Please, please, PLEASE resist the temptation to "start it up to keep the oil fresh" or whatever other reason you feel you need to regularly run the engine. Your engine does not benefit in any way from being started from dead cold for a short "warm-up." In fact, it's quite the opposite. Starting the engine puts lots of moisture into both the crankcase and the exhaust. If you are not going to go out for a good, hard half hour ride, neither the engine nor the exhaust are going to get up to full normal operating temperature - which means this moisture is not going to evaporate. Instead, it's going to sit in the bike and start corroding the insides of your engine, cylinders and exhaust system. Every time you start it, it is making it worse. The fact that it is cold outside makes it even worse - this means the moisture easily condenses on the cold surfaces, starting the rusting process.

*"I need to start it regularly to charge the battery."* No you don't, hook up a \$25 Battery Tender instead of ruining your \$500 exhaust.

*"It helps keep the seals lubricated and stops leaks."* No, it doesn't. The seals do not magically lose their ability to seal because oil isn't regularly flowing over them. In fact, the continuous change of a very cold-soaked engine to warm engine and back can actually CAUSE leaks.

*"It keeps the engine parts covered in oil to prevent wear."*

Actually, it does the exact opposite. The absolute hardest time on an engine, the time when it wears the most, is at start-up, before the engine-driven oil pumps get a chance to start pumping oil around. This is why some expensive aircraft and racing engines have special pumps to circulate oil before the engines are started. When the bike hasn't been started for a while, the lubricating film of oil is at its very minimum - which means massive amount of wear during start up. And this is what you are doing, over and over again all winter every time you start it up - causing wear to your engine when it is at its most vulnerable.





## Gaylord Opryland Resort & Convention Center

📍 2800 Opryland Drive, Nashville, Tennessee 37214 USA ☎ +1 615-889-1000

For more info: <http://41.wing-ding.org/>

Accommodations: <https://book.passkey.com/event/49791664/owner/760/landing>

Booking has now opened!



# THE ULTIMATE PERFORMANCE TOURER

Shamelessly plagiarized from Total Motorcycle Reviews

## 2019 HONDA GOLD WING

Honda's peerless touring machine is designed to be compact and lightweight, with technology that will help make the most of any ride. With a long list of standout features meant for optimum comfort and performance for both the rider and passenger, the Gold Wing is the starting point for your next great adventure.

This is the bike that invented the concept of the modern touring motorcycle. And reinvented it. And just last year, reinvented it all over again. The latest generation of Gold Wings are leaner, more refined, and more up to date than ever. From their super smooth six-cylinder engines to their available 7-speed DCT automatic transmissions. From their revolutionary front suspension systems to tech features like Apple CarPlay™. Lighter, leaner, and designed to push the limits of what a touring bike can be, the 2019 Honda Gold Wing will expand your adventures beyond imagination. Inspire yourself.

**2019 Gold Wing**, 1833cc Six-cylinder Engine, 6-Speed Manual Transmission

**2019 Gold Wing Tour**, 1833cc Six-cylinder Engine, 6-Speed Manual Transmission, Tour Package.

**2019 Gold Wing Tour DCT**, 1833cc Six-cylinder Engine, 7-Speed Automatic Dual-Clutch Transmission, Tour Package.

**2019 Gold Wing Tour DCT AIRBAG**, 1833cc Six-cylinder Engine, 7-Speed Automatic Dual-Clutch Transmission, Tour Package.

So, what's the difference between the 2018 and the 2019? All 2019 Gold Wing models will come with two SmartKeys and will receive Navigation System software updates. The updates include:

- Voice route guidance will now continue after ignition is turned off and then back on.
- Points of interest will now remain present after ignition is turned off and then back on.
- Daylight savings change date is corrected.

In addition to incorporating these updates from the factory for 2019 Gold Wing models, Honda is making them available to 2018 Gold Wing owners, so there really doesn't seem to be any difference between the two bikes.

## KEY FEATURES for both the 2018 and 2019 Gold Wings

### ENGINE

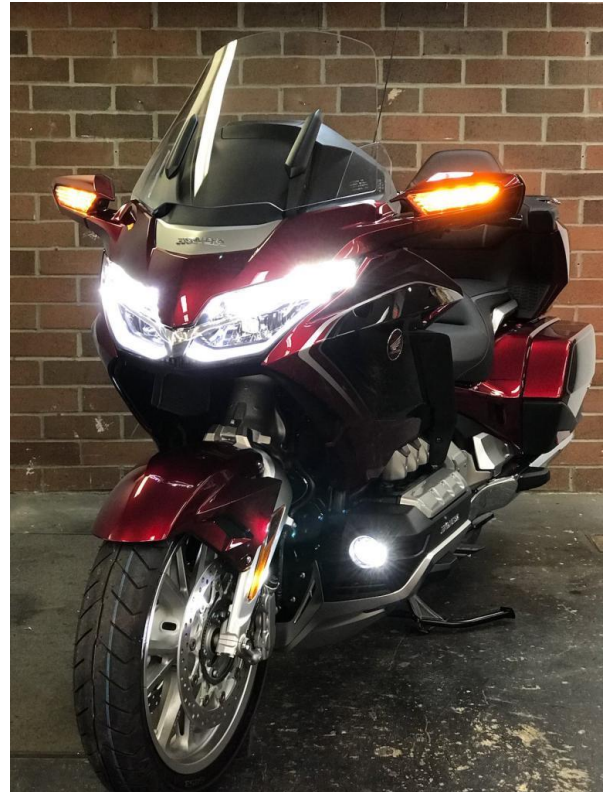
The Gold Wing's horizontally opposed six-cylinder engine is famously smooth and powerful. The latest version is an 1833cc design that's over 13 pounds lighter than the previous generation (more than 8 pounds for the DCT versions).

### ALUMINUM CYLINDER SLEEVES

High-strength aluminum cylinder sleeves help reduce weight, increase cooling efficiency, and reduce engine length. The 73mm cylinder bore and short, high-strength crankshaft also help make the engine more compact.

### UNICAM CYLINDER HEAD DESIGN

The Gold Wing's engine uses four-valve, Unicam® cylinder head design that improves engine performance and power,  
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and also contributes to the engine's weight reduction from its previous generation. The four-valve per cylinder design is also a big part of the Gold Wing's superior fuel efficiency.

### **7-SPEED AUTOMATIC DCT TRANSMISSION**

The Gold Wing is available with a revolutionary 7-Speed Automatic DCT. The shifts in this version are faster and smoother than ever, and the overdrive seventh gear is perfect for highway cruising.

### **6-SPEED MANUAL TRANSMISSION**

Want a manual transmission? The latest Gold Wings offer the best conventional gearbox in Gold Wing history. Case in point: an overdrive sixth gear.

### **SLIPPER CLUTCH**

The manual-transmission Gold Wings have a slipper clutch, just like Honda's premium sportbikes. It only makes sense—the 1833cc engine delivers tons of power, and the new chassis lets you ride this Gold Wing like a sportbike. Twisty roads? Bring 'em on!

### **EXHAUST DOUBLE WALL PIPES**

You may think this is just for cosmetics, but on a hot day single-wall exhaust pipes can throw off a lot of heat. The Gold Wing's twin-wall design keeps things cooler. Plus, this is the best sounding Gold Wing ever built!

### **FUEL EFFICIENCY**

Because the 2019 Gold Wing is light, you'd expect it to be fuel efficient. But its weight is just the start. Combined with the bike's engine, intake system, and four-valve design, estimated fuel economy is up 22 percent from the previous generation.\* Want to really squeeze the last mile out of every drop? Try the "Econ" ride mode setting.

\*Honda's fuel economy estimates are based on EPA exhaust emission measurement test procedures and are intended for comparison purposes only. Your actual mileage will vary depending on how you ride, how you maintain your vehicle, weather, road conditions, tire pressure, installation of accessories, cargo, rider and passenger weight, and other factors.

### **WALKING MODE**

All Gold Wings with DCT transmissions feature "Walking Mode," which lets you creep forward under power at a walking pace. Think how easy it will be to get in and out of tight parking spots with a fully loaded bike.

### **CRUISE CONTROL**

Of course the 2019 Gold Wing still features cruise control, and with the stellar throttle-by-wire system it's better than ever.

### **DOUBLE WISHBONE FRONT SUSPENSION**

One look and your eyes will immediately go to the Gold Wing's radical, Honda-engineered double-wishbone front suspension. The innovative design changes the path the wheel travels through the suspension stroke, and that let Honda move both the engine and the rider/passenger closer to the front wheel. You get more room, and stellar handling.

### **FRAME**

This latest generation all-aluminum frame is significantly lighter and more compact than previous editions. State-of-the-art die-casting let Honda fine-tune chassis rigidity, giving you both a smooth ride and precise handling.

### **SWING ARM / REAR SUSPENSION**

Using Honda's proprietary single-sided Pro Arm® design, the aluminum swingarm still houses the Gold Wing's shaft drive. The swingarm links to the frame using a patented pivot structure that both increases stiffness and reduces weight. You get responsive handling and a smoother ride.

### **ANTI-LOCK BRAKES**

Have to make a hard stop, fully loaded and two up? All 2019 Gold Wings are equipped with combined anti-lock brakes for excellent stopping power under a wide variety of road and traction conditions.

## **RIDE MODES**

Gold Wing engines offer a wide range of user-friendly power, and you can even choose between four ride modes (Tour, Sport, Rain, and Econ). Each mode varies power output depending on the mode selected. On the Gold Wing Tour models, it also changes suspension damping, and the shift points on the DCT models.

## **WEIGHT REDUCTION**

Shaving weight on a motorcycle returns all sorts of benefits, from handling to acceleration to just being easier to maneuver around. Honda didn't just shave ounces or grams with the latest Gold Wing, they lopped off almost 90 pounds compared to the previous generation. The lighter weight absolutely redefines this motorcycle. You thought it was fun to ride on twisty roads before? Wait until you experience this one.

## **LOW CENTER OF GRAVITY**

It's not just how much a motorcycle weighs; it's how it distributes that weight. Thanks to their horizontally opposed engines, Gold Wings have always offered a low center of gravity. The 2019 Gold Wing offers the lowest center of gravity of any bike in the class. That's a huge benefit in handling, and it makes the bike feel lighter and easier to maneuver.

## **RADIAL FRONT BRAKE CALIPERS**

The brake calipers on the Gold Wing are mounted similar to that of the Grand Prix winning RC213V. Why? The stiffer mounting reduces caliper flex and improves brake power and feel.

## **ELECTRONIC SUSPENSION PRELOAD**

The Gold Wing Tour's suspension features four electronically adjustable modes for varying loads. You can select (1) Rider, (2) Rider with loaded bags, (3) Rider and passenger, and (4) Rider and passenger with loaded bags.

## **THROTTLE BY WIRE**

The 2019 Gold Wing's throttle-by-wire system enables features like the ride modes and the exclusive Honda Selectable Torque Control (HSTC) found on Gold Wing Tour models.

## **HILL START ASSIST**

Both the Gold Wing and Gold Wing Tour models feature Hill Start Assist (HSA). This feature momentarily holds your motorcycle's position on inclines when the brakes are released and before you apply the throttle, eliminating any roll-back drama. It's a great convenience when starting from a stop on a hill.

## **SMART KEY**

Your new Gold Wing features an electronic smart key. When the key is in close proximity (say, in your jacket pocket), you can just hop on, press a button, and ride off. An "answer back" feature lets you find your bike in the dark or in crowded rally parking.

## **ISG (INTEGRATED STARTER GENERATOR)**

Most cars and motorcycles have separate starters and alternators. Not the new Gold Wing. Honda combined the starter and alternator into one assembly that is both light and compact. It's part of the Gold Wing's overall weight-savings program, and you'll hear the difference the first time you press the start button.

## **REVERSE**

Gold Wing DCT models offer an exclusive low-speed reverse that uses engine power. The Gold Wing Tour with manual transmission offers a unique electric reverse. Both systems make it easy to maneuver your bike out of a parking space, especially if you need to roll back up hill.

## **Honda SELECTABLE TORQUE CONTROL (HSTC)**

On Gold Wing Tour models, Honda Selectable Torque Control (HSTC) constantly monitors your bike's rear-wheel speed, and adjusts torque instantly. It's a great feature when riding in the rain, or on sandy, gritty roads, or over wet leaves, or anywhere else under conditions that compromise traction.



## **LED LIGHTING**

All 2019 Gold Wing models feature a complete LED lighting package. The headlights, the taillights, and every bit of instrumentation is LED. LEDs not only last longer, but they're also lighter and run cooler.

## **NANO-TECH PAINT**

Even the Gold Wing's paint is high tech, using BASF's nano technology. The darks look darker, and the lights look brighter. The paint itself has a luxurious wet look. The 2019 Gold Wing is available in a deep, luxurious Darkness Black Metallic with a standard transmission, and also in Candy Ardent Red and Matte Majestic Silver with DCT. The Gold Wing Tour and Tour DCT come in three colors (Candy Ardent Red, Pearl Hawkseye Blue, Darkness Black Metallic) as well as a special Candy Ardent Red/Black two-tone for the Tour Airbag DCT model.

## **AIRBAG**

The Gold Wing pioneered the concept of a motorcycle airbag, and the 2019 Gold Wing continues to lead the way. Available on the Tour DCT Airbag model, it goes that extra mile towards increased rider safety. You also get an exclusive Red/Black paint scheme.

## **TURN SIGNALS**

The Gold Wing's front turn signals are integrated into the rearview mirrors, and use three LEDs each. The rear LED turn signals are built into the tail- and brake-light assembly for a clean, integrated look. Best of all, they're self-cancelling.

## **OPTIONAL LIGHTS**

Lighten up! Accessory LED lighting for your Gold Wing includes optional fog lamps, an additional brake light that integrates into the upper portion of the Gold Wing Tour's trunk, and lights for inside the trunk and saddlebags that automatically illuminate when the luggage is opened.

## **HOMELINK**

Available as an optional feature, HomeLink® lets you integrate your new Gold Wing with devices in your home. A typical example: you can open your home's garage door without any dedicated controller—just touch a switch on your bike's center console. No more fumbling, and no hassle.

## **TIRE PRESSURE MONITORING SYSTEM (TPMS)**

Correct tire inflation is a necessity for safe, economical motorcycling. And it's especially critical with a touring bike, because of the varying loads. The Tire Pressure Monitoring System (TPMS) automatically warns you of low tire pressure on all Gold Wing models. Gold Wing Tour models include a readout of the actual front and rear pressure in PSI or KPA.

## **ADVANCED METERS**

The Gold Wing's cockpit meters are information central. In addition to the basics like vehicle and engine speed, loading configuration, ride mode, fuel level, engine temperature and dual tripmeters, you can also monitor outside air temperature, cruise control speed, heater levels and even selected apps linked through CarPlay® on an Apple® iPhone®.

## **APPLE CARPLAY INTEGRATION**

A first for the motorcycle industry! Apple's CarPlay™\*1 seamlessly integrates your iPhone®\*1 into your new Gold Wing. That means you can use your iPhone® to access Apple Maps®, Apple Music®, and other services easily. You'll have access to weather, playlists and telephone numbers while aboard. Available Bluetooth®\*2-enabled wireless headsets let you communicate more easily than ever. And best of all, with more apps available every day, Apple CarPlay™ keeps your bike's technology and convenience on the cutting edge.

\*1 Apple CarPlay and iPhone are the trademarks of Apple Inc.

\*2 For using Apple CarPlay, connection to a commercially available Bluetooth headset is necessary. See owner's manual for Bluetooth headset requirements.

## **NAVI**

Every Gold Wing and Gold Wing Tour are equipped with a big, bright, seven-inch full-color TFT LCD screen to display routes and other navigation information. Plus, since it's now equipped with a gyrocompass, the system even functions inside a tunnel. Independent of the Apple CarPlay™ feature, it works with or without your phone. Added bonus only by Honda: 10 years of free map updates!

## **VEHICLE SETTINGS**

Your new Gold Wing is packed with smart rider aids. A glance at the dash keeps you informed of things like ride mode (Tour, Sport, Rain, Econ), rear suspension preload settings (solo, with passenger, loaded, unloaded on Tour models), tire pressure\* and much more.

\*Depending on chosen model.

## **AUDIO**

Your new Gold Wing's audio system is an excellent example of state-of-the-art electronic technology. In addition to listening to music, with an available Bluetooth\* headset you can make or answer phone calls without taking off your helmet. In addition to a standard USB connector, options include a separate passenger audio control switch, a high-output amplifier and speakers, Sirius XM® satellite radio (US only), a CB radio, and more. \*See owner's manual for Bluetooth headset requirements.

## **ELECTRIC WINDSCREEN**

You'll notice a couple of things about the Gold Wing's windscreen. First, it's electrically controlled, moving both up and down over an 4.9-inch range for the Gold Wing Tour (4.1 inches for the Gold Wing) as well as changing its angle as it raises and lowers. Plus, it automatically remembers the last setting. Because you sit closer to the windscreen, it has a narrower, lower, more sporting profile, yet still offers excellent protection.

## **FAIRING**

Back in the 1980s, the Gold Wing was the first bike to introduce full-coverage fairings as original equipment, and this latest one is one of the best. It offers excellent wind and weather protection, yet is trimmer and more aerodynamic than previous models. It also flows more air through refined ducting, helping keep you cooler on hot summer days.

## **RIDER/PASSENGER LOCATION**

The shorter engine and innovative front suspension let Honda move the rider farther forward, enhancing the bike's handling and making you feel more connected to the motorcycle's steering axis.

## **RIDER/PASSENGER SEATING**

The seats use a special material that makes it easier to move around, and the front portion of the rider's seat is narrower, making it easier to reach the ground. The rider can enjoy an optional backrest, and the Gold Wing models without a trunk, there's also an optional backrest for the passenger.

## **HUMAN MACHINE INTERFACE (HMI)**

Ever have to scroll through some abstract menu to access a feature on your electronic device? You'll find plenty of simple, dedicated switches and controls on your Gold Wing's handlebars, ergonomically placed, which give you simple, intuitive control inputs that zero out frustration. There is also a centralized control knob in the console similar to modern autos.

## **LUGGAGE**

All 2019 Gold Wings feature integrated saddlebags, designed to hold enough for most weekend trips. The bags open electronically with the push of a button, and lock and unlock remotely with the smart key. They're hydraulically damped for smooth operation, too.

## **TRUNK**

Standard equipment on the Gold Wing Tour model, and available as an accessory on the Gold Wing. The combined capacity between the trunk and saddlebag is 110 liters, plenty to hold what you need for a weekend's travels. Accessories include an integrated brake light, an auto-on interior light, and a luggage rack.

## **FUNCTIONAL STYLING**

Sometimes less is more, at least when it comes to motorcycles. We've noted that the Gold Wing is lighter, more responsive, and more athletic than the previous generation. That goes for its styling as well. While the bodywork still offers excellent weather protection, it's crisper now, exposing a little more of the engine and chassis. It's definitely not your grandfather's touring bike.

## **OVER 50 ACCESSORIES**

Gold Wing riders are incredibly engaged when it comes to accessorizing their motorcycles. This new model is no exception. There are over 50 accessories available that look right, fit right, and are built to Honda's high standards. Time to make that new bike yours and yours alone!

## **HEATED GRIPS**

Part of riding a bike is enjoying the elements. But nobody likes being cold. That's why every 2019 Gold Wing comes equipped with electric grips as standard equipment.

## **HEATED SEATS**

Now we're talking about riding in the lap of luxury (no pun intended). In addition to heated grips, every Gold Wing Tour model also comes with heated seats for both you and your passenger.





## CHAPTER BC-V CHAPTER CHRISTMAS DINNER

Many thanks to Kerry Zado for organizing an amazing Christmas Dinner for the Chapter at the Four Mile Pub. 22 Members attended. The service was excellent, the venue inviting and the company fantastic! Of special note, John Cantelon was presented with the Member of the Year award and received a \$50 gift certificate courtesy of Action Motorcycles.



*BC-V enjoying Christmas Dinner at the Four Mile Pub*



*John Cantelon (right) being presented BC-V Member of the year by Chapter Director Tony Brooks.*

# Gold Wing Road Rider's Association North West Coast District

## 2019 Gypsy Ride

7-9 June  
2019



**As Seen On...**

**facebook.**



**These posts and more can be found at**

<https://www.facebook.com/groups/2033564500194434/>



**Goldwing Chilliwack** shared a post.

December 3 at 6:38 PM



**Goldwing Chilliwack**  
December 3 at 4:09 PM

Holiday Greetings to you all,

This is a little story about how our chapter gives back to the community.

Several years ago, our chapter decided to take a collection of new and gently used mitts, hats and scarves to donate to one of the homeless shelters we have in town. We had a sewing session where several of us got together and made hats and scarves out of fleece materials. Another local chapter would challenge us to collect more than them. This carried on for about 3 years until our shelters started to receive government funding and would no longer take donations of clothing.

One of our members was a teacher here in Chilliwack and told us about an elementary school that is predominantly very low income and many transient families which left a lot of the kids without mittens during our colder months. Sadly our winter is not as warm as those at our head office in Phoenix but not as cold as our prairie provinces.

Instead of the usual \$10 gift exchange that we did at our annual Christmas Party, we would donate mitts and hats to this school. After all, who really needs another useless \$10 gift when the funds could be so much better utilized.

For the last 3 Christmas's, the school puts up a tree in the foyer of the school and we fill it with mitts as well as bags of mitts under the tree. Some of our members knit and crochet so we have lots of wonderful hand made items for the little ones as well. It has been a huge success and this year we were able to donate 187 items to these kids.

Just kinda makes you feel warm and fuzzy all over.

Merry Christmas to you all from Chapter BC-C, The Great Northwest District.







**Douglas Janzen** shared a post.  
December 3 at 7:01 AM



## Heritage Christmas Tree Farm

Farm

**Heritage Christmas Tree Farm**  
December 2 at 10:52 PM

People come to Heritage Tree Farm to find Christmas Trees using many different types of vehicles...we are proud to be considered "motorcycle friendly" although not many show up to get trees!

Send Message

Like Page



**Kevin Bramhoff** shared a post.  
Admin · December 8 at 2:24 PM

This is excellent - I love the GL 1000. I trust you are promoting our District and getting them - other chapters up to our rally in July 2019!



**Doug Bowers** ▸ Goldwing Chilliwack  
December 8 at 2:17 PM

I attended the open house at D & D Motorcycles in Tempe, AZ today, lots bikes from from all over U.S. and Canada.



**Virginia Henderson Hoogendoorn**  
December 8 at 4:00 PM



Thank you Dave Truesdell for  
being BC-D Chapter Director  
this past year and bit



**Virginia Henderson Hoogendoorn**  
December 8 at 3:58 PM



Just heard the great news  
Thank you Doug Conley for  
stepping up to CD for chapter  
BC D

## 2019 NWC DISTRICT RALLY

### The "Old" Cariboo Road

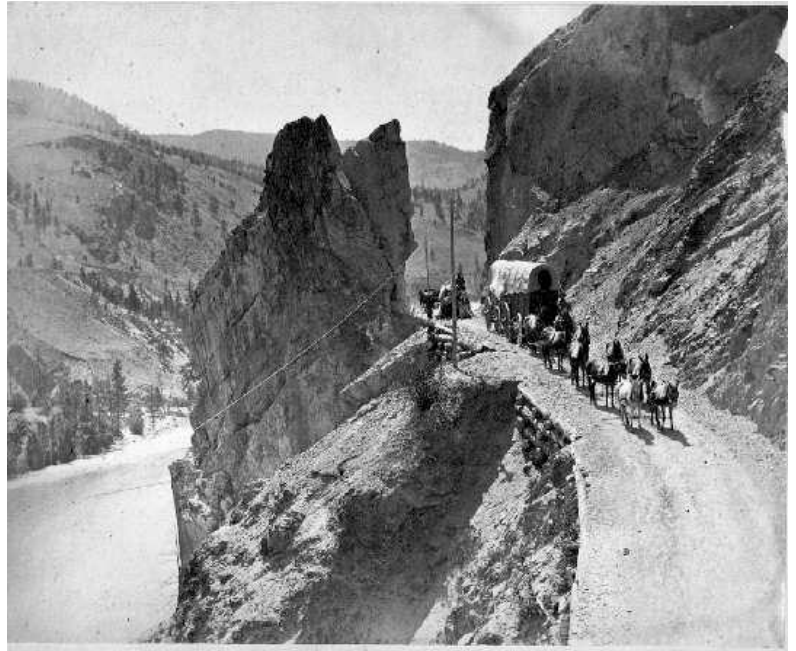


The name Cariboo Road or Cariboo Trail is also informally applied to a toll road built by contractor Gustavus Blin-Wright in 1861–1862 from Lillooet to Williams

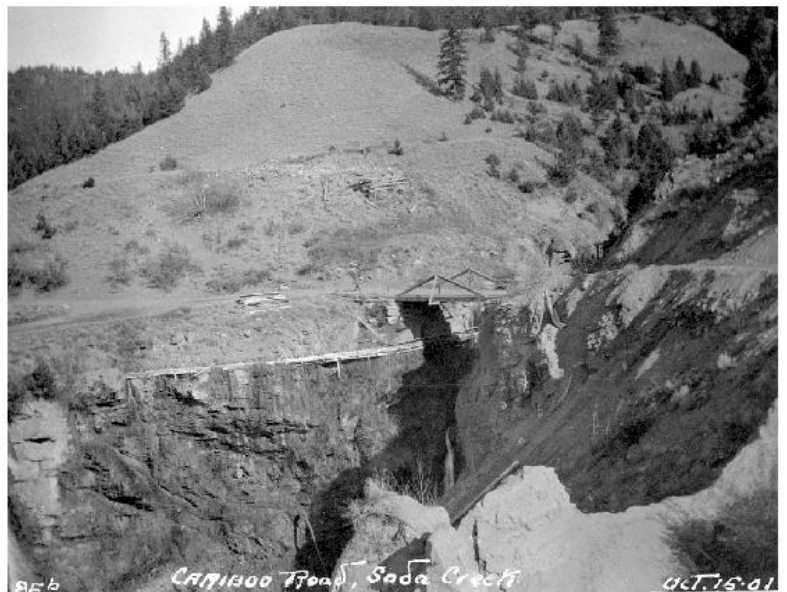
Lake, Van Winkle and on to Williams Creek (Richfield, Barkerville). This route was known also as the Old Cariboo Road, when the Lakes Route from Port Douglas to Lillooet had not yet been superseded by the Fraser Canyon route of the Cariboo Wagon Road proper. The mile-house names (e.g. 100 Mile House), in the Cariboo are derived from measurements taken from the Mile '0' of this road, which is in the bend in the Main Street of Lillooet and commemorated there by a cairn erected in the 1958 Centennial Year. It was along this route that an attempt was made to use Bactrian camels purchased from the U.S. Camel Corps for freight (1862), and also a tractor-style Thomson Road Steamer known as a "road train", one of the earliest motorized vehicles.

Most foot traffic from Lillooet to the Cariboo however, went by the "River Trail", far below the wagon road, which departed the Fraser Canyon at Pavilion for the steep climb over Pavilion Mountain to Clinton, where it merged with the newer Cariboo Road via Yale and Ashcroft (once the latter route was completed, that is). The River Trail continued along the Fraser Canyon as far as Big Bar and various routes spread towards Quesnel and Barkerville from there.

The Cariboo Road was featured on the television historical series Gold Trails and Ghost Towns, season 2, episode 4.



*Horse drawn freight wagons on the Cariboo Road along the Thompson River, 1867*



*The Cariboo Road at Soda Creek. The style of truss-bridge shown is typical of Royal Engineer design.*



## **VICTORIA TO ARIZONA, OCTOBER 2018 BY DONNA WALTON**



**Donna Berkes Walton, · October 10 at 4:54 PM ·**

Today's ride started out cool (10C) and foggy. Patrick and Cheryl escorted me part way then I continued down I 5 to Hwy. 14. The fog cleared and the ride along 14 was great. The sun was out and it warmed up to 18 C. Made it to Pendleton early so lots of time to soak in the hot tub.



## **NEWLEY INTRODUCED NORTHWEST COAST DISTRICT ROCKERS**



**\$18 Each**  
**Contact your Chapter**  
**for more info**



## **DISTRICT NWC (NORTH WEST COAST)**

<http://gwr-ra-nwc.com/>

### **District Director**

Kevin Bramhoff

[director@gwr-ra-nwc.com](mailto:director@gwr-ra-nwc.com)

### **District Ride Coordinator**

Keiller Gowans

### **District Treasurer**

Janet Turner

### **Motorist Awareness Coordinator**

Kathy Estey

### **Membership Enhancement Coordinator**

Ian McAlpine

### **District Educator**

Gavin Karey-McKenna

### **District Webmaster**

Dave Ward



## **GOLD WING ROAD RIDERS ASSOCIATION**

<http://www.gwr-ra.org/>

The Gold Wing Road Riders Association (GWRRA) is the world's largest single-marque social organization for owners and riders of Honda Gold Wing/Valkyrie motorcycles -- and other motorcycles. Dedicated to our motto, Fun, Safety and Knowledge, GWRRA members enjoy the freedom of belonging to a not-for-profit, non-religious and non-political organization.

Founded in 1977, GWRRA has grown to more than 72,000 U.S., Canadian and international Members in 53 foreign countries in just 35 years. Over 800 active Chapters are managed by 4,000 volunteer leaders working with members to foster safe, enjoyable riding while also working to improve the public image of motorcycling.

GWRRA Head Office

1-800-843-9460

[customerservice@gwr-ra.org](mailto:customerservice@gwr-ra.org)

## **MOTORCYCLE NEWS**

### **Motorcycle goes off road at Mount Doug intersection**

A motorcycle hit a telephone pole in Saanich early Monday December 17th.



The driver, in his 20s, was not taken to the hospital following the crash at roughly 7:30 a.m.

Saanich Police point to ***slick road conditions as a potential cause*** of the crash.

### **Waterloo Pastor killed in Motorcycle Crash**

A pastor from Waterloo Region was thrown from his motorcycle when the bike and a minivan collided on Airport Road near Orangeville.



Rev. Dale Hoch succumbed to his injuries after being airlifted to a trauma centre in Toronto.

Police said a minivan travelling east on Dufferin Road 21 failed to stop for a stop sign. The driver hit the motorcycle which was going north.

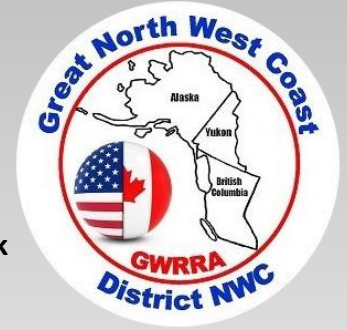
Hoch, a pastor at World Outreach Ministries in Waterloo, was thrown from the bike.



## NWC DISTRICT EVENTS

The most up-to-date version of our Calendar can be found at:

<http://gwrra-nwc.com/calendar/>



- Wed 2 Jan Chapter D Dinner Gathering  
6PM at Ricky's All Day Grill, 8958, 1<sup>st</sup> St, Surrey
- Tue 15 Jan Chapter C Dinner Gathering  
7PM at Rendezvous Restaurant, 9360 Young Road North, Chilliwack
- 18 – 20 Jan Vancouver Motorcycle Show**  
POC: gwrrabca.info@gmail.com  
Volunteer to Host GWRRA Booth at: <https://doodle.com/poll/tarmvyb74zszsqz8>
- Sun 20 Jan Chapter A Breakfast Gathering  
8AM at Ricky's Restaurant, 2350 Boundary Rd, Burnaby
- Sun 27 Jan Chapter V Breakfast Gathering  
8:30AM at Jasmine's Restaurant, 1752 Island Hwy, Victoria



*Chapter A-D (Mesa, AZ) November Ride. Anyone recognize those red boots in the front?*