

Chapter CA1K February 2011 Newsletter



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

Mother's Day Ride

April 30, 2010

Registration is from 8:00 a.m. to 10:30 a.m.

Coffee. Donuts and Discount Coupons for Cycle Gear
Onsite Registration \$22.00 - Pins for first 150

Location: Cycle Gear Store #28

21725 Vanowen Street, Canoga Park, CA 91303

Lunch is included with Registration price

Borderline Bar & Grill

99 Rolling Oaks Drive, Thousand Oaks, CA 91361

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

CHAPTER MEMBERS WE NEED YOUR HELP TO PROMOTE OUR RIDE

Greetings from your Regional Leadership Training Team

Looking back, 2010 has been one of the most challenging years in the history of the Leadership Training Program in GWRRA. The roll out of the Officer Certification Program (OCP) was a monumental task. Our Officer Trainers claimed it, persevered, and ultimately achieved outstanding results through effective execution and delivery of the program. Our Officers and interested Members who participated in the OCP also answered the challenge to provide our Membership with the most current and accurate information about our Association. Many came away re energized and with greater confidence to lead their Chapters and serve our Members.

To all who participated in either presenting or participating in the OCP, we extend our deepest appreciation. GWRRA is undergoing change, which is necessary for our continued existence as an Association. We experienced change at the top of our Leadership Team. Mike and Lori Stiger have volunteered to lead our Association and we look forward to their continued direction. Gene & Betty Knutson stepped up to direct the Rider Education Program. Jeff & Cheri Liner accepted the critical role as Directors of Finance, giving our Directors and Treasurers a direct line resource to the most current information about 501(c) 4 compliance. The LTP team at the International Level is experiencing change as well. LTP Assistant Directors Mike and Lori Briggs have decided to step down at the end of the year. Their knowledge and experience has had a positive impact in the Northwestern USA and Canada. We appreciate their hard work and dedication and wish them well as they pursue other interests in GWRRA. Changes at Region, District, and Chapter Leadership also occur this time of the year and we welcome those new Officers to their positions.

Other changes are coming for GWRRA in the New Year. Treasurers and Membership Enhancement Coordinators at every level (International, Region, District and Chapter) will become Officers in GWRRA effective January 1, 2011. Treasurers, Membership Enhancement Coordinators and Rider Educators are not required to take the OCP; however, it is highly recommended. The only Officer positions required to be OCP certified are Directors and Assistant Directors at every level (International, Region, District and Chapter). The OCP curriculum has been updated to reflect these changes as well as others made in 2010. It is also now available on the LTP website.

For those Officers and Members seeking to maintain their certification, the OCP update is being presented at all Region and District Operation Meetings. Members or Officers needing the update and not attending an Operations Meeting may request a copy of the OCP Update 2011 document in either electronic or hard copy format. It is the responsibility of the Member to notify their Region or District Leadership Trainer that they have received and have reviewed the OCP Update information. To maintain certification, the notification must be made in writing and may be sent electronically or by hard copy by April 1, 2011. The Trainer is then to forward the Officer's or Member's name and GWRRA Membership Number to Ed Nahl, International Assistant Director of LTP. The OCP 2011 Update is for Officers and Members who were certified in the GWRRA Officer Certification Program prior to October 31, 2010. All OCP programs utilizing updated information presented after October 31, 2010 will contain all current information including the information in the OCP 2011 Update.

As we move into the New Year, we challenge our Trainers and Instructors to continue their role as the responsible conveyors of information about GWRRA. Distribute new and existing information out to our Membership, for we know the more they know the more enjoyment they will experience as Members of our Association. We need to continue offering the complete LTP

curriculum to our Membership. The Horizon and Instructor Development Certification Program are good places to start.

We still need help from Instructors to update some of our seminar series, something that is always in progress and always in need of new ideas to keep the content fresh and interesting for our Members.

The new version of the IDCP is now available on the LTP curriculum portion of the website. We have participated in a couple of IDCPs using the new version and it is very effective. The new version of the Horizon Program is nearly complete and will be available soon.

We ask our trainers to develop their training schedule for 2011. Use this information and work with your Core Team in planning and funding the training and information seminars for our prospective and new Officers and Members.

In closing, we extend our heartfelt thanks to all our Trainers and Instructors and to the International Leadership Team. To all the Members across North America that we have had the pleasure to work with, the new folks we have met, and to all of you we have gotten to know, it is our honor to serve as your International Directors of Leadership Training these last three years.

David & Kathy Orr
International Directors, Leadership Training Program

An empowered organization is one in which individuals have the knowledge, skill, desire, and opportunity to personally succeed in a way that leads to collective organizational success.

~ Stephen R. Covey, Principle-Centered Leadership ~

Leadership is understanding people and involving them to help you do a job. That takes all of the good characteristics, like integrity, dedication of purpose, selflessness, knowledge, skill, implacability, as well as determination not to accept failure.

~ Admiral Arleigh A. Burke ~



Membership Enhancement Program - Why Do Members Leave GWRRA?

This is a topic that is discussed on many occasions. It seems that no one has the answer that will fit everyone. A motto that GWRRA has used in the past year is "EVERY MEMBER MATTERS". Where does this start? Does "EVERY MEMBER MATTER" at your Chapter, District and Region level or is this just something nice we add to our emails and correspondence? Let's look at some reasons that past members have given for leaving GWRRA so far during 2010. We think you may be surprised at some of the reasons given.

Lack of Rides Does this fit your Chapter? We joined GWRRA to have FUN riding with others who share our common interest and values.

Lack of Activities What about this? If we are losing Members due to the fact that we are not having enough activities then something is wrong! Take a look at the Fun Activities Guide on the Membership Enhancement web site. Talk to other Members in different areas to find out what they are doing.

Chapter Cliques No one likes to admit it, but cliques do exist in GWRRA Chapters. We see and hear about this in many Chapters. If the question is asked, do cliques exist in your Chapter, the answer will always be no. It's just unfortunate we will not admit to the existences of cliques and stop losing Members over this. The only way to solve this problem is to admit that we have cliques and work toward resolving the problem.

Chapter, District, Region Politics We are supposed to be a non political association. Why are we losing Members over this? Why don't we just eat, ride, and have FUN?

Problem with Chapter, District, Region Leadership This is a difficult one to comment on without having the facts in every situation. Having twice been a Chapter Director, I know there can be problems within a Chapter. As leaders, at all levels, we must always remember that we are all volunteers and our Members are free to leave the Association at any time. This is an area where we must always remember that "EVERY MEMBER MATTERS".

Joined Another Organization We know there are many other organizations out there competing for our Members. We must strive, at all levels, to make GWRRA the most desirable Association possible so our Membership will increase and more people will experience the FUN we have.

Lack of Social Structure Having a strong social structure is another way that we can provide interaction with each other within a Chapter. Remember, the Chapter is the backbone of GWRRA. The strength of the Association starts at the Chapter level and is carried throughout the organization.

Personal Reasons We can only hope that Members who listed personal reasons for leaving GWRRA is not because they were not made to feel welcome, hurt their feelings, or not made to feel that "EVERY MEMBER MATTERS".

Health Reasons It is regretful that anyone must stop participating or riding their Gold Wing for health reasons. If this occurs in your Chapter, please be sure these Members go away with many happy memories. You can always encourage them to remain Members and participate in GWRRA.

Cost and other Financial This hits us all at some time. In today's economy we can surely

understand this. As fellow Members and leaders, we need to be sure we are not losing Members because we are constantly bombarding them to buy 50/50, raffle tickets, give to fund raisers and charities. We can say “you don’t have to buy”, but the perception may be that you should. Sometimes we just need to make things more clearly. In short, stop and consider how many funds the Chapter, District, or Region needs to operate. Do we really need to burden our Members by asking for more?

Sold Motorcycle This can occur for many reasons. Some of them have already been mentioned. Can we stop this? Probably not! Any of these reasons can come upon us at any given time. When this situation occurs, we need to insure that these Members know they are welcome to return to GWRRA and participate at any time.

This does not cover every reason a Member has left GWRRA during 2010. It can however give us some insight into areas where we can improve or make changes to better serve our Members. **“EVERY MEMBER DOES MATTER”**. Without Members, where would we be? Let’s keep our GWRRA family close and strong by keeping each one and by recruiting many more.

Ed & Linda Johnson
International Directors, Membership Enhancement Program



Words from Chapter Director – Nadine

Women Motorcycle Riders - I am proud to a member of this small, albeit growing, group of motorcyclists. Yet, I often wonder if other women ride their own motorcycle for the same reasons that I do.

Yesterday, while riding down Hwy 15 from Chapter gathering the temperature perfect, the weather perfect - blue skies, no clouds - I thought about just how ideal the conditions were for riding. Just perfect. I was comfortable, the trike was behaving exactly as it should, and the most overwhelming sense of wellbeing came over me. But, it was more than a sense of wellbeing - it was a feeling of complete awareness of the perfection of the moment.

Then, my next thought was: Of course this is perfect - look at the road, the lack of traffic, the weather - I am riding in the best of all possible conditions. Who wouldn't want to be among this group - this group of Women Riders?

Since I wasn't worried about anything around me, I then started thinking about days on which I have ridden in *less than ideal* conditions. Days on which I didn't have an opportunity to think about why I ride. Riding in the rain, being cold - riding on rough roads, steep inclines and hairpin curves. Riding with a helmet visor that needs repair, a jacket that is too warm, sweat running down my back - why do I choose to ride my own motorcycles/trike on these days?

For me, it has to be more than just that feeling of perfection that comes while riding in ideal conditions. It's the challenge of making it through the bad mornings, leaving in the cold and arriving at my destination to warm, clear skies. Sometimes, it is about being *one of the guys* - until, I de-helmet, remove my glove and apply my lip-gloss and check my nails. It's about the powerful feeling that I have - of being able to maneuver this powerful vehicle, adeptly and expertly. It's the relief I feel when I arrive at my destination at the end of a rigorous day of riding.

Yep, there are a variety of reasons that I ride my own trike. Probably more then I consciously know. And I'm always excited to see other women riders pass me on the highway, sharing some of the same feelings and the joy that only the wind in your face can bring.



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

The History of the Goldwing - Part 2

The GL1100 was announced for the **1980** model year and this time Honda got it right. This was the first ever Japanese mass produced motorcycle to roll off the production line fully kitted out as a proper touring motorcycle. Full fairing, trunk and panniers on the Interstate model (the unfaired model was called the GL1100 Standard), all at a time when injection moulding for motorcycle plastics was in its early days and to Honda's credit, the quality, fit and finish of the stuff was first rate. The new frame was stiffened considerably to cope with the extra poke and the not inconsiderable extra weight of the Interstate. The bigger 1085cc engine was still a flat-four, but gave more torque and also ran smoother and less truculently than the previous model, due in no small part to the smaller carburetors and electronic ignition. The suspension was air assisted and this greatly transformed the handling and comfort of the beast and inspired much more confidence when the going got a tad aggressive, in spite of the weight increase of the dressed models to 672lbs. The forks could take between 14-21psi of air, the rear shocks 29-42psi. The Standard model weighed 18lbs less than the last GL1000's, which showed how more modern production methods could be used to reduce weight by using more in the way of lighter plastics for parts like mudguards, dummy tank etc.



Motorcycle magazines immediately gave the new machine the thumbs-up and customers all over the world hassled their dealers for a machine that Honda couldn't kick out of the factory quick enough to meet the demand. Even in the USA, bikers who were used to the home grown tourer in the shape of the Harley-Davidson Electra Glide were gobsmacked at the new standards of reliability set by the Goldwing. The big Honda went and stopped very respectably for such a beast, kept all of the engine oil actually inside the engine instead of all over the ground and its reliability meant that the Goldwing rider didn't have to fill the luggage space with repair tools every time the machine was taken out. The GL1100 was the Goldwing that the original model should have been, but the faithful had to wait since 1975 for the opportunity to get their hands on this magnificent machine.

1980 was a big year for Honda Motorcycles in other ways too. In May the first Goldwings started rolling off the production line in the new plant in Marysville, Ohio, USA. This was a very clever and well thought out move by Honda, creating jobs for Americans to produce their flagship motorcycle in the USA would see the Goldwing (and by association other Honda products) more widely accepted in the biggest consumer market in the world.

For some time now, Honda had been producing accessories for their own motorcycles, under the imaginatively thought out Hondaline brand name. For those who weren't satisfied with the already comprehensive kit on the GL1100, Hondaline had such luxuries as a full radio/cassette, CB radio and lots more bits at exorbitant prices that didn't seem to deter customers one bit. Honda knew that the typical Goldwing rider was past the first flush of youth and probably had his mortgage (or most of it) paid off and had cash to spare for the luxuries that a younger rider would rather forego in order to feed his children, keep the wife content and maintain a roof over their heads. The aftermarket suppliers too were quick to adapt to the new challenge (no doubt they all knew that the Goldwing was here for the long term) and before long one could buy countless accessories for the Goldwing, from many suppliers eager to meet demand and fill the large gaps that Honda had left. This pattern has been repeated for every Goldwing model ever since and the GL1100 is the machine that really saw the Goldwing accepted as the ultimate tourer, a title that the Goldwing has held more or less unchallenged since then.

1981 saw some minor tweaks and improvements, such as a reshaped saddle which was slightly lower than before. As on the 1980 model, the saddle could be adjusted forward and back by about 40mm, but this time with a press of a lever instead of the previous fiddling with Allen keys. The saddle on the Goldwing has probably seen more changes than any other area of the machine over the years. Almost yearly there are subtle changes to the shape and foam density and no matter how much effort Honda put into this area, there are always plenty of people whose rear-ends don't quite fit comfortably enough. The rear shocks could now take up to 57psi of air, this being the limit for the rest of the GL1100's production life. Orange & Gold pinstripping this year, a scratch-resistant windshield and better instrument shielding to stop unwanted reflections on the windshield all showed Honda were keen to refine the beast. Saddlebag liners were available from this year as well, at extra cost.

The **1982** GL1100 had some major improvements in the new Aspencade. This machine had an electrically operated air pump for the suspension, accessed from the top of the dummy tank, instead of the previous tyre valve setup (retained on the Standard and Interstate) which required the rider to either keep a manual pump handy or go to the local garage to pump up the suspension. Two-tone paintwork was applied to the Aspencade and all the GL1100's got smaller wheels (18" front, 16" rear) and twin pot brake calipers. The wheel rims were now wider (2.5" front and 3" rear) to allow for wider tyres on all models and self-cancelling indicators were fitted to all models from 1982. All GL1100's from 1982 got neater crash bars which replaced the previous shin bashers (although the new ones weren't perfect either) and dual piston brake calipers all round. The Aspencade also got vented stainless steel discs, two-tone seat and trunk pouches, the Clarion type 2 AM/FM stereo radio, digital dash, CB radio (US machines) and a clock. The stereo, CB radio and air pump are available as options on the Interstate.

1983 was the final year of production for the GL1100 and Honda didn't disappoint, even though the model was being replaced the following year. All models got flatter foot pegs, the passenger ones being slightly adjustable. The Aspencade now had eleven spoke aluminium wheels instead of the previous troublesome Comstars (which were never really able to cope with all the weight), had the suspension pump controls mounted on the handlebars just below the dash and finally got linked brakes which were much welcomed by the Goldwing community. The Aspencade now had an LCD dash with advanced (for the time) features. The choke lever was now operated by thumb on the left handlebar. Anti-dive forks (TRAC) helped considerably to reduce wallowing. Changes to the gearing saw better fuel economy, a shorter first gear made the machine faster off-the-line but top gear acceleration was now a bit more sluggish. Changes to the forks helped prevent bottoming-out and stronger springs in the rear shocks meant that the bike could be ridden without any air in them, although this wasn't always entirely wise, especially when travelling two-up. The self-cancelling indicators had some improvements to make them more reliable and the seat was redesigned to give the passenger more room. Locating the trunk both higher and further back gave even more space for those passengers who were never completely happy no matter how much Honda improved the Goldwing. The standard had been set for future Goldwings and whether you loved them or not, everyone knew that the beast was going to get bigger and more luxurious as time went on. The Aspencade now tipped the scales at over 700lbs! Comfort and size were the criteria from now on. When the replacement for the GL1100 was announced, this time there was no major discounting of prices on the last of the outgoing model. Dealers had no trouble shifting existing machines and there was no panic in trying to offload them. A far cry to just four years back. Interestingly, this has been the case with the arrival of new Goldwing models ever since and reinforces the belief that the GL1100 was the machine that rubberstamped the Goldwings seal of approval with long-distance riders all over the world. There is no doubt in my mind that the GL1100 was the make or break Goldwing, a repeat lukewarm reception by the buying public for this model (similar to that experienced by the GL1000) would surely have seen any further development of the Goldwing stopped at this point. From... <http://www.goldwingfacts.com/goldwinghistory.htm>

News and Views from your Chapter Educator – Dave Gilman

Wow, it would seem that everything is heating up, the economy, the weather and even a few tempers as well. Have you noticed it? I have. It is as if everyone is on edge, ready to snap. The news is full of people, both famous and not so famous, behaving badly. The term “freaking out” is what comes to my mind.

We hear these stories all of the time. Someone has had just about enough of the rotten economy, the constant state of war, the threat of terrorism or simply the humiliation of being groped before boarding their flight. Then suddenly boom, they snap. Sometimes the result is just a little outburst directed at a friend, family member or co-worker. Sometimes things get badly out of control and the result is both tragic and a matter for the authorities.



Sometimes we encounter these folks having a bad day, while we are sharing the road with them. Perhaps we ourselves are having a bad day and are in no mood for some SOB who wants to tailgate us or cuts us off. The natural reaction would be righteous indignation and the need for retaliation. I can tell you that many times I have wished that I was either armed with a bazooka or driving a Mack truck after some jerk pulled a bonehead traffic maneuver within my danger zone.

The thing to remember is that we are the ones most vulnerable during a traffic confrontation and more importantly, we are the ones that have the most to gain from letting it go.

Gain you say Dave? What do we gain by letting some guy get away with driving like a jerk? Well, let me tell you.

We gain by not having to ride pissed off and not paying attention to the task at hand, namely riding a great ride.

We gain by not giving in to that desire to have a confrontation and possibly getting hurt, which means not being able to ride for a while.

Lastly, we gain simply because we know that the rest of our ride will be awesome and the jerks ride home will be miserable, no matter where he (or she) is headed.

So the next time some A-hole cuts you off or is tailgating you, just smile and let it go. He's just upset because you have having so much fun, and he isn't.

More Words from our Members – Bernard and Bernadette Gonzales

January went by fast thanks to all the jumping and hopping of our good friend “Roger Rabbit.” A bit or a recap of what happened last month, our “First Ride of the Year” up in the canyons of Santa Monica Mountain was cold, it was witty but cold and talk about the scenic views on a foggy and cold day, it was something you won’t experience sitting inside a car. Dave Gillman must have taken us in almost all the canyons Santa Monica Mountain has to offer, you gotta’ hand it to him, the guy knows the place all too well, “I salute you Good Sir.”



But then again, the ride to Bakersfield was bone chilling cold. Nadine must have been worried and concerned of me and Bernadette heading out up on top the Grapevine because Bernadette and I wasn’t really prepared for what was out there. Although we have the capability of wrap-ping ourselves in layers (it was inside the saddle bags) we weren’t wearing it, and my God it was cold, I wanted to stop on the side of the freeway and put on all those clothes that we packed and brought but it was too dangerous, considering the visibility was poor and it’s downhill, we kept on going until all our teeth feel off in tiny pieces and spit it out one piece at a time along the way. It was shady and foggy all the way from the Grapevine to Bakersfield and back home. It could have been avoided if we asked, but we didn’t, so my advice to you my friend, it doesn’t matter if you are an experienced rider of new, always ask the people that’d been to the place where you going, it wouldn’t hurt a bit.

Talk about riding, CA1-K’s January monthly breakfast ride was something Bernadette and I will remember and appreciate for days to come. I remember when Nadine kept on asking me if I want to take the lead or if I’m ready to take the lead in our past rides, I kept on saying No and hide behind our fearless leader Dave’s back, but this time I couldn’t escape from it anymore. Of all the rides my CD offered me to take the lead but I kept on saying No, I end up finally taking the responsibility to lead “the ride” on my most and first with more than a dozen and a half bikes behind me. Although I am only responsible for the group which I assigned and designate, I did my best to move all three groups as one with only one thing on my mind, “Team GWRRA on the Move.” Having that many bikes on the road moving as one, for me is one of the maximum exposure we could execute for the purpose of growth and expansion. Yeah I admit there were a couple (or more I guess) mistakes but at that point I am up for the ride of my life and at the same time maximizing my ability to learn from situation presented in front of me. A lot of people are capable of doing great things, but the ability of making things happen while on it is something all of us will never learn in the classroom or in a meeting, it is something one could only gain knowledge and experience in real time. Having said the experience is the best teacher, at the same token, the best professors are the people around you not telling you what to do

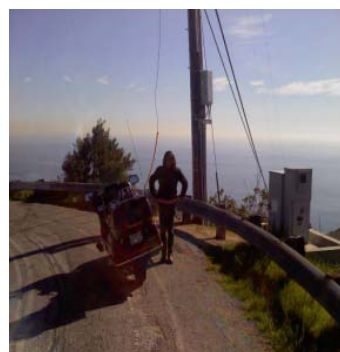


but informing you what you must know. Nadine, Dave and Ken were there from the beginning informing Bernadette and I of what we should know and expect while with GWRRA, especially with CA1-K, educating us and enlightening us of what and what not. Ultimately, we all learn from what was presented to us, what being presented to us, and what will be presented to us. We learn even from our own kids especially if you have one too many like me, I watch cartoon movies with my children and I learn something from it all the time. One time I watched the movie “Kung Fu Panda” with them and I learned something valuable. I mentioned this on my first submitted article a couple of months ago, in the movie master Oogway told his student master Shifu which now is a master himself, **“Yesterday was a gift, today is a present, tomorrow is a surprise.”** Enjoy every minute of it, (Bernadette and I does) because you

More Words from our Members – Bernadette Gonzales

Hello Koalas,

February is the month for getting back in shape. Life is a mystery with all the obstacles that we endure throughout our lifetime and part of it is learning to manage our stress levels and adjusting to the situations that come in our ways in order to live a productive life.



We can start by taking a nice walk along the beach or the park when you are feeling a bit stress, try to make time for yourself at least 15-30 minutes a day away from our busy schedule. Second is to get your yearly health physical from your doctor, I know we all tend to avoid from going to it because of our busy hectic schedule from work, school, and family. We all know that it's hard to stay on a strict diet but by reducing our intake of excessive food we can live a healthy life with exercises added to our day to day life. Exercises doesn't have to be too hard core where we lift 300lbs of weighs, we can start by carrying household things like lifting the 5 gallon bottle of water 10 times on each side, walking up and down the stairs instead of taking the elevators or escalators, or even parking away from the stores rather parking to close to them. Just simple form exercises around the house can keep you active and keep us in track for a healthy us. Like while watching t.v. during commercials you could fold the clothes that need to be folded or vacuum the living room, and after dinner you could walk around your building or around your neighborhood before getting ready to go to bed. It's easy said than done.

February is also known for the relationship month that's filled with love. You don't have to buy an extravagant gift for your significant one. It's the thought that counts. You can create a nice card on the computer with your personal message from the heart. Or surprise your significant one with a homemade dinner for two, or just being extra nice on that special day. Whether you decide to do: do it from the heart and not because you're expecting something back. Also, in order to love someone else you have to learn to have self-love and self-admiration and everything will fall in place. Part of a relationship is learning to listen to each other needs and concerns- to accommodate them. Here's a favorite quote," Treat everyone with politeness, even those who are rude to you - not because they are nice, but because you are nice.-Author Unknown"

A quick reminder of riding our Goldwing: before we start the ride please make sure that you had a well rested sleep, and in the morning of the ride that you had a well balanced breakfast. Always check your Goldwing to have a right pressure of air in the tires, all gassed up, and don't forget to check the levels of the brake, and transmission fluid. Last, but not least you are suited up for the weather. Bring extra pair of clothes and water for the trip (Thank you Nadine). We are on the way for a terrific ride. Have fun with friends, be safe, and have a good knowledge of being part of GWRRA.

District Director Review

DD Review,

Well, we just concluded the Officers Conference where many of those that took the Officers Certification Program training last year were brought up to date with the changes they have occurred since the training. In addition, over 80 more of our members took the (OCP) training last weekend, so you can bet we have been extremely busy.

This year brought a lot of new changes to the requirements of running a Chapter, but I'm very happy to say that everyone completed them all in record time. Your Chapter Leadership Team has been extremely busy putting all their financial documentation and Officer Renewal documentation together, so I'm sure they're ready to get back to the business of riding.

At the Officers Conference I was announced that due to popular demand, the 2011 California Convention "will" be returning to Mammoth Lakes, CA again this year. Last year when I told the Mayor of Mammoth that I was planning on bringing up over 300 GWRRA members up for the weekend, I don't think they believed me. Well, when over 430 rolled in, we were treated like Kings. Trust me, they believe me now when I told them we are coming back, so everyone from the Mayor, to the Police Chief, from the Honor Guard to the restaurant owners are all gearing up for what could set an all time California record, so start making your vacation plans soon.

My incredible staff is diligently working to make the Convention even better than last year, but we can't do it alone. You can help by sharing your experiences with those that weren't able to attend last year, and encouraging them to come on up and "Play Big". We'll have more rides similar to the "Mayor's Choice" through some of the most pristine riding country California has to offer, and we have reworked the schedule to allow more riding time and for you to attend all the training you desire, while still allowing time to compete in the Bike Show and watch the Gold Angles perform, and much, much more.

I have negotiated with the hotel to give us even better room rates than last year and had them make the rates available for the entire week prior to the Convention (Aug 29th - Sep 5th) to allow those of us that want to take our vacation up there this year since that trip to Hawaii is a bit out of the budget.

Just to put the Hotel and room rates in perspective, I just went on line and priced the cost of a 2-Bedroom Suite for one night, January 22nd at the Village Lodge which is a 3 Diamond Hotel. They go for \$580 per night plus \$20 per night Hotel fee. We get the same rooms for under \$200 per night, with no Hotel fee, which is the best deal going this year.

All suites come with free Internet, full kitchen, DVD rental, and underground parking. Each bedroom has its own bathroom, so you don't have to worry about sharing a toothbrush holder with your buddy. When you split the cost with another couple, and cook a breakfast or two, then the rooms are actually cheaper, and much nicer, than any place we have ever held a convention in recent history. Don't believe me; just ask anyone that attended last year.

You can make reservations by calling 1 (800) MAMMOTH and mentioning the GWRRA Convention. If you do so by June 1st, you will be entered into a drawing for a free nights lodging. Please check out the District Web site for more details at www.gwr-ra-ca.org.

See you on the road soon, so "Hang on – we're going for a ride".

Bill & Rene Johnson
GWRRA California District Directors

Fun Stuff

Teamwork

My supervisxr txld me that teamwxrk depends xn the perfxrmance xf every single member xn the team. I had trxuble understanding it until my supervisxr shxwed me hxw the xffice typewriter perfxrms when just xne key is xut xf xrder. All the xther keys xn xur typewriter wxrk just fine except xne, but that xne destrxys the effectiveness xf the typewriter. Nxw I knxw that even thxugh I am xnly xne persxn, I am needed if the team is tx wxrk as a successful team shxuld.

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.

February and March 2011 CA1K Ride Calendar

February 2011

Feb 2 - Wed	Groundhog Day
Feb 5 - Sat	Nothing planned, want to ride? - Call or e-mail CA-1K!
Feb 6 - Sun	Superbowl Sunday
Feb 12 - Sat	Abraham Lincoln's Birthday
Feb 12 - Sat	CA-1I 29th Annual Valentine Rally
Feb 13 - Sun	Have an idea for a ride? Contact Bernard our Ride Coordinator
Feb 14 - Mon	Happy Valentine's Day!
Feb 19 - Sat	
Feb 20 - Sun	Daytona 500
Feb 21 - Mon	President's Day
Feb 22 - Tue	Washington's Birthday
Feb 26 - Sat	CA-1K Chapter Breakfast & Ride - 8:00 am @ HomeTown Buffet 6705 Fallbrook Ave. Canoga Park, CA 91307 (818) 713-1776
Feb 27 - Sun	

March 2011

Mar 5 - Sat	
Mar 6 - Sun	<i>Nothing planned, want to ride? - Call or e-mail CA-1K!</i>
Mar 12 - Sat	
Mar 13 - Sun	CA-1M Bake Sale
Mar 14 - Mon	
Mar 17 - Thu	Happy St. Patrick's Day!
Mar 19 - Sat	Have an idea for a ride? Contact Bernard our Ride Coordinator
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 - 8:00 am @ HomeTown Buffet 6705 Fallbrook Ave. Canoga Park, CA 91307 (818) 713-1776
Mar 27 - Sun	

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

CA-1K Chapter Store – Susan White



\$5.00



\$6.00



\$7.00



\$5.00



\$5.00 each
\$3.00 each for the bar



\$10.00 each

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

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



CA-1K Staff

Position	Name	Phone	Email
Chapter Director	Nadine Galli	818-398-0763	Girlsryd2@yahoo.com
Assistant Chapter Director	Stu Teichner	818-624-0197	Stuwing@earthlink.net
Chapter Educator	Dave Gilman	818-362-8925	JDGilman@aol.com
Treasurer	Ken Freeland	818-370-3562	KJFreeland@aol.com
Chapter Store	Susan White	818-231-5276	SkyWhiteCA1K@yahoo.com
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Newsletter Editor	Patti Torres	n/a	pbtorres@yahoo.com
Advertising	Stu Teichner	818-624-0197	Stuwing@earthlink.net
Ride Coordinator	Bernard Gonzales	818-903-2246	Suwail69@gmail.com

Monthly Gathering:

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

Alternate ride meeting places:

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

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

Newsletter Advertising Rates

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

Rates are based on camera ready artwork. Payment, in advance, by check payable to GWRRA CA1K, delivered to Chapter Director, Ken Freeland, 20121 Comanche Pl., Winnetka, CA. 91306 is required. New artwork must be received by month end for the following month. **Member adds at no charge.**

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

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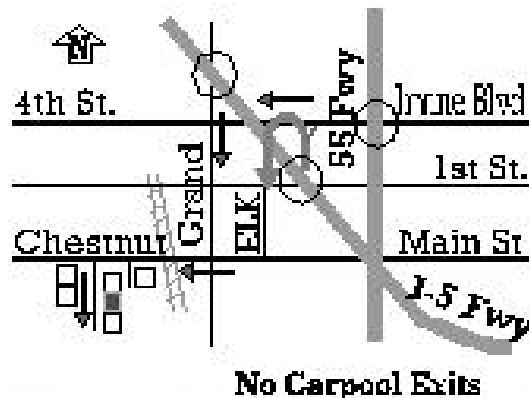
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