

# DISTRICT NEWSLETTER

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

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



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Tony Brooks

[editor@gwrra-nwc.com](mailto:editor@gwrra-nwc.com)



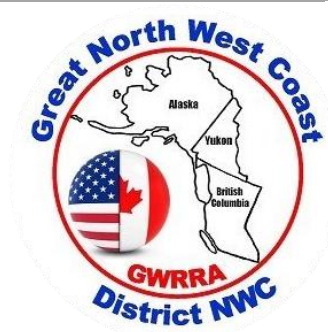
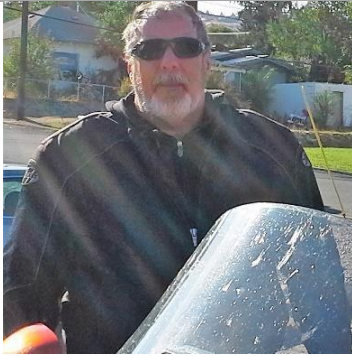
*Merry Christmas NWC*

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:

December is upon us. Thanksgiving in the USA has past and the "holiday" season is officially on. The great thing about Christmas is that it's compulsory, like a thunderstorm and we all go through it together. So just like riding in the rain, let's gear up and enjoy the ride, cause it's going to happen!

For me Christmas is about spending time with family and friends, (no matter how dysfunctional my family is). Much like riding with my friends and colleagues it's about creating happy memories that will last a lifetime. My Wish for you all at this time of year: The gift of love. The gift of peace. The gift of happiness. May all these be yours at Christmas. Merry Christmas to you and your family!

2019 will mark the first full year of existence for District NWC. A lot of changes have occurred, mostly in the background of the organization. My goal this year is to keep everyone riding and active in the district. After the success we had with District Sponsored rides this year we want to keep that "riding momentum" moving forward.

To that end our District Ride Coordinator Keiller Gowans has devised 2 new exciting rides for the Gypsy Run and the Island Loop. Ride dates have been discussed and we have seen many dates show up on this message page. I am pleased to say they are now all confirmed, **finally** and flyers will be emailed to all announcing the rides and how to register for them.

Planning for the 2019 district rally is ongoing and we are looking to have some very interesting riding opportunities in the Cariboo region of the province of British Columbia, along with tours and activities for all attendees. Our ride coordinator has an excellent Poker Run planned. I am excited to take on this one!

**N.W.C District Rally dates are as follows: July 25th, 26th, 27th, 28th 2019. Location will be 100 Mile House B.C. Links for the District rides and the Rally will be placed on the district web site. We will keep you all advised when it goes live & it will be soon.**

You will be able to register for all of the rides and the rally on our website as well as pay for it all on line. Our Assistant District Director & Webmaster Dave Ward has set up secure payment options so registration and payment are much easier for you all.

While I am still rambling on about riding, which by the way is really what this organization is all about, riding our motorcycles, we plan to publish all of the ride schedules from all of the chapters in the district. This will allow all members to take advantage of as many riding opportunities as possible throughout the new year.

There has been a rumour about Chapter BC-D folding...No that is not happening. Chapter D is going through a bit of a change with Dave Truesdell stepping down as Chapter Director as of December 31<sup>st</sup> 2018. **Fortunately, Someone in Chapter BC-D has agreed to step up and take on the job as CD for now.** I will announce and install him in January 2019.

Chapter BC-V has a new chapter Director, Mr. Tony Brooks. We all wish him success moving forward. I would like to thank Kerry Zado for his Service to the GWRRA. It is appreciated and we wish him well and safe riding.

In late January 2019 we have the **Vancouver Motorcycle Show** being held at Tradex in Abbotsford B.C. District NWC will have a booth promoting the GWRRA. As this is a "district event" we will be reaching out to **all chapters** for volunteers to man the booth and visit the show. Details have been sent in separate emails to the chapter directors.

The time to sign up is now, what's in for you the volunteer? An opportunity to see the latest & greatest in motorcycling and we pay for your ticket. In exchange we want you to promote the GWRRA to all who show an interest. That's it! Just let everyone know how you enjoy our group and benefits of being a member! **Show dates are January 18<sup>th</sup> – 20<sup>th</sup> 2019.**

**Thank you for being members of the GWRRA. Your membership and participation are what makes the GWRRA the finest International Motorcycle Riding organization in North America.**

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

Respectfully

Kevin Bramhoff

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



**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/OBzEcR6Ei4hmja0NtUWdPcXVwZhc/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: [chapterdirector@gmail.com](mailto:chapterdirector@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 Tuedsell: 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: ROY DALY

Roy Daly has been a member of GWRRA for eight years. He has owned a 400 Honda Hawk, 920 Virago, 1994 GL1500 Goldwing, 2000 GL1500 Goldwing, and his current bike is a 2008 GL1800 Goldwing. Roy never kept track of the mileage of his first four bikes, but has just over 225,000 kms on his current bike.

Roy's best motorcycle experiences were his trip to the Yukon and Alaska with his wife in 2004 and the Vancouver to Halifax "Love in Motion" ride in 2014.

Roy's scariest motorcycle experience was his accident in 2013 down in Oregon.

Roy doesn't make it to many GWRRA rides because he lives in Abbotsford which means he either has to go to Chilliwack or Surrey. A lot of the rides are also on Sunday when Roy and his wife attend church. Roy does however enjoy the company of fellow wingers, whenever he gets the chance.



## **Do Rider Courses help you become a better rider?**

How effective are initial Motorcycle Training and Advanced Rider programs?

We have all heard the statistics, an increase motorcycle involved accidents since an all-time low in 1997. There have been many studies and surveys over the years asking if motorcycle training is beneficial in reducing the number of accidents. Various factors increase the likelihood of a motorcycle accident: age, experience, attitude, focus, speed, alcohol/drugs, cagers, etc.

Many of us take part in the ARC offered each year by different chapters. Are they effective, do they get the cobwebs out, refocus our attention, and increase our confidence?

A recent research paper by Allison Daniello, Hampton C. Gabler, and Yusuf A. Mehta from the Center for Injury Biomechanics, Department of Mechanical Engineering, Virginia Polytechnic Institute and State University, suggests that Rider Training is a mixed bag. Some studies have demonstrated that motorcycle training is effective whereas other studies have demonstrated that it is ineffective. However, not all training offered is equal; different curricula and different motivators for receiving training exist. One generally positive result indicated that Motorcycle education has proved to be effective in increasing the usage of personal protective equipment. Trained riders were found to use personal protective equipment more often than untrained riders.

How about Advanced Rider Courses? Another research paper evaluated one day advanced rider training courses: A randomized controlled evaluation study of the effects of a one-day advanced rider training course from the Journal: **Accident Analysis & Prevention** - Volume 79, June 2015, Pages 152-159 by Marjolein Boele-Vos & Saskiade Craen. Results indicated that trained participants were rated higher on safe riding than those who did not take the course.

Another positive effect was also found for riding behaviour, i.e., speed and position on the road if it needed to be adapted to increase visibility and in reaction to potential hazard. While the training did not appear to affect the riders' assessment of their own riding behaviour, riders who took the course performed better on the hazard perception test. An additional benefit discovered when taking the Advanced Rider Training course was that it did not lead to overconfidence, while it quantifiably improved traffic behaviour.

In short, benefits of initial rider training (when getting a motorcycle license) generally depend on the quality of course instructors and the course itself, while advanced rider courses are only positive in becoming a better and safer rider.





## ISSUE STATEMENT

Motorcyclists who are conspicuous are under-represented in crashes.

## WHERE WE ARE

A common complaint of street riders is that other motorists fail to observe them. Motorists who violate motorcyclists' right-of-way frequently state, "I didn't see him," or "He came out of nowhere" ([Hurt, 1981](#)).

The problem of other motorists failing to observe motorcyclists apparently exists on several levels (see [Motorist Awareness, page 31](#)). An important Hurt Report finding was that conspicuous motorcycles and riders were less likely to have their right-of-way violated by other vehicles.

A variety of recognized tactics exists to make motorcycles and their riders more conspicuous: lighting, surface color and size, and rider traffic strategy.

Lighting factors include:

- Since 1979, most motorcycles sold in the United States have been equipped with [automatic-on headlamps](#) to meet some state requirements. This seems to have been an effective method of making them more conspicuous and reducing right-of-way violations. Currently, 86 percent of motorcycles on the road have their headlights on during daytime ([Turner, 2000](#)).
- Using the high beam of a motorcycle's headlight during the day also helps to prevent violations of the motorcyclist's right-of-way ([Hurt, 1981](#)).
- In the cruising and touring categories, auxiliary headlights, usually of reduced wattage, are gaining popularity. Many sportbikes are equipped with dual headlights.
- Recently, some automobiles have started using [daytime running lamps](#) (DRL), which may reduce the effectiveness of motorcycle automatic-on headlamps.
- Headlight modulators, which cause the light to alternate between a higher and a lower intensity during the day, also increase conspicuity ([Hurt, 1981](#)). Headlight modulators are federally regulated lighting devices and as such, all state laws governing them are preempted. Motorcycle headlight modulators have not been studied to determine their effects on other motorists.
- Many modern street bikes are equipped with [position lamps](#) in their front turn signals. This may help other motorists to identify the vehicle as a motorcycle and to better judge its distance and speed.

- Few motorcycles have more than single-point rear lighting, though multiple lights at the rear would seem to offer similar benefits and also provide redundancy for the single taillight.

The color of and equipment on a motorcycle can play a significant conspicuity role.

- Motorcycles equipped with additional frontal bodywork ([fairings](#) which protect the rider from wind and weather) were found to be under-represented in crashes where motorists violated the motorcyclist's right-of-way. The larger the fairing and the brighter the color, the more effective it seemed to be in preventing other vehicles' right-of-way violations ([Hurt, 1981](#)).
- During the period of study for the Hurt Report, most fairings were aftermarket accessories added to motorcycles for touring comfort. By the late 1980s, most manufacturers offered some motorcycles with fairings as original equipment. In addition, most sportbikes have smaller, more aerodynamic fairings, that tend to be more brightly colored and often have elaborate graphic designs. Whether the newer sport-style fairings have a significant effect on conspicuity is not known.
- One of the easiest and most effective ways for a motorcyclist to be seen by other motorists is by wearing brightly colored, upper-torso clothing and/or retro-reflective material. However, only a minority of motorcyclists choose such brightly colored apparel, whether for fashion or other reasons.
- Social and fashion pressures are apparently a powerful reason for not wearing brightly colored clothing. Although sportbike riders, who imitate racers, have largely accepted bright colors, the larger cruiser category chooses apparel in almost nothing but inconspicuous black. Other categories often choose other hard-to-see colors such as gray, beige, and other neutral colors. The olive-drab and camouflage apparel that the Hurt Report found over-represented in the typical right-of-way-violation crash is still worn.
- Manufacturers and distributors of helmets confirm that more than half of the motorcycle helmets sold for street use in the United States are black, which seems to be chosen primarily for fashion.

Rider traffic strategy strongly affects visibility (see [Rider Education & Training, page 17](#) and [Lane Use, page 51](#)).

## WHERE WE WANT TO BE

We want motorcyclists to be aware of how conspicuity issues affect their safety and prepare accordingly.

We would like states to reconsider regulations that prohibit proven and safe conspicuity-enhancing modifications to lighting systems.

## HOW TO GET THERE

Education of motorcyclists to overcome their resistance to employing conspicuity strategies is needed. Protective apparel manufacturers can help by promoting conspicuity in their advertising and in their apparel designs. Efforts that focus on peer acceptance of conspicuous colors are also suggested.

Research is needed into the matters of conspicuity and why motorcyclists are overlooked by other motorists. Programs should be implemented based on the findings to correct this.



- Research that explores the reasons why drivers fail to observe motorcyclists despite attempts to be more visible should be a high priority.
- Information about specific high-conspicuity colors and the uniqueness of applying them to specific locations on the bike or rider would be useful to riders seeking greater conspicuity.
- DRL usage on cars may influence the environment and effectiveness of motorcycle automatic-on headlamps and warrants investigation.
- Motorcycle lighting should be studied to find safe ways to increase conspicuity and enhance recognition during the day and at night.

### Recommendations

- Conduct research to determine why other motorists fail to see and identify motorcyclists and implement countermeasures.
- Encourage motorcyclists to enhance their conspicuity.
- Encourage manufacturers to make motorcycle apparel and parts conspicuous.
- Reconsider state requirements that prohibit safe conspicuity-enhancing modifications, including safe modification to lighting systems.
- Conduct research on the effect of automobile DRL on motorcycle safety.

## 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)***

40 YEARS  
OF LUXURY TOURING

THE 2015 GOLD WING  
40<sup>TH</sup> ANNIVERSARY EDITION



## **PAST CHAPTER DIRECTOR'S CORNER**

While relaxing at the campsite this past weekend, Leana and I were chatting about past Chapter Directors.

Since we joined, in 2003, we have been through no less than 6 chapter directors, and none of them are active in the chapter. Why is that?

Although we have been missing in action as well, we have no plans to disappear, we have just had conflicting appointments, conferences and events. As a matter of fact, we will be away for the next breakfast gathering as we are taking advantage of a meeting on the mainland to make it a weekend away.

We were musing as to why, when a chapter director steps down, they leave the group altogether, maybe the answer lies with Bruce and Bruce as they are still active (and they were CD's before we joined).

In my opinion, the chapter is not all about the rides, it is all about the camaraderie of the group and the activities we all participate in. Think of the activities BC-V has been involved in:

Poker Rides, Bug Runs, Ice Cream socials, Pot Luck dinners, Cookies and Ice Cream, Pie and Ice Cream, Peaches and Ice Cream, Christmas Dinners and Breakfast Gatherings. I think the common denominator is food, and weather permitting, we ride to eat.

So, back to my original question: Why do so many Past Chapter Directors lose interest in the chapter?

Could it be burn out, could it be the lack of energy, or . . . . ?

One thing I could say, in the support of the chapter is paramount. I have to admit at one point I was burning out as I felt nobody wanted to step up, but expected events to be put on. I was lucky with Mike and Tiffany and then Tony backing us up. The last 6 months, while Leana and I were travelling, Tony basically ran things, bouncing ideas off us and making things happen. This is what a Chapter Director needs. A team behind him or her, who will assist to keep everything running smoothly, spreading the work amongst all members.

So, in short, consider stepping up to help your current Chapter Director, consider stepping up to lead an event, and consider stepping up to make this the best Chapter in the district.

Kerry and Leana Zado

BC-V Past Chapter Director





## 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!

## 2019 NWC DISTRICT RALLY

### Cariboo Road

From Wikipedia, the free encyclopedia



The **Cariboo Road** (also called the **Cariboo Wagon Road**, the **Great North Road** or the **Queen's Highway**) was a project initiated in 1860 by the Governor of the Colony of British Columbia, James Douglas. It was a feat of engineering stretching from Fort Yale to Barkerville in the Canadian province of British Columbia through extremely hazardous canyon territory in the Interior of B.C.

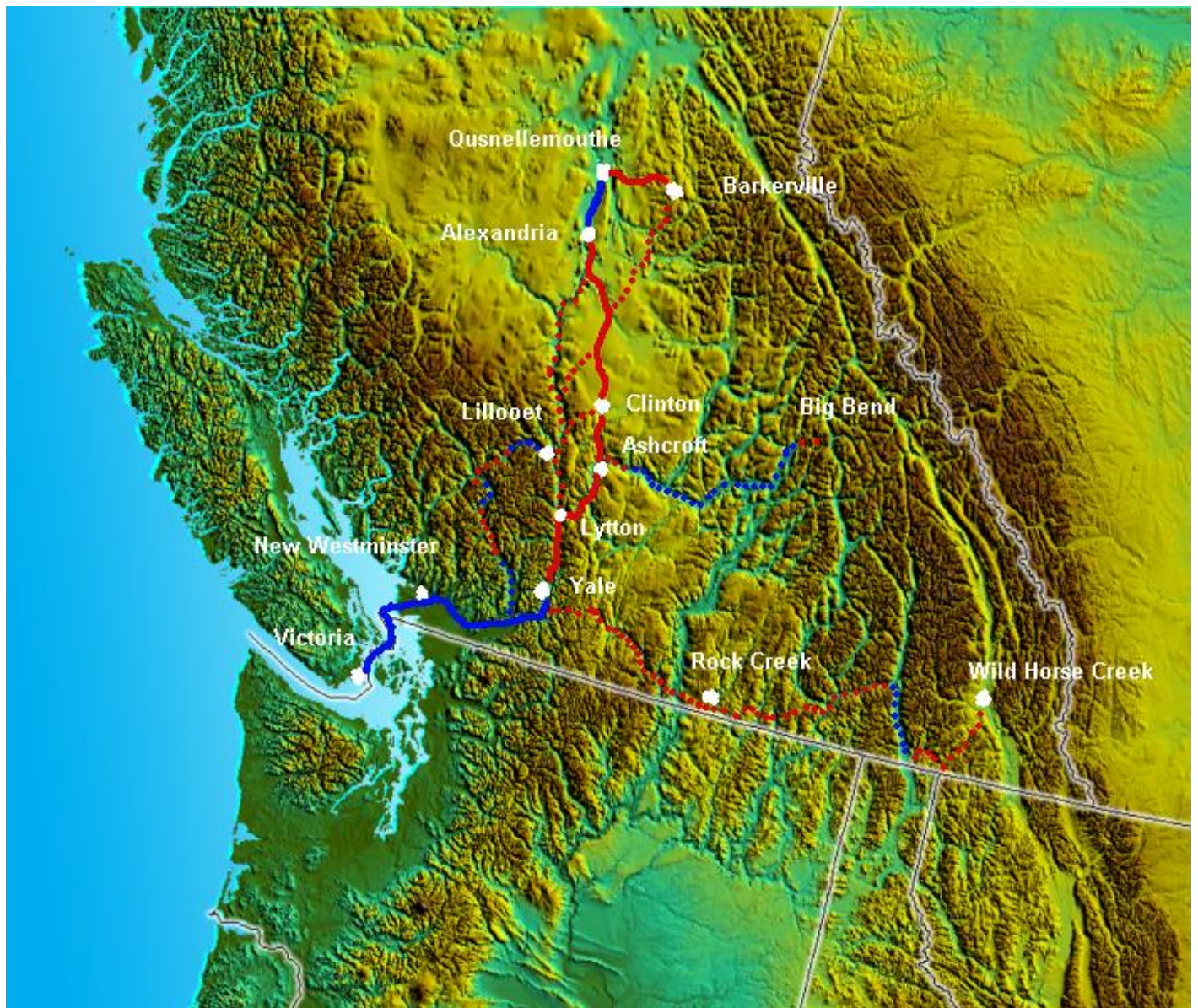
Between the 1860s and the 1880s the Cariboo Road existed in three versions as a surveyed and constructed wagon road route. The first Cariboo Wagon Road surveyed in 1861 and built in 1862 followed the original Hudson's Bay Company's Harrison Trail (Port Douglas) route from Lillooet to Clinton, 70 Mile House, 100 Mile House, Lac La Hache, 150 Mile House to the contract end around Soda Creek and Alexandria at the doorstep of the Cariboo Gold Fields. The second Cariboo Wagon Road (or Yale Cariboo Road) operated during the period of the fast stage coaches and freight wagon companies headquartered in Yale: 1865 to 1885. From the water landing at Yale, the road followed north via the spectacular Fraser Canyon route over Hell's Gate and Jackass Mountain and connecting to the earlier Cariboo Road at Clinton. The third Cariboo Road was the revised route following the completion of the Canadian Pacific Railway in 1885. The railway station at Ashcroft became the southern end of the wagon road. Much of the Fraser Canyon wagon road was destroyed by the railway construction as well as by washouts and the Great Flood of 1894 (interest in rebuilding this portion of the road would not occur until the construction plans for the Fraser Canyon Highway for automobiles in the 1920s).

The road was a reaction to the high concentration of gold in the Cariboo region and the dangerous "mule trail", which was a rough-hewn cliff-side trail wide enough only for one mule that ran along the approximate route of the Cariboo Road. In order to lower supply costs to the settlers in the Cariboo region, Douglas ordered the construction of a more viable and safe form of transportation to the gold mining settlements. The colonial government employed locals as well as a detachment of the Royal Engineers ("sappers") who undertook amazing engineering feats including construction of toll bridges including the (original) Alexandra Suspension Bridge of 1863.



*A portion of the Cariboo Road just above Yale, circa 1867–1868*

Building the road cost nearly one and a quarter million dollars, and left a standing debt of £112,780 after its completion, one of many infrastructure costs in servicing the Gold Colony that forced its amalgamation first with Vancouver Island (1866), and then with Canada (1871 confederation). The Cariboo Road saw the transportation of over six and a half million dollars' worth of gold. Originally Douglas wanted to stretch the road across the continental divide into Rupert's Land (modern day Alberta) but this plan was abandoned when Douglas retired in 1864.



*Route of the Cariboo Road in red. Steamboat travel in blue; dotted lines are alternate routes.*

## **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/>



As Seen On...

facebook.



These posts and more can be found at

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



**Tony Brooks**

October 27 at 11:13 AM

A beautiful day for a ride here on the Island with BC-V



Robyn MacRae, Kevin Bramhoff and 3 others

2 Comments Seen by 44

Like

Comment

Share



**Donna Berkes Walton** Enjoy!!!

Like · Reply · 2w



**Ivan Armstrong** Looking good! Ride safe....

Like · Reply · 2w



**Kevin Bramhoff**

November 10 at 4:45 PM

Remember...tomorrow!



Donna Berkes Walton, Harold Mosher and 2 others

1 Comment Seen by 35

Like

Comment

Share



**Ivan Armstrong** Side by side as we should be.....

Like · Reply · 2d





**Virginia Henderson Hoogendoorn**

November 3 at 8:57 PM

GW friends and kindness. I went to Chapter G breakfast gathering November 3, yes there was a purpose, not only to say hello. One does not let just anyone on one's Goldwing. My request was to have someone come to Clearwater, 124kms North of Kamloops, and move our wing to safe storage for the winter. Before I was able to conclude my request 2 members had agreed to move the bike for us. Putting aside plans they had they came up November 3 to do the task. Not to mention it was 6deg C and raining. We all read articles in Wing World acts of kindness but until it happens to you it never really hits home. We cannot thank you enough.



**Dave Ward** shared a post.

November 11 at 10:19 AM

Cold, but dry. Good day and good reason to ride. "We will remember them"



**Dave Ward** checked in to Belcarra Regional Park.

November 11 at 10:13 AM · Port Moody, BC

12 riders, 8 bikes representing all 3 lower mainland GWRRA chapters for Nov 11 Remembrance Day ceremony.

**Karin Young, Kevin Bramhoff and 4 others**

1 Comment · Seen by 36



Like



Comment



**Karin Young** Glad everyone enjoyed themselves

Like · Reply · 1d

## HONDA WHITE HORSEPOWER



GOLDWING  
HELLAS  
PAGE

**BC-V RIDE, NOVEMBER 4TH**



**NEWLEY INTRODUCED NORTHWEST COAST DISTRICT ROCKERS**



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



## VICTORIA TO ARIZONA, OCTOBER 2018 BY DONNA WALTON



Donna Berkes Walton, • October 9 at 10:54 AM •

Doing something different this year on my way to Arizona. I am taking the COHO out of Victoria, over to Port Angeles and riding down to Olympia to spend my first night with Patrick Cheryl Barrett. Let the adventure begin.





**DISTRICT NWC  
(NORTH WEST COAST)**

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

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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**

**I Never Thought It Would  
Happen To Me**

I've been writing this column for years about the unfortunate souls involved in Motorcycle Accidents. Maybe it was inevitable that one day it would be my turn.

Sun 4 Nov at about 12:30 PM I was riding south on Interurban when I stopped at a red light at the intersection of Wilkinson Rd. There was a car stopped ahead of me and when I last looked in my mirror there was nothing behind me. I had my right foot firmly on the brake, my right hand was clutching the throttle and I was balancing my bike with my left foot.

Suddenly, I felt the bike surge forward and heard the blood curdling crash as a Honda Civic CRV crashed into the back of me. As my bike lurched forward, I tried to veer to the right of the car in front of me, but I didn't have time, and ended up being the ping pong ball between two cars. A moment later, I was lying on the ground, as was my beloved 'Wing and it wouldn't be long before the ambulance hauled my sorry ass off to hospital. I came out of it with only bumps and bruises. As for my bike, at the time of writing this column, the insurance company still hasn't decided whether it's repairable.

So, where's the lesson here? I should have been paying closer attention to my mirrors, watching for a vehicle coming up behind me being driven by someone who wasn't paying attention.

## NWC DISTRICT EVENTS

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

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

- Sat 1 Dec Chapter V Christmas Dinner.**  
POC: Kerry Zado: [vic.gwrra@gmail.com](mailto:vic.gwrra@gmail.com)  
The Four Mile Pub at 6PM.  
Individual Billing – order off the menu.
- Wed 5 Dec Chapter D Dinner Gathering**  
6PM at Ricky's All Day Grill, 8958, 1<sup>st</sup> St, Surrey
- Sun 16 Dec Chapter A Breakfast Gathering**  
8AM at Ricky's Restaurant, 2350 Boundary Rd, Burnaby
- Tue 18 Dec Chapter C Dinner Gathering**  
7PM at Rendezvous Restaurant,  
9360 Young Road North, Chilliwack
- 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](mailto: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



**GWRRA NORTH WEST COAST DISTRICT  
'WINGS IN THE CARIBOO RALLY**

**100 MILE HOUSE, BC ~ 25 - 28 JULY 2019**

