



# “River City Wings, NC-E2”

The Wing Writer Newsletter of Chapter E2, North Carolina District,  
Region N, Gold Wing Road Riders Association  
Elizabeth City, North Carolina  
January, 2009, Volume XI

[Front Page](#) | [Page 2](#) | [Page 3](#) | [Page 4](#) | [Page 5](#) | [Page 6](#) | [Page 7](#) | [Page 8](#)

[Print Version](#)

## 2009 CHAPTER NC-E2 Officers and Staff

Chapter Directors: Lee and Sandy Fortier  
426-1878

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Correspondence Sec. Lil Brennan

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Technical Advisor: Bill Aydlett

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50/50 Coordinator: Bernie Ausherman

Activities Coordinators:  
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NC District Directors:  
Dennis and Kathy Hull

Region N Directors:  
Frank and Kathy Albert

Executive Director Melissa Eason

We meet on the fourth (4th) Thursday of each month at Golden Corral 406 Halstead Blvd. Elizabeth City, NC.

We eat at 6:30 & meet at 7:30.  
**Come Join Us and the Fun!**

## “Behind the Windshield”, by Lee Fortier



Sandy and I were reflecting while driving home from our fantastic December 20th Christmas Party at The Pines, and trying to remember all the fun times and great things that our Chapter had accomplished this past year. And by the way, none of our achievements would have been possible without the extraordinary individual efforts of our RCGW staff and membership.

Most notable were your efforts on behalf of our April Poker Run where we raised funds for our primary charity, the Pediatric Brain Tumor Foundation and their “annual Ride for Kids”.

But in addition to just raising money, you also gave your time; and as a result, we had wonderful participation for the ride to Cary, NC in May and the presentation ceremony. It was truly heartwarming to see such a great overall effort on your parts, and your turnout for such a wonderful cause. During the year, we also participated in the “Andy Quest” (raffle) to raise funds for the O’Berry Center, and that caused many of us to visit Andy’s more frequently than normal, so we could qualify for double-tickets that month. Our cash donation was presented to the O’Berry Center in early December. You should all feel good that you were able to give at least something during these uncertain economic times we find ourselves in at present, and help someone less fortunate.

Continuing throughout the year, you also contributed generously to the local Food Bank, providing much needed food to people who find themselves on hard times. Food stuffs that had been in our pantry for a long time (and probably would still be there) were welcomed by the Food Bank because their customer base has doubled over the past year as more and more people find themselves needing assistance. Thank you so much for “all” your generous contributions. If you have ever been hungry, really hungry, then you know how much these food products can mean to a family in need.

And rides, lots of rides. What was your favorite event of 2008? The Resolution Day (overnight) ride; the Virginia Diner Ride; Deadwood dinner ride; Poker Run; Ride-for-Kids; Region-N Rally (and riding the Bristol NAS-CAR track); other dinner rides; Camden Shriners Poker Run; Wings Over the Smokies; etc. We did so much, it is hard for us to single out any one event ... we enjoyed them all ... and the majority of that enjoyment came from attending these events with many of you. You make up the Chapter; you make up the fun; and you and your efforts make up the reason that our Chapter is and has been so successful.

Cont. page 2

Cont. from page 1

And so, we want to wish each and every one of you a wonderful, safe, and GWRRA activity-packed new year. Sandy and I remain excited about serving our second year as your Chapter Directors, and working once again with the incredible volunteer staff members who are the real reason we had such a great year. Our sincere thanks and appreciation to everyone who has volunteered, donated, contributed, or assisted in any way to helping out the Chapter, or in helping others in need. Happy New Year!!



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## NC motorcycle tags support Blue Ridge Parkway

Monday, December 22, 2008

WINSTON-SALEM, N.C. — A new North Carolina license tag is set to go into production for motorcycle riders who want to help the Blue Ridge Parkway.



The Winston-Salem Journal reported Monday that enthusiasts have nearly reached the required threshold of 300 bike owners committed to buying the Blue Ridge Parkway motorcycle tag.

The cost is \$30 more than the regular license fee. The Blue Ridge Parkway Foundation would get \$20 for its work promoting and preserving the scenic roadway. Another \$10 will go to the state's roadside wildflower program.

Blue Ridge Parkway Foundation director Houck Medford said a similar tag for cars has raised about \$500,000 from the sale of more than 27,000 Blue Ridge Parkway tags.

Information from: Winston-Salem Journal, <http://www.journalnow.com>

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## Ride Coordinator's Report by Paul Ledbetter

I hope everyone had a great Christmas and either received or gave everything that you wanted. Now that it's past, and the New Year is upon us I wanted to take the monthly article from the ride coordinator in a slightly different direction.

I don't know about all of you, but reading or writing an article that just tells you what we did, where we did it, and who showed up to ride doesn't really do a whole lot for me. The reason that I accepted the position of ride coordinator wasn't to report on what we did, it was to try and motivate people to get their shiny chrome toys out of their garages, strap them to their butts, and go for a ride. I've read quite a few articles in the past month and I want to share with everyone some of the gems that I've discovered while reading them. There's a ton of articles that have been written on the subject "Why Do We Ride?" I'm going to give you some of the better reasons that I've read with the hope that they'll make all of you remember why you ride. After you've looked them over, I'll give everyone a challenge that will hopefully make you get that beautiful machine you have parked in the garage out and running on the open road.

"Why do we ride?" First, there's the favorite of mothers and fathers everywhere: danger. On a motorcycle you're more vulnerable, and you'd better accept that fact and ride accordingly. Need another rationalization regarding the two-wheeled wonder? Motorcycling is a resounding social plus: reduced traffic and parking congestion, better fuel economy and fewer noxious emissions. Sitting in an automobile, we see the world as if it were on a television screen. Outside exists only on the other side of the glass. It's not like that on a motorcycle. On a motorcycle, the real world is never excluded from the experience of travelling. We can smell the world we travel through, feel the wind buffet us, and hear the sound of traffic. We're aware of environmental relationships, of the road conditions, and of our surroundings. We're acutely aware of other vehicles on the road, even if the car owners are blithely ignorant of us. We notice pets, pedestrians and potholes. You can't run over anything, can't contact another vehicle or person on a motorcycle without considerable trauma. We're vulnerable when we ride, to both the physical and emotional realities of the world. We ride in the world, never merely past it. Motorcycles are not our shells, they're our transport.

You see riders wave and nod at one another, greeting strangers simply because they also share the passion. Any gathering of riders is generally sociable and friendly, a

place where strangers talk about their interests and their bikes. Drawn together because of one common interest,

Motorcyclists have a basic underlying respect for anyone else who rides. Riding is simply a lot of fun. It's a joy to shift gears on an open road, and lean into twisty corners. Riding is about taking that side road just to see where it goes. It's about filling up with \$5 worth of gas instead of \$50. It's about meeting strangers at a gas station and striking up a friendly conversation about motorcycles. It's about parking two or three bikes to a single space. It's about spending an hour or two washing and polishing and then looking at your work with deep pride. Riding is about beauty. Every motorcycle is a work of art, some breathtaking in their sheer elegance. Even the ugliest bike is a thousand fold more beautiful than any family sedan or SUV. Riding is about fashion, the way men and women look in leather, the lean look of a sports bike rider in a full body suit, the rebellious look of a cruiser owner all dressed in black. It's about a crafted stylishness that's at once casual and formal. Riders form their own tribes, identified by their dress code as much as their vehicles. How you look is part of why we ride. If you don't believe me, just look in the mirror the next time you get ready to saddle up.

But an even simpler truth about motorcycling keeps me coming back for more: *"I always feel better after a ride than I did before."*

If you still don't understand, I can't explain it in any more words. Sit in your mini-van and try to tell me that your heart beats a little faster when you turn the engine on.

I'd like for every one of you to e-mail me a location that is within 150 miles that you'd like to make a day trip of. I'll compile all of them and schedule a ride to each and every place you suggest before the end of this year. E-Mail to [Paul\\_Ledbetter@mchsi.com](mailto:Paul_Ledbetter@mchsi.com)

Now for that challenge; I challenge the entire chapter that at least one ride we make this year is attended by every rider and co-rider in the chapter. There's only one way we can do that, and that's for every one of us to participate in as many rides as we can.

We can all start by showing up at the next social. There are a lot of you out there that I've never had the pleasure of meeting. Help me fix that!

**Ride Safe and Ride Often,  
Paul**

## RIDE YOUR OWN RIDE – ALWAYS

Not too long ago, I was asked if I thought it was “safe” to ride in the left track of the left lane on a four-lane “undivided” highway.

In this described situation, we find ourselves riding dangerously close to the oncoming traffic, with no median strip or divider to protect us, and separated in many instances by less than several feet (read: 24 inches). Also, when we meet four-wheelers or an oncoming 18-wheeler that is also in their left lane, our combined closing speed can be in excess of 120 miles an hour, and the wind turbulence is rather dramatic. There is obviously not a lot of room for error, or much of a safety margin under this condition. For the new or inexperienced rider in the left track, this presents a major dilemma. *“What do I do?” “I don’t feel safe over here, but I don’t want to look like a wuss and say I’m concerned (or afraid).”* This is where those magic words must take over and direct this thought and activity: **“RIDE YOUR OWN RIDE!”**

OK, but what does “Ride Your Own Ride” mean? There are many definitions, interpretations and variations on this theme, but what seems to cluster around the center of all this is that each rider must be aware of their own skills and limitations, and tailor how they ride to stay inside their perceived limitations. If a rider doesn’t feel comfortable or safe traveling at 70 mph, then they shouldn’t do it! If a rider (especially with a co-rider) isn’t comfortable taking twisty turns at 60 mph, then they shouldn’t do it! If a rider doesn’t feel safe in the left track of the left lane on a four-lane undivided highway – you should feel comfortable in immediately contacting the lead bike and informing the leader that you are moving to the right track. You could also inform the lead that you are leaving the group and moving to the right lane. This is not a request on your part – this is serving notice that you are feeling unsafe, and that you are leaving the group. This request should be respected by all; remember how it felt when you were a new rider trying to keep up with the more experienced riders, and the risks you probably took in order to do it....

Most riders will never push their Gold Wing’s to the limits of the bike’s capabilities. The GL-1800, with its new and amazing race-bike technology, is capable of accelerating, attaining a top-end speed, stopping, and making turns tighter and faster than most of us are willing to go. Some riders like to demonstrate their skills by scraping their foot pegs during turns, or attacking back-road twisties with a vengeance. But for many of us, especially when riding 2UP, these maneuvers appear too dangerous. If we believe them to be dangerous – then they probably are (a self-fulfilling prophecy) and we shouldn’t attempt them. As we gain experience and proficiency through attendance at BRC and ERC riding courses, observe more qualified riders and their techniques, and practice, practice, practice @ Parking Lot Practice Sessions, we will slowly and eventually begin to expand our capabilities and our high-speed riding skills.

*Cont. page 5*

### National GWRRA News

Wing Ding, 2009, Expo Center, Tulsa, Oklahoma, July 2-5, 2009

Visit [www.gwrra.org](http://www.gwrra.org) for reservations and information

Cont. from page 4

But what do we do in the meantime? Where do we place the new or inexperienced rider when we are going out on a team ride? What position? Answer: in the number two position, in the right track, one second behind the leader. The rationale behind this placement is correct, in that it gives the new(er) rider an unobstructed view, and an avenue of escape if that is ever needed. However, the other side of the coin is that the #2 position boxes in the rider and sort of “forces” the new rider to attempt to keep up with the leader – often times at speeds they are clearly not comfortable with. This situation is of course compounded if the newer rider is also carrying a co-rider.

In the majority of accident cases where an inexperienced rider is involved, the root cause of the incident or the issue involves excess speed. Uninvolved single-rider accidents are caused mostly by excessive speed (entering turns too fast). On team rides, many times we have observed very large gaps develop in the formation during team rides, gaps that can extend several hundred yards or longer. In almost every case, riders were not comfortable with the speed of the group and decided on their own to slow down and drop back. Many times we have observed riders slowing way down to take a tight turn, and then speeding up dramatically on the straight to catch up with the group – rubber-banding the group. Again, too much speed for the inexperienced rider.

So what can we do to alleviate or prevent this situation? Well, there are several things that come to mind. First, the lead bike should ask (via the CB radio or at the beginning of a ride) if the speed of the group is acceptable to everyone. If anyone in the group feels the group is going too fast, anyone (let me repeat) “anyone” should feel free to ask the lead to slow down. A recommended alternative is for those riders who prefer to go slower, to ask to form their own group, but with qualified Road Captains acting as lead and drag. The Ride Coordinator should be able to make these arrangements. That way, everyone can “ride their own ride,” and all arrive at the destination safely.

In summary, no Winger should feel (peer) pressured into engaging in any activity that they do not believe to be safe, or within their riding abilities. There should be no shame in asking the group to go slower; or if that can't be done, letting the lead bike know that you will be pulling out of the group. If this situation should ever arise, rest assured that I will disengage from the main group and finish the ride with you. No one should ever be left behind to ride alone due to safety-related issues – Gold Wingers just don't do that!

Those of us who are Ride Coordinators and/or Road Captains need to be aware of and sensitive to the riding skills of those on our ride, and adjust our speed and the level of the ride's difficulty to accommodate all of our riders. Let's make sure we ALL arrive safe and sound.

O. Lee Fortier, Master Tour Rider.  
NC-E2 Chapter Educator



2008, Hertford Christmas Parade



**2009 Activity Calendar and Events**

- January 11 Wakefield Diner Ride
- February 28 Smithfield C-2 Chili Cook Off
- April 26 Chapter E-2 Poker Run
- May 2 Depart for Cary
- May 3 Triangle Ride for Kids, Cary

*See page 7 for listing of all NC events & Rallies*

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Keep watching the Region N website for additional information regarding the rally.

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Our Website is: [www.rcgw.org](http://www.rcgw.org)

There are a lot of pictures and information posted there, so pay a visit soon!

Also, when we travel or when you're in our area, we use CB Channel 30!

15TH ANNUAL GWRRR REGION N  
APPALACHIAN ADVENTURE  
WINGTOBERFEST  
OCTOBER 29-31, 2009  
APPALACHIAN FAIRGROUNDS  
GRAY, TENNESSEE



**Mark Your Calendars!!**

**Make those plans to attend one of the many events that the North Carolina District has available for you.**



January 1	Chapter F	New Year's Resolution Ride	Jacksonville
January 31		<a href="#">Operations Meeting</a>	<a href="#">High Point</a>
February 2	Chapter C-2	Chili Cookoff	Smithfield
March 7	Chapter X	Spaghetti Lunch & Hot Wheels Race	Wake Forest
March 2	Chapter H-2	Swap Meet	Mebane
March 28	Chapter Y-2	Open House	Monroe
April 4	Chapter G	Johnny's Mem. Ride for Kids	High Point
April 17-18	Chapter D, D-2,Z, C-2	Down East Rally	Morehead City
April 23-25		<a href="#">Tennessee District Rally</a>	<a href="#">Pigeon Forge, TN</a>
<b>April 26</b>	<b>Chapter E -2</b>	<b>"Spring Forward" Poker Run</b>	<b>Elizabeth City</b>
May 2	Chapter G	Open House Asheboro Cycle Ctr.	Asheboro
May 3	Chapter E	Triangle Area Ride for Kids	Cary
May 9	Chapter F-2	Team Powersports Open House	Garner
May 16	Chapter Q-2	Funfest	Dunn
May 22-23	Chapter U	Chicken Rally	Lumberton
May 30	Chapter W	Pinto Bean Rally	Mayodan
June 6	Chapter A	Yard Sale	Greensboro
June 13	Chapter R	Care Bear Ride	Thomasville
June 18-20		<a href="#">West Virginia District Rally</a>	<a href="#">Summersville, WV</a>
June 27	Chapter A-2	Care Bear Ride	Lexington
<b>July 2-5</b>		<b>Wing Ding</b>	<b>Tulsa, OK</b>
July 11	Chapter R	Open House	TBA
July 18	Chapter A-2	Ride for Angels (Hospice of Davidson County)	Lexington
August 6-8		<a href="#">Kentucky District Rally</a>	<a href="#">Somerset, KY</a>
August 15	Chapter T-2	School Tool Ride	Albemarle
August 16		<a href="#">North Carolina Chapter Couples Picnic</a>	Burlington
<a href="#">Sept. 24-26</a>		<a href="#">North Carolina District Rally</a>	<a href="#">Fletcher, NC</a>
October 8-10		<a href="#">Virginia District Rally</a>	<a href="#">Salem, VA</a>
October 17	Chapter S & Y	Poker Run	Morganton
<a href="#">October 29-31</a>		<a href="#">Region N Rally</a>	<a href="#">Gray, TN</a>

*Friends for Fun, Safety and Knowledge*

## THE RESOLUTION-DAY RIDE ... *WINDY*, THEN *COLD*.

By Lee Fortier, CD, ACD, RE

For the past four years, various riders from River City Wings have been participating in the annual New Year's Resolution-Day Ride, sponsored by the Jacksonville, NC Chapter of GWRRA. This year was no exception, but NC-E2 participation was down a bit, I supposed early on due to the economy and the overall general slump. Nonetheless, Pat & MC Boyce, and Sandy & Lee Fortier, decided it would be a great trip and ride. Once again Virginia & Larry Hughes accompanied us on day one as far as the Ferry Boat terminal, where they then left us and returned home so Virginia could go to work later that evening. The ride from Hertford to the Ferry terminal was great, but the winds kept picking up and we took an occasional gust that would literally rock the bikes.

The next bad omen was when the Ferry Boat Captain cancelled all further trips due to 49 mile an hour winds and shallow water (because of the wind). So, undaunted, the four of us pressed on for New Bern via dry land. The winds continued to pick up in intensity and eventually we were single file and riding the center track to allow for a one-track shift due to the (40+ mph) high winds that were blowing directly onto our right sides. At one point, one CB radio transmission was interrupted by an unplanned "oh sh\*\*!" ... caused by a particularly nasty cross wind. Anyway, somewhat windblown, we made it to the hotel in New Bern and enjoyed a nice hotel and a New Year's Eve dinner at the New Bern Outback Restaurant. Bad Omen: they lost our reservation; and then, they ran out of Prime Rib. Other menu choices proved to be excellent, however and a good meal was had by all. We also got complimentary deserts because of their losing our reservation (you get a lemon... you make lemonade).

New Year's Day greeted us with blue skies, sunshine, no wind, and (bad omen) 30-degree temperatures. Yes, 30-degrees. All packed up and bundled up, we headed out for Jacksonville, stopping at our favorite Hardees for breakfast. When we arrived at the meeting spot, Bojangles in Jacksonville, we only saw 25-30 bikes in the parking lot instead of the usual 100-150 bikes. At this point (10:30 a.m.) the temperature had risen all the way to 34-degrees. Long story short, Sandy and Lee agreed it was too cold to ride, but we were scheduled to spend that night at our son's house near Jacksonville. Weather flash: (bad omen) the next day was scheduled for 34-degrees and sleet and rain all the way home. Pat & MC toughed it out, went on the ride, and made it home safely new year's day with the temperature dropping to 32-degrees as they pulled into their driveway. Lee & Sandy skipped the Ride, went directly to our son's house, visited for 90-minutes, and then hauled it back home while the weather was still sunny and briefly hitting a high of 37-degrees. We also made it back safely, just as the sun was setting, after one food stop in Greenville and a gas stop in Williamston,.

Despite the wind on day one, and the cold on day two, the trip was a success nonetheless. We enjoyed honing our windy day riding skills, we learned that our heated gear will keep us warm even in sub-freezing temperatures, we enjoyed great company and fellowship on the ride, at the hotel, at dinner, and at our son's house. Most importantly, we learned to be very flexible and daptble when the weather does-