



**COOSA VALLEY WINGS**

**GADSDEN, ALABAMA**

**GWRRA AL-N "THE N CROWD"**

**August 2009 NEWSLETTER**



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GOLD WING ROAD  
RIDERS ASSOCIATION  
REGION A – ALABAMA

**Notes from Bryan and Leslie**

Usually I would say that this month has flown by, but it hasn't. To me, this has been the most difficult and agonizing month of the year. The month started off fine with people going to Wing Ding and then a dinner ride. It turned bad when we did our Ride for Alabama project.

As most of you know, we were about 5 miles south of Talladega on route 77 when Sammy and Donna went down on this curve. Several factors contributed to this accident and here is a brief synopsis:

- 1) The curve is not sloped correct.
- 2) The road was newly paved with fresh gravel on the side.
- 3) We had been on the road for a while.

I will never forget those terrible words when Gerald shouted "Bike Down, Bike Down, Bike Down." The first thought was to pray for God to protect whom-ever was down and give them strength. Once there, the rest of the group did an outstanding job providing comfort and taking care of business with the bike.

The doctors have operated on Sammy twice and he is currently on the 9th floor at UAB. What can we do as a chapter?

- 1) Sammy will need some transportation to and from rehab.
- 2) A card or letter always is a classy touch.
- 3) Most importantly, a lot of sincere prayer.

For all the people on the ride that day, it isn't your fault. We can "What If" this accident till the cows come home, but it won't change a thing. The best way to deal with this is to come together, help in whatever way possible, and realize how precious life is. (Continued on 2<sup>nd</sup> page)

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## Notes from Bryan and Leslie continued

When our chapter rode up for the 2<sup>nd</sup> annual Hamburger Run, it was a real challenge in so many different ways. First, I made sure I called out every possible danger on or around the road. Second, we were very cautious of each and every curve. Several times I would look back to make sure all made the curves. Lastly, it didn't seem right riding when one of us in the hospital. I guess I struggled with the guilt of riding when others couldn't.

Where do we go from here? We need to pull together as a family. We need to continually work on our skills every chance we get. We need to realize we can't change the past, but we can affect the future. For your info, this message is as much for me as for anyone else.

Lastly, the Hamburger Run was a huge success. When you have 300 hungry Gold Wings converging on one location, all bedlam ensued. Although we waited on the food, it was worth the wait. Everyone seemed to have a good time and the weather was nice.

Hello everyone,

This month I would like to talk about Motorist Awareness Coordinators and Liaisons. Coordinators are appointed by Region, District and Chapter Directors and serve on the support staff of these directors. Coordinators are not GWRRA officers. It is desired (but not required) that Coordinators complete either the Leadership Training or Rider Education division's seminar presenter curriculum. Coordinators support MA Liaisons; acquire and distribute MA materials; develop MA promotional opportunities; Conduct MA seminars and report, quarterly, MA activities for their respective level.

Motorist Awareness Liaisons are volunteers, Other than Coordinators, promoting Motorist Awareness and the "Ride Aware!" campaign at any GWRRA level. Liaisons are not limited by number and require no unique qualifications. Any volunteer wishing to promote Motorist Awareness may serve as a MA liaison. Liaisons are not officers or support staff and require only the desire to promote Motorist Awareness. If anyone is interested in becoming a Coordinator for your chapter please contact your chapter director. Everyone can be a Liaison by simply promoting Motorist Awareness.



Ride Aware  
Terry & Barbie

## **News from the Alabama District**

We started out with Wing Ding and haven't slowed down since. We spent 2 nights in Memphis eating Ribs and desserts. We recommend Blues City Café on Beall Street, the ribs are wonderful but the fried apple pie with ice cream is divine. We got to see a street show with young men and boys tumbling down the street, they were really good. On Saturday we went into a store on Beall Street that had a little bit of everything in it. We spent an hour trying on funny hats. Some were Hot Dogs, Hamburgers, worms, big 40 gallon hat; they even had a Flying Pig Hat. We rode the Pig Trail in Arkansas, went site seeing in Eureka Springs, Precious Moments Museum in Missouri, the location of the demise of the Dalton's in Coffeyville, Kansas, the Little House on the Prairie outside of Independence, a Diary Queen in Neodesha and made time to put flowers on my Grandparents graves; Thanks Frank and Linda for the company. Frank finally got to see some flat land from his bike and Linda kept her sense of humor through it all.

We finally made it to Tulsa coming in from the north riding on Route 66. The first stop was the hotel and the second was the western shops around the corner. We had Alabama folks that worked ticket sales Wed thru Sun, we want to thank all of you who worked very much. While working you get to meet a lot of people, see old friends and make new ones that you will meet down the road.

We made history for Alabama last Saturday, we had 9 members start the Rider's Coach Training and I have put the information in for all to see what is needed to help us finish. If you can afford the time we could use some Guinea pigs, I mean students. This is the practice-teaching session for Alabama District's first Rider Coach candidate training. The ARC will be conducted by the Rider Coach candidates but will be supervised by Mike Stiger, who is the National Rider Education Director, and Ron Lantz, who is Assistant National Rider Education Director. The ARC is GWRRA's version of MSF's Experienced Rider Course (ERC). All GWRRA Riders and Co-Riders are encouraged to attend.

**Advanced Rider Course (ARC) 1-up or 2-up - August 30, 2009 Starts @ 8 a.m. Ends at 5 p.m.  
Madison County Executive Airport 358 Bolling Road, Meridianville, AL 35759  
Cost: \$30 per bike**

Please don't forget the picnic at Tannehill State Park on the 8<sup>th</sup> of August from 10:00 until 2:00 and it will be \$5.00 per person. We will provide all the food except desserts, if you have some please bring them with you. CDs, please bring some door prizes with you. We had a great turn out in the south and are



looking for a bunch at Tannehill.

We are looking forward to seeing everyone at some of these gatherings or all of them if you can.

Please remember that Freedom isn't Free and remember our folks who are in Harm's Way, be they Military, Law Enforcement, EMTs or Firemen.

The next time you think about riding, call a friend, they are probably thinking the same thing.

**Roy & Anita Fosnight**

**Please Ride Safe and Often**

## August Article

Well the Region A Travelling Plaque has made its' way back to Alabama. On Saturday July 18 members of Alabama Chapter D went to Rome Georgia to capture the plaque. Georgia Chapter L had captured the plaque from Florida and had it up for capture. Rick Lackey and members from AL-D made their move. Now, one would think that as much as Florida has had the plaque they would want to come and take it back. Not so. Chapter D now has it and will offer it up for capture soon. Congratulations guys!

Check out the District website for all that is going on. August 8 at Tannehill will be the North District Picnic. Everyone is invited.

Don't forget to call the Holiday Inn in Prattville to make your Hotel Reservations for the 2010 Snowball Rally. Special Price will end when the hotel is full or 1<sup>st</sup> of Dec. whichever comes first.

I would like to encourage all the MEC and Chapter Directors to review their members assigned to them in the area report. Make contact either by phone or mail. Let them know about chapter meetings, rides and give them the chapter website and contact information. Just let them know is checking up on them.

Be safe and ride often

Robert & Gail Brown

The more you know the better it gets

## CHAPTER EDUCATOR CORNER



### THE TYPICAL TOUR RIDER

Fred Rau

In my capacity as the owner of a guided motorcycle tour company, one of my biggest problems is pre-qualifying potential clients before taking their money and allowing them to participate in a given tour. Obviously, I want and need just as many paying customers as I can get, especially in these rather trying economic times. But, on the other hand, I am very aware that a tour's "atmosphere" can be ruined by one disgruntled rider. It is important that everyone on the tour be fairly closely matched in terms not only of riding experience, but in what they expect to get out of a tour. For example, a recipe for instant disaster would be to put together a tour group that included several solo riders on sport-touring machines, who are in the habit of riding around 300-400 miles per day on the most challenging roads they can find, riding with several couples on cruiser-touring machines, who are used to riding no more than 150 miles per day, on more "relaxed" routes. Even if I break them up into separate riding groups, each with their own tour leader. I am going to have to try to develop totally different routes for each group, for each day, to try to end up in the same place at night. It becomes a nightmare in logistics.

When I first communicate with a potential client, either by phone or e-mail, I try to ask a few leading questions to give me some clues about both their personalities and their riding styles, without seeming to be prying too much, or offending anyone. Sometimes, those clues I gather can be so self-evident that I don't need to go any farther to find out what I need to know. Two recent examples:

During a phone conversation with a woman in Texas who had mailed me a deposit to on my Utah Tour, she asked, "What kind of bike do you think I should rent? I don't own one yet, and the only thing I've ridden is the Rebel 250 that I took the MSF class on when I got my license last month."

I tried to be as gentle as possible in explaining to her that this particular tour involved an average of over 300 miles per day on very tight mountain roads, and that she really needed a bit more riding experience before taking off on such an adventure. I recommended that she wait until she purchased a bike of her own, and rode it for at least a year, before signing up for my Route 66 Tour, which is a shorter and more relaxed tour than the Utah trip.

The direct antithesis of that conversation came just a few weeks later, concerning the same tour, with a man from North Carolina. In the course of a few minutes on the phone, he mentioned that he owned a BMW RT, a Yamaha FJR and a Kawasaki KLR. When the next statement out of his mouth started with, "The last time I rode the Three Flags Classic," I knew my only problem with this guy would be in trying to keep him occupied with enough good riding opportunities.

But those are the type of criteria that are easy to define, so that the problems they might create can be avoided. It is the smaller nuances that can, if you will forgive the expression, "bite you in the ass," when you get a group of riders out on the road. Many have been the times when telling a group at the evening dinner that we will be leaving at eight o'clock the morning, when I have seen several riders cringe at mention of the early hour, while others will ask, "why so late?" If we stop for lunch at a Mexican restaurant, some of the riders are going to love it, and others are to be very unhappy.

I once had a group of riders from France, who were extremely upset at dinner one night to find that the restaurant didn't serve wine. To them, this was such an extreme faux pas that they left to find a more "civilized" eating establishment. Very similarly, a group of German riders were quite taken aback to find that I wouldn't allow them to have beer with their lunch.

Any time you get a group of touring riders together, the longer and farther you go, the more discrepancies are going to be uncovered in their riding personalities. Some will like to start or end their riding day earlier or later. Some will like to ride faster than others, and some slower. They will have varying tastes in hotels, restaurants, and even in when and where they want to stop, and what they want to see along the way. The best a tour guide can hope for is to reach a series of compromises, so that everyone is equally satisfied, or dissatisfied. The easiest way to minimize the effect is to try to get a feel early on in the tour as to what everyone expects from the tour, and to divide them up into two or three riding groups, each tailored more toward their specific tastes.

The bottom line is that there is no such thing as a "typical" touring rider, and it is important to remember that nothing really makes any one mindset about what constitutes a good tour particularly right or wrong. Unfortunately, though, we all carry those prejudices around with us, to a certain degree. Personally, I have been guilty of poking fun at another tour operator who runs a Route 66 tour that is very similar to my own, except that his tours cover a total of 1250 miles in eight days, while mine run 2200 miles in one day less. In addition, he purposely avoids a couple of high, twisty mountain passes, that I consider an essential part of the route. And yet, in truth, he gets more clients than I do, and makes more money. It's difficult to argue with success.

Chances are, most of you will never be involved with organizing, planning and staging a week or two-week long professional motorcycle tour. However, it is quite likely that some time in your riding career you will be charged with helping to put together some kind of tour in conjunction with your club, a rally, some kind of motorcycling event, or just for a group of friends. If it is only a day trip, most of what I've just discussed will probably not matter to you. For the most part, we all tolerate enough to "go along" with the foibles of the rest of the group for a day or two. But if we are honest with ourselves, we all know that those minor differences grow in importance the longer we are asked to endure them. That's why I've written this column—to share my experience in running dozens of organized tours.

When the time comes that you find yourself involved in organizing a group ride of any kind, remember that far beyond the normal considerations of time and distance, routes and destinations, and all the other obvious logistical concerns, you need to consider the human factor, and plan accordingly.

## RIDE SCHEDULE

Saturday, August 1, 2009, 8:00AM - Jim Zabler has a 2 Up PLP (Parking Lot Practice) session planned at Bethel Baptist Church parking lot, 87927 US 278, Snead, AL. The church is located east of Snead's crossroads between McDonalds/BP and Al & Mick's BBQ.

Saturday, August 1, 2009, 10:00AM "Alabama Great Lakes Ride" - Starting at Bethel Baptist Church parking lot, 87927 US 278, Snead, AL, a ride to covering some beautiful lakes and end up at the monthly meeting. Let's get everyone there and enjoy the beauty of this state.

Saturday, August 1, 2009 - Chapter Gathering at Western Sizzlin, at Ala Hwy 77 & US 411 in Rainbow City, AL. Eat at 5 PM and a short meeting starts at 6 PM. (NOTE: Seniors who order before 5PM can get the Senior Buffet which includes all bars for \$5.49).

Saturday, August 8, 2009 10:00 to 2:00 PM - AL District Picnic (North) at Tannehill State Park near McCalla, AL. Complete details are at [www.alabama-gwrra.org](http://www.alabama-gwrra.org).

8:00 AM - Leave Kangaroo's in Attalla

8:20 AM - Meet with group at Springville Chevron

Route: I-59 to I-459 to Exit 1 - down Old Tuscaloosa highway

Friday, August 14, 2009, 7:00PM - Ice cream at Sonic in Jacksonville. Come join everyone at Sonic Drive In at 1120 Pelham Road South (AL Hwy 21), Jacksonville, AL.

Saturday, August 15, 2009 - Dinner ride to Harvest Moon Café' in Rome, GA. It is supposed to be a good place to eat. Visit their web site at <http://www.harvestmoonme.com>. Ride information will follow.

Saturday and Sunday, August 22 & 23, 2009, - The seventh of "Ride All Alabama" Rides

Ride Coordinator & Road Captain: Bryan & Leslie White. Counties to ride: Lee, Russell, Macon, Bullock, Barbour, Elmore, Henry, Houston, Geneva, Crenshaw, Covington, Dale, Coffee, Pike, & Montgomery.

7:30 AM - Leave Kangaroo's in Attalla

7:50 AM - Meet Bill & Deb Zetner at Jack's in Ohatchee

8:30 AM - Stop at Chevron in Sylacauga and meet James Carter

Hotel Info:

Country Inn & Suites 3465 Ross Clark Cir. Dothan 334 479-8900

Sunday, August 30, 2009 - A "Wild and Crazy Mystery ride". Let's meet at Jack's in Asheville at 2 pm and make a run to a place most have never been. It will be south and west and scenic. Good times. 3 to 4 hours with dinner afterward.

Monday, August 31, 2009, 6:30 to 7:30PM - Staff Meeting at Ryan's in Boaz. Participants and guest invited.

Saturday, September 5, 2009 - Chapter Gathering at Western Sizzlin, at Ala Hwy 77 & US 411 in Rainbow City, AL. Eat at 5 PM and a short meeting starts at 6 PM. (NOTE: Seniors who order before 5PM can get the Senior Buffet which includes all bars for \$5.49).

Thursday-Saturday September 10-12, 2009 – Region “A” 2009 Rally in Dothan, AL. For complete rally information go to <http://www.gwrra-regiona.org/RArally.shtml>.

Thursday-Saturday September 24-26, 2009 – NC District Rally in Fletcher, NC. For complete rally information go to <http://www.gwrranc.org/>. The theme is “Wings Over The Smokies”.

### Birthdays & Anniversaries

3 Aug - Ray Coffen  
4 Aug - Tommy Brothers  
6 Aug - Marlene Shiland  
8 Aug - Liz Gargus  
12 Aug - Bryan White  
13 Aug - T.R. Harper  
17 Aug - Dee Guthrie  
23 Aug - Bob Ray  
24 Aug – Bill Zetner  
26 Aug - JoAnn LaRue  
29 Aug - Faye Ausborne  
31 Aug - Calvin Lloyd  
31 Aug - Jimmy LaRue

Roy & Shirley Allen 8 Aug  
Rich & Nancy Follett 15 Aug