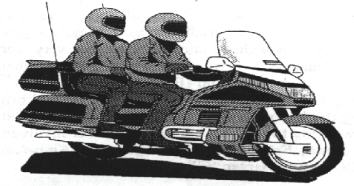




Gold Wing Road Riders Association MD Region "B" Chesapeake Bay Chapter "C"



July 2007



Hello Chapter C,

Our Pig Roast had beautiful weather. There was smaller participation than the last few years. A big "Thank You" to all who volunteered their time to help make this a success. This was our only fund raiser for the year.

The Boar House ride was quite an event. Jack Fox and Dave Borer led us to Hanover Pa. We managed the beltway that had a lot of traffic. BUT when we reached Hanover things took a turn. While the front of the group made the last turn Jim and Ann McCauley caught the red light and the back of the group caught another red light. Well Jim and Ann lost sight of the front and kept going. It wasn't until the back arrived (which included Barb Jackson and I) that we realized they weren't there. SO we sent out a search party. A Marine (Lloyd) and Homeland Security (Jack). After a couple of minutes Jack found them wandering around and brought them in. After a full meal (Ed Zogg ate a whole rack of ribs) everyone was too full for ice cream. We all headed home and went our separate ways.



In the next couple of months we will be saying good-bye to Ralph Lambert. He will be relocating to Florida. He will maintain a part time residence here to be close to his daughter April, so maybe we will see him occasionally. Good luck in Florida Ralph.

Ed Lanham has somehow fractured his hip. This is the latest injury in a long line of health problems for Ed. JoAnn Hans has taken a part time job that fill up her extra time. Joe Hans- Come on out and ride with us! Carole Michealson has been visiting her cowboy in Texas. Joe Woodall, Barb Jackson, Tom and Lisa Woodall and Dave and Virginia Bohrer are in Montana for Wing Ding DJ Dave, Butch Harvey and Joe Woodall (Chapter C's Wild Wings) went to San Antonio Texas to pick up Joe's new trailer. Ask them about their adventures when you see them. Lloyd and I went to the Green Dragon in Ephrata Pa. It is an Amish market and is only open on Fridays. There was some flea market stuff mixed in with the Amish stands. If you get the chance to go it is well worth the trip.

In June we had a new member join Chapter C. His name is Tom Prentice. He was brave enough to go on the Boar House ride with us! If you get a chance give him a warm chapter C welcome.

**"C" you soon,
Lloyd and Cathi**

Texas Trip

Last summer when Joe Woodall decided to purchase a Tailwind trailer, he was figuring on having it shipped to him. I told him we should go & pick it up, that I would go with him. After many delays in production, Joe finally got the call the first week of June that his new trailer would be ready to be picked up the week of the 18th. The trip plan that I had on the back burner, (really in the freezer!), was now less than 2 weeks away! This was a busy week, getting ready for the chapter pig roast, & finishing the trip plan. Butch Harvey & George Hefner also signed on for the trip, but after George & myself helped chapter J with the MS bike a thon, George realized his back was not up to a 3500 mile ride. After cleaning up the pig roast Sunday, we packed up & hit the road Monday morning. As he was going to Honda Hoot that Monday anyway, Mike Nutter rode the first leg of the trip with us, as well as part of the second leg. Monday night after a soak in the hot tub at my favorite motel 6 (the one on Henderson Chapel rd) in Pigeon Forge, TN, it was on to Huck Finn's catfish place for dinner. Tuesday morning after breakfast at a new Sonic close to the motel, we headed for Deal's Gap, Then down route 129 into Georgia to Wolf Pen Gap road. When we reached Suches, GA, Mike said goodbye, & headed back to Knoxville for the hoot. The lady at the gas station told Mike about a shortcut that took him about 5 hours to get back. I had planned to get lunch at the TWO (Two Wheels Only) motorcycle resort, but it is only open weekends, so lunch ended up being a Sonic Near Atlanta. Tuesday afternoon was a wet ride, & that night we were in Mobile, Alabama. Wednesday morning we got on route 10 for the ride to San Antonio.



We got in some traffic just past downtown Houston, then made it into San Antonio just about dark. Thursday morning we met a friend of mine for breakfast, then he went to work, & we went to pickup the trailer. On the way, Tom Finch (the guy that builds the tailwind trailers) called to tell us of road construction on our route, & he met us to lead us in a different way. After we got the trailer hooked up, he wanted to take us for a ride in Texas hill country, so off we went. After a couple hours, we went to one of his favorite restaurants, the OST (Old Spanish Trail) in Bandera, TX. This is one of those places you don't want to miss, complete with saddles for bar stools. After lunch we were back on the road to visit the twisty sisters, routes 335, 336, & 337. These sisters have got it going on! What beautiful country! By the time we got back to the hotel, it was after 8:00 PM, & we had a 300 mile day. We caught a trolley to River walk for dinner, then walked back to the hotel. Friday Morning we saddled up for the ride to New Orleans. Just east of Houston, the sky got dark, so we pulled off route 10 into a half closed shopping center that had a small canopy we could sit under. I pulled out my chairs, but as I only have two, Butch sat on the sidewalk. After about a half hour nap while the rain poured down and the traffic in front of us crawled, the rain slacked to a drizzle, so we suited up & got back on the trail to New Orleans. We arrived a little after 8 PM, so Joe decided to turn in early, but Butch & me decided to ride the trike downtown. Butch hopped on the back, & after circling a few blocks, we got a spot in a parking garage a couple blocks from Bourbon street. We strolled up & down the 4 or 5 blocks a couple times looking at all the bars & jazz clubs. You could find just about any kind of music you want there, wish we had more time to listen to the live jazz in a little park in the center of the block called music legends park. We never did see the restaurants, like Emerils, they must be in a different area? We settled for a half smoke sausage from a street vendor, but it was good. You definitely can't explore this area in a couple hours, but we were there. Saturday morning we were on the road to Atlanta, & checked in to the motel 6 near Stone Mountain. After a dip in the pool, Joe turned in, so me & butch made a quick trip to the Stone Mountain park for the light show. Because he had been there before, I jumped on the back this time, Butch did a great job getting us there & finding a parking spot just before the show started. I really enjoyed the show, then we made a trip to Walmart for some bottled water. No trip is complete without a trip to WalMart! Sunday Morning we headed back to Suches, GA to come back thru wolf pen gap, then up 129 to Ride the Dragon, & have a Dragon burger for lunch. We got into Pigeon Forge, & back in the pool & hot tub. Coming back from a before dinner ride, we got soaked a mile from the hotel, so we rode the trolley to the catfish place for dinner. Monday it was back up 81 toward home, & a stop at the Winchester Cracker barrel where we stopped for one of Fred's apple dumpling deserts, & a sweet tea. Also the cheapest gas on the trip at the Costco in Winchester, \$2.66 a gallon.

A few stats from the trip;

Trip duration 8 days

Total mileage 3967

(My Trike)

Total fuel used 149.5 Gallons

Average MPG 26.5

Total fuel cost 435.16



By Dave

RIDER EDUCATION

The First Motorcycle?

By **Dave Tharp**, Virtual Museum Curator

"Who invented the first motorcycle?" It seems like a simple question, but the answer is a bit complicated. Motorcycles are descended from the "safety" bicycle, bicycles with front and rear wheels of the same size, with a pedal crank mechanism to drive the rear wheel. Those bicycles, in turn were descended from high-wheel bicycles. The high-wheelers were descended from an early type of push-bike, without pedals, propelled by the rider's feet pushing against the ground. These appeared around 1800, used iron-banded wagon wheels, and were called "bone-crushers," both for their jarring ride, and their tendency to toss their riders.



Gottlieb Daimler (who later teamed up with Kar Benz to form the Daimler-Benz Corporation) is credited with building the first motorcycle in 1885, one wheel in the front and one in the back, although it had a smaller spring-loaded outrigger wheel on each side. It was constructed mostly of wood, with the wheels being of the iron-banded wooden-spoked wagon-type, definitely a "bone-crusher" chassis.

Daimler's wooden Framed "Bone Crusher".

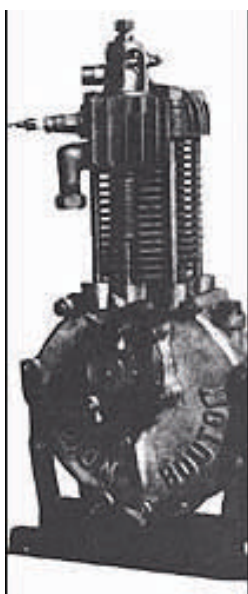
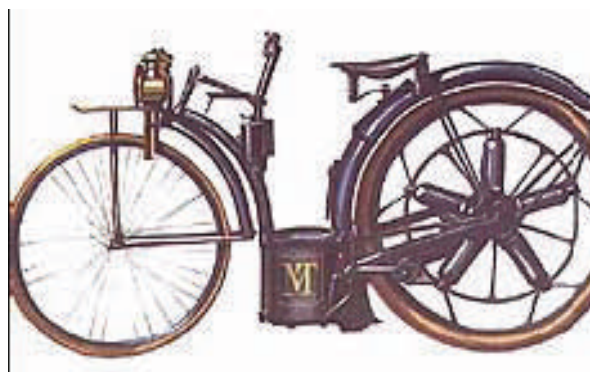
It was indeed powered by a single-cylinder Otto-cycle engine, and may have had a spray-type carburetor. (Daimler's assistant, Wilhelm Maybach was working on the invention of the spray carburetor at the time).



If one counts two wheels with steam propulsion as being a motorcycle, then the first one may have been American. One such machine was demonstrated at fairs and circuses in the eastern US in 1867, built by one Sylvester Howard Roper of Roxbury, Massachusetts. There is an existing example of a Roper machine, dated 1869. It's powered by a charcoal-fired two-cylinder engine, whose connecting rods directly drive a crank on the rear wheel. This machine predates the invention of the safety bicycle by many years, so its chassis is also based on the "bone-crusher" bike.

S.H. Roper's 1869 Steam-cycle

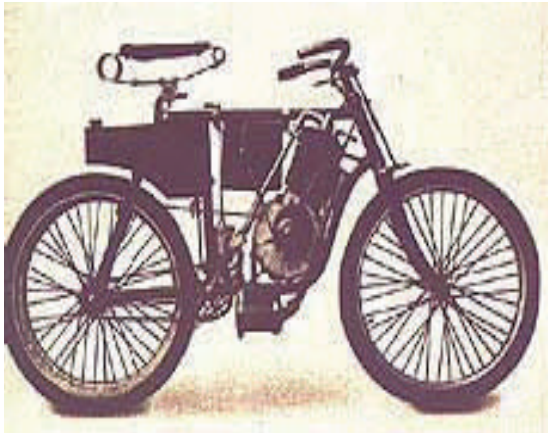
Most of the development during this earliest of eras concentrated on three and four-wheeled designs, since it was complex enough to get the machines running without having to worry about them falling over. The next really notable two-wheeler was the Millet of 1892. It used a 5-cylinder engine built as the hub of its rear wheel. The cylinders rotated with the wheel, and its crankshaft constituted the rear axle.



The first really successful production two-wheeler though, was the Hildebrand & Wolfmüller, patented in Munich in 1894. It had a step-through frame, with its fuel tank mounted on the downtube. The engine was a parallel-twin, mounted low on the frame, with its cylinders going fore-and-aft. The connecting rods connected directly to a crank on the rear axle, and instead of using heavy flywheels for energy storage between cylinder-firing, it used a pair of stout elastic bands, one on each side outboard of the cylinders, to help out on the compression strokes. It was water-cooled, and had a water tank/radiator built into the top of the rear fender.

The mother of Motorcycle Engines: DeDion-Burton

In 1895, the French firm of DeDion-Buton built an engine that was to make the mass production and common use of motorcycles possible. It was a small, light, high revving four-stroke single, and used battery-and-coil ignition, doing away with the troublesome hot-tube. Bore and stroke figures of 50mm by 70mm gave a displacement of 138cc. A total loss lubrication system was employed to drip oil into the crankcase through a metering valve, which then sloshed around to lubricate and cool components before dumping it on the ground via a breather. DeDion-Buton used this 1/2 horsepower powerplant in road going trikes, but the engine was copied and used by everybody, including Indian and Harley-Davidson in the U.S.

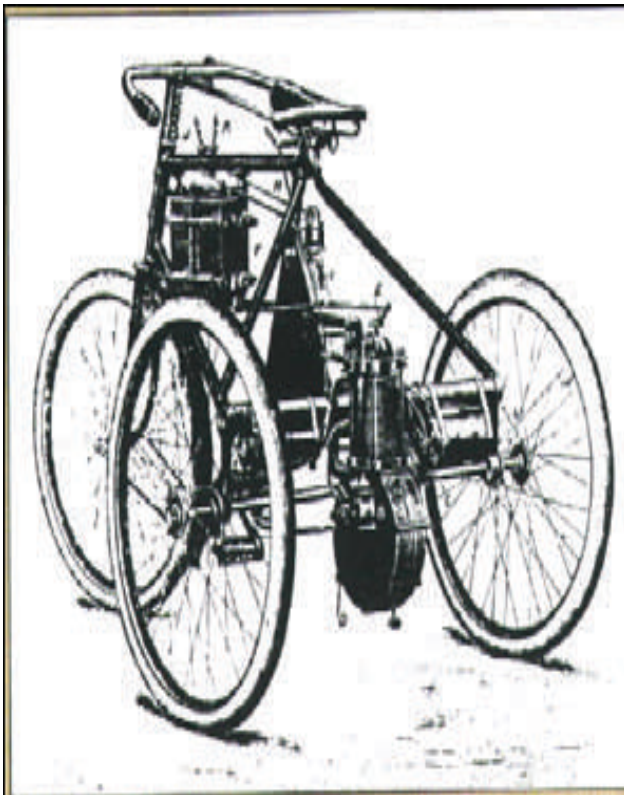


Although a gentleman named Pennington built some machines around 1895 (it's uncertain whether any of them actually ran), the first US production motorcycle was the Orient-Aster, built by the Metz Company in Waltham, Massachusetts in 1898. It used an Aster engine that was a French-built copy of the DeDion-Buton, and predated Indian (1901) by three years, and Harley-Davidson (1902) by four.

First American Production

Motorcycle 1898 Orient-Aster

The First Trike!



The DeDion-Bouton trike of 1895 had a .5 hp, 138cc single.

- The first Trike in History: Karl Benz (of Mercedes-Benz fame) in 1885. The same year that Gottlieb Daimler was putting an engine on two wheels. The two later combined to build a quad-cycle.
- Dedion Bouton Trike 1895. .5 HP, 138 cc single cylinder engine that caught on well.
- Trikes lost favor over the years and reappeared in the 1930's as utility vehicles. Harley servi-car and the Indian Dispatch Tow both emerged. These early vehicles were considered unstable at high speeds.
- During the big war, sidecars were widely used and after WWII the trike was further developed using the Harley Davidson Hydra glide for one.
- In the 1960's, VW Trikes became popular as they were easy to build and inexpensive. A German company began building trikes called Panda Trikes from the BMW.

Now Trikes are everywhere! They can stop faster, turn quicker and in a shorter distance, depending on the design, and all without the constant threat of dropping your machine and the possible retribution from a disgruntled CO-rider. You get the feeling of security even on wet, slippery, roads. Even the challenge of gravel is no longer a threat.

HAPPY BIRTHDAYS



**Mike Collins July 9th
April Darchicourt July 9th
Eve Creamer July 9th
Carole Michealson July 11th
Ruth Johnson July 13th
Ernie Michealson July 17th
Virginia Bohrer July 18th**

We hope it's a good one

HAPPY ANNIVERSARY

Sorry there were none.

We hope it's a good one



DON'T FORGET OUR OTHER CHAPTER'S GATHERINGS

“A” GATHERING IS AT THE GOLDEN CORRAL AT THE ARUNDEL MILLS MALL EAT AT 8AM & MEETING AT 9AM

Andre Bazemore 410-356-1084 E:mail baze@erols.com

“B” 3RD MONDAY, 7.30PM MEET SEAT PLEASANT RECREATION CENTER. 5720 Addison Rd Seat Pleasant, MD Bruce Hill 703- 615-0583 E:mail bruce.hill8@verizion.net

“F” 3RD SUNDAY, 9aM EAT 10aM MEET, Ryan’s RESTAURANT, 17830Garland Groh Blvd. HAGERS-TOWN MD 21740 Bob Walters 301-293-1910 E:mail magicwing@adelphia.com

“H” 4TH SUNDAY, 8AM EAT, 9AM MEET GOLDEN CORRAL, Route 40 ABERDEEN. Paul & Betty Koermer 410-877-9010 E:mail pandbkoermer@verizion.net

“I” 1ST SUNDAY, 8AM EAT, 9AM MEET Denny’s RT 301 South, WALDORF MD Ross & Cindy Barker 301-8481526 E:mail barkerr@comcast.net

“J” 3RD Saturday Check web site They move around for time and location ANNAPOLIS. Michael & Kathryn Mangum 410-266-0092 E:mail familymangum@gmail.com

“K” 3RD SATURDAY, 4,PM EAT, 5, PM MEET. Legends Restaurant 532 Baltimore Blvd. Westminster, MD 21157 Weldon & Ellen Hall 410-876-8687 E:mail wghall2350@aol.com

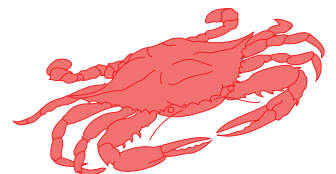
“L” 2ND SUNDAY, 8:30 EAT, 9AM MEET. Golden Corral 8451 Ocean Gateway Easton, MD Danny & Paulette Horton 410-827-8342 E:mail dannyhorton@mris.com

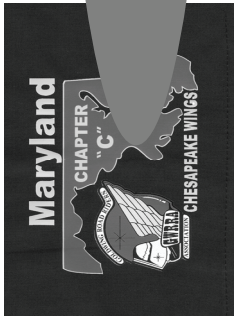
How Much Do You Know About Maryland?



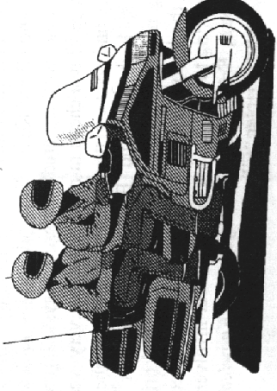
We are a Maryland Chapter. But, just how much do you know about Maryland? See how many questions you can answer.

- 1.) How many colleges and universities, including two-year institutions, dose Maryland have?
- 2.) What is the name of America’s first newspaper, published in Annapolis in 1727?
- 3.) Which town had an eighteenth-century social club called the Tuesday Club?





July 2007



Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8 Chapter C Gathering Ride TBA	9	10 Ice Cream ride Soft Serve Ellicott City	11	12	13	14
15 Visit Chapter J Check Web Site	16	17	18	19 Garage Meeting at Dave & Glorias	20	21
22	23	24 Ice Cream Ride Ice Cream Cottage Arbutus	25	26	27	28 Dinner Ride to Cracker Barrel in Perryville & Golf
29	30	31				



August 2007



Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5 Visit Chapter I in Waldorf Md 7 am	6	7	8	9	10	11 George Heffner Leads us on a ride TBA
12 C gathering at old Country Buffet a ride to Winchester VA lead by Joe	13	14 Ice Cream ride Cindy's soft serve Elkridge Md 7 to 9pm	15	16 Garage meeting at Dave & Gloria's 6 to 9pm	17	18 rodeo ride to New Jersey lead by Dave Drum TBA
19	20	21	22	23	24	25
26 Chapter C crab feast at Dave & Gloria's TBA	27	28 Ice Cream ride at Ann's Dairy Cream Glen Burnie	29	30	31	

Staff Members

Chapter Director
Lloyd & Cathi Anderson
410-247-9166

Ass't Director
Mike Nutter
410-789-6973
George & Jen Heffner
410-757-6236

Treasurer
Dave & Gloria Pumphrey
410-859-5119

Rider Ed. Coordinator
Bill & Bonnie Leith

Staff Members

Newsletter Editor
Butch Harvey
410-493-7490

Web Master
Dave Pumphrey

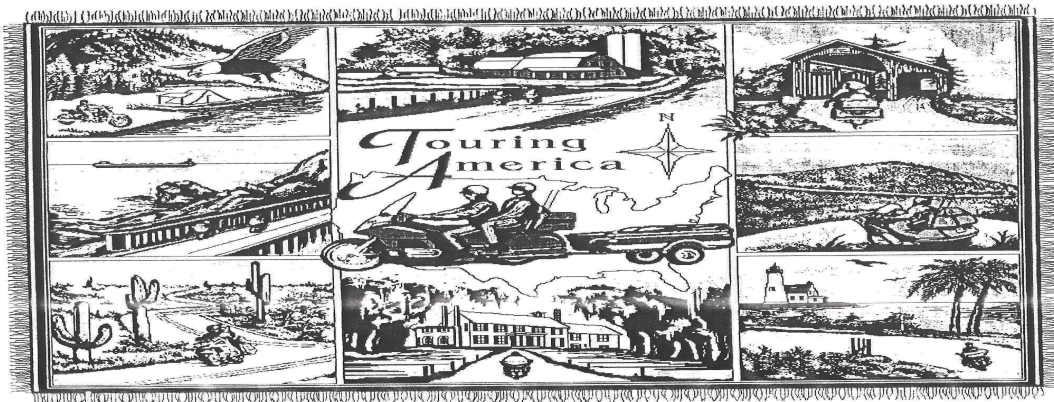
Chapter Couple of the Year
George & Jen Heffner
410-757-6236

Goodie sales
Barb Jackson
410-285-4789

Phone Tree
Cathi Anderson
Bill Leith
Virginia Bohrer
Barb Jackson
Carole Michaelson

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**WE HAVE ALL TYPES OF CHAPTER SHIRTS,
AND WE NOW HAVE SWEAT SHIRTS!
WE HAVE PATCHES AND PINS
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IT WILL KEEP YOU WARM ON THOSE COLD NIGHTS
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Chapter "C" Flags . And now we have Crab Hats. See Dave & Gloria**



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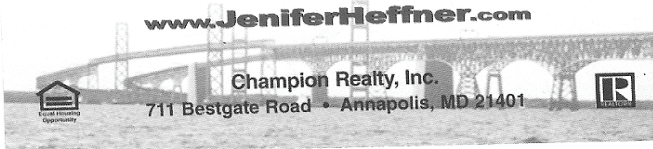
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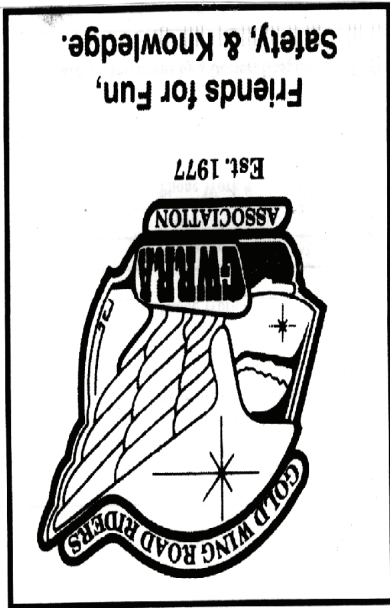


D.J. Dave

• MUSIC FOR ALL OCCASIONS •
DJDave@cablespeed.com

RESIDENCE
410-859-5119

CELL
410-382-9155



GWRRA MD Chapter "C"
Chapter Directors
Lloyd & Cathi Anderson
3179 Shiloh Court
Lansdowne MD 21227

Join us for breakfast 8:00 a.m.
& meeting 9:00 a.m.
2nd Sunday @ Old Country Buffet
6619 Gov. Ritchie Hwy,
Glen Burnie - back of M.V.A.



OKAY THE RIDING SEASON IS ROLLING