



Gold Wing Road Rider's Association Chapter P Pittsburgh, Pennsylvania August, 2006



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Gathering:

3rd Sunday of every month

Eat'N Park Restaurant

Route 60 & Manor Park Drive
Robinson Township, PA
412-787-8556

8:30am Breakfast / 10:00am Meeting

Birthdays:

Linda Profota 8/5
Joe Pallotti 8/14
Lee Corfield 8/21
Tom Dymerski 8/27
Roy Hoak 9/3
Carol Horne 9/6
Michael Mignella 9/6
Denise Chuderewicz 9/10

The Hoak Times

By Roy Hoak
Chapter Director



Hello Everyone!

I can't believe how fast this summer is going. It seems that it was only a few weeks ago that I was talking about making plans for Wing Ding and now we are looking forward to Wing Ding 2007 in Billings, Montana. I am glad to see that everyone made it back home okay.

We must now look forward to the up-coming State Rally. Even though Chapter P will not be represented in a large number this year, we will be there in spirit. We did collect money for the food-drive and Mark and Carol Forbes purchased a large amount of canned goods from the H. J. Heinz Company to help in the campaign for hunger at the Water Street Rescue Mission.

Thanks Mark and Carol for filling in for me the last two months at the Gatherings and to Marty Miller who will be making a special trip up to Lancaster to deliver the goodies.

We are starting a new year for the Traveling Plaque and I understand that they have changed some of the rules. There will be a second place and I believe they are going back to points for miles traveled. More on this as soon as I get more information.

Let's not forget about our own Summer Picnic (see later article). I guarantee it will be a day of good eating and some great games. It will be more fun than last year. If you didn't attend last year, please plan on attending this year. The Chapter will provide the hot dogs and hamburgers. All we ask you to bring is a side dish or dessert and your own drinks. I will have a sign-up sheet at this month's Gathering so we can get an idea of how many are attending.

Keep those riding schedules handy as we have some great rides on the agenda. I, myself, will not be able to attend many for awhile, but do not let that stop you from getting out there and riding. The cooler weather is not far behind so

we still have some great riding left to do this year.

Until next month...

this is the Rainman Roy!!!

Rider Education

By Andy Lucas
Chapter Educator



Group Riding

Riding alone, you have to account for yourself, riding with others, you must take into account the needs and abilities of the other riders. Group rides can be categorized into three basic types: destination-oriented rides, route oriented rides, and benefit-oriented rides. A destination-oriented ride focuses on specific place, like a restaurant, motorcycle hangout, or organized event. Route-oriented rides tend to be more free-form, usually without a fixed time-table, endpoint, or plan, organized only for the joy of riding together. Benefit-oriented rides are usually organized to raise money for a charity or other special interest group. These rides are typically large in scale with plenty of publicity. There are some things you should keep in mind before embarking on a group ride, no matter whether you're headed out with one other rider or hundreds. Riding alone, you only have to account for yourself. Riding with others, you must take into account the needs and abilities of the other riders---especially their riding experience, skill level, and general comfort on the road and around other motorcycles. Everything from where to position your bike on the roadway to how to effectively communicate with others in your group takes on a larger significance when riding in close proximity to others. You're not only responsible for your own safety and enjoyment, but you also share partial responsibility for ensuring that the ride is safe and fun for everyone else involved.

Arrive Prepared

Make sure you are ready to go when you show up for a group ride. Arrive on time, with a full gas tank and everything that you need to complete the ride. Nothing annoys other riders more than standing around, eager to get going while waiting for an unprepared rider to get his act together. Note who is lead rider and who is sweep rider. Ask what hand signals will be used during the ride, and remember to

use them. Ride responsibly and impress other riders with your cool-headed safety mindedness and self-control.

Riding In Formation

A group's riding formation on the road plays a huge part of maintaining safety during a group ride. The staggered riding formation includes maintaining a proper space cushion between motorcycles so that each rider has plenty of time and space to maneuver and react to any hazards that may be encountered. Compared to a single-file line, a staggered formation takes up less space on the highway, is easier for motorists to see, and protects the lane better to lessen the chance of the group being split up by other traffic. Side-by-side formations are never preferred, as these greatly reduce the space cushion to the side. For example, if you suddenly needed to swerve to avoid a hazard, in a side-by-side formation you would not have room to do so. You don't want your handlebars to get entangled with your buddy's. The only time a side-by-side formation might be required is during a parade or other slow-speed event, where other safeguards would be in place to minimize the threat from traffic or other hazards. An ideal staggered formation will give each rider plenty of room to maneuver and still maintain the riding formation. In a staggered formation, the third rider is two seconds behind the leader, but only one second behind the second rider. No matter what formation you are riding in, pay careful attention to the riders in front of and behind you. Periodically check the riders following in your rear view mirror. If you see a rider falling behind slow down and allow them to catch up. Think of the group like a rubber band—the line of riders may stretch out or tighten up from time to time, but overall, if all the riders in the group use this technique, the group should be able to maintain a fairly steady speed without some riders feeling pressured to ride too fast to catch up.

Intersections

Intersections are the area of most risk for motorcyclists. This, of course, remains true for groups of motorcyclists riding together, despite the increased visibility of a large group. Here are some tips to help groups successfully negotiate some of the more hazardous situations that you might encounter in instances where two or more roadways intersect. When turning at protected intersections

(those with traffic light turn arrows), tighten the formation to allow as many riders as possible to pass through. Do not ride side-by-side, however, maintain a single file or tight staggered formation. Despite your best attempts, if your group is more than a few bikes strong there is a good possibility that not all riders will make it through the traffic light arrow. For this reason, it is important to discuss beforehand what to do if some riders get separated at a light. Having a plan to stop at a point up ahead will keep each rider from feeling pressured to run the light or speed to catch up. At unprotected intersections riders should proceed with caution and in single file, only turning when it is safe and legal to do so. Lead riders should slow down after unprotected intersections to allow the group to reform after everyone has ridden safely through the intersection. Respect the rights of other motorists; blocking an intersection without permission or without an appropriate escort is illegal in most circumstances.

At two-way stop intersections where you are required to stop, move through only when it is safe and legal. When stopping at an intersection that you intend to proceed straight through without turning), it may be appropriate to close formation and sit side-by-side while waiting to proceed. When the light changes, the rider on the left leaves first, then the following riders, in order to reestablish the staggered formation and space cushion as they depart.

Interstates And Freeways

High speeds and the increased potential for hazards make riding in a staggered formation essential on freeways and interstates. Enter these roadways single file and form up after safely merging. Once on the highway, be alert for entering and exiting cars that might cut through your formation. Resist the temptation, especially in heavy traffic, to close up the formation too much. Maintain your space cushion and at least your one-second/two-second staggered-formation following distance. Exiting an interstate requires a single-file formation that allows you to better merge and respond to whatever is at the end of the exit lane.

Passing

Group passing differs depending on the type of roadway on which you are traveling. Whether on a freeway or interstate, it's acceptable for the group to pass as a unit, provided this pass is safe and legal.

When the opportunity arises, the lead rider should signal the lane change once it has been determined that the group can pass as a unit. The other riders should then follow this lead and signal one at a time and move into the next lane. Passing slower-moving traffic on a two-lane roadway presents a greater potential for complications, so in this situation the members of the group should pass one at a time. The leader should signal his intention first and then pull out and pass only when it is safe and legal. After the pass is completed, the leader should return to the left lane position and continue at a speed that leaves room for the next rider to tuck in between him and the vehicle being passed. The next rider should then move up to the left position and wait for a safe chance to pass—each rider should pass only when he or she feels it is safe to do so. The rest of the group should follow the same pattern. Of course, such passing maneuvers should be limited to marked passing zones only.

Separation Anxiety

Signals, traffic, a mechanical problem, there are any number of reasons that you might suddenly find yourself separated from the group you are riding with. If this situation arises, don't panic, your group should have a pre-planned procedure in place to regroup. Don't feel pressured to catch up, especially if it means breaking the law or riding beyond your skills. It's always better to finish a group ride alone than it is to finish in trouble. If you have plans to separate from the group before the end of the ride, make sure to notify the group leader in advance to avoid creating anxiety for the leader. Make sure they know where and when you plan to depart so they know that you haven't had a problem and aren't in need of assistance. When you do depart, the rest of the riders should adjust the formation to maintain the proper space cushion and following distance. This may require some riders to change their position to the opposite side of the lane.

Trouble Ahead

Reacting properly to hazards in the roadway is especially important in the context of a group ride, as it is more likely that there will be other motorcyclists in close proximity to you. For this reason, maintaining a proper space cushion and following distance throughout the ride is essential to allow riders to adjust their lane positions if debris is encountered. If, while riding in a staggered

formation, you come across a hazardous area—a construction zone, for example—it is best to transition to single file. Avoid riding over debris unless you have no other choice. Not only could you damage your tires or bike, but you also risk throwing debris into another rider's path. Ride as smoothly as possible and avoid sudden changes in speed or direction. The same is also true of traveling on wet roadways. If a member of the group does have a bad interaction with one of these hazards, the following riders should all stop, including the sweep rider at the back of the pack. It's best for the riders ahead of the incident to continue on to a safe stopping area, since turning around and doubling back could cause additional safety problems. It is responsibility of the sweep rider to assess the situation and, if it appears there will be a delay, send another rider ahead to inform the rest of the group. If medical assistance is necessary, use a cell phone to call 911. A successful ride with a group of like-minded individuals is one of the ultimate motorcycling experiences. Taking part in a group ride is a great way to share the fun and camaraderie of motorcycling. Having the proper attitude—knowing your limits and the limits of the group, and taking responsibility to ride within them—is the key to making this social form of motorcycling fun for everyone. Following these simple guidelines will help make your participation in group riding safer and more satisfying for everyone involved.

Ride smart and ride safe.

Enjoy the rest of the summer and group rides.

Forbes Facts

By Mark Forbes
Assistant Chapter Director

“Did you know...”

Here is the new program that we, the staff, hope will stimulate more interest in GWRRA's facts. Starting this month and each month afterwards, I will be publishing an article in the newsletter about GWRRA's history and benefits. What each Chapter member needs to do is simply read the article, attend the Gathering, buy a 50/50 ticket and, if your ticket is drawn, answer correctly a question from me. If you do so, the Chapter will pay for your breakfast! The FREE breakfast is limited to a

couple or a single ticket buyer and is open to all Chapter members. Here is the first article...

What is a Poker or Observation Run?

A poker or observation run normally serves as a fundraiser for the Chapter, District or Region, as there is usually a small registration fee to participate. There are many formats but these are basically conducted as follows: You sign in and receive a set of directions for a scenic ride. For a "poker run" you may be required to stop at certain check points and draw a card. At some events you may draw all your cards at the end of the ride when you check in. As in poker, the best hand wins, normally some pre-announced percentage of the proceeds, or a plaque, trophy or fixed cash prize. An "observation run" is similar but requires that you answer questions about sights along the route. The person who answers the most questions correctly wins.

What is a Bug Run?

Same as a "Poker Run" or "Observation Run" except you have a target on your windshield. The bike that returns with a bug closest to the bulls eye or with the most bugs on the target wins. (For more details, see the "Fun Activities Guide," available from your Chapter Director or through the Member Enhancement link on the Home Page, www.gwrra.org).

Miller's Mentionables

*By Marty Miller
Assistant Chapter Director*

We started the month of June by heading to the Ohio Rally on June 17th in Ashland. We met Tom Banks and Ed and Carol Horne at Eat 'N Park in Robinson. We headed down Route 22, where we picked up Route 250, which we took all the way to Ashland. We had a beautiful day for a ride. After walking around for awhile, Tom, Ed and Carol headed home without us because our vests were taking longer than expected.

On Sunday, June 18th, Stacey, Karen and I headed out to Cranberry for the Ride For Kids. Stacey and Karen drove up in the car while I rode the bike. Once at the Home Depot, Stacey

hitched a ride with Randy up to Slippery Rock. Once the ceremony was over, we headed back to the Home Depot. Even with Roy along, it didn't rain.

Karen and I had planned to go to Wing Ding but my job changed so we were unable to go. We are already planning next year's Montana trip.

This month, Stacey has been very busy. First, she joined the National Guard. Then, two weeks later she got her license. Now, she has her motorcycle license.

In July, Karen, Stacey and myself went down to Marysville for Honda Homecoming. We were going to take the bikes but the weather would not cooperate so we took the cars. We met Mike and Mark at the Honda plant and we took the plant tour together. As a demo, they exploded one of the airbags on the new Wing. It was very loud and you better have earplugs for that. After that, we went up to the fairgrounds where we watched some drill teams and walked through the vendor area. After leaving the fairgrounds, we headed to downtown Marysville for the block party and parade. There were 891 bikes in this parade and in the middle of the parade a man in a car was going the wrong way through the bikes. We were very lucky that there was not a very serious accident. After the parade, we went back to the hotel for the night. Our day started at 6:00am and ended at 11:30pm. It was a very long day. There are pictures of the parade and drill teams on the website under CHAPTER PHOTOS.

We will be heading down to the PA Rally on Thursday and we hope to take the bikes. It will be a long ride for Stacey but she says it won't be a problem.

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Enjoy and Entertainment Books

By Marty Miller
Assistant Chapter Director

The time is here to start selling Enjoy and Entertainment Books. We already have them so, hopefully, we will sell a lot more of them than we did last year. Karen will have Enjoy flyers at this month's Gathering so everyone can see what they have to offer. Both the Enjoy Book and the Entertainment Book sells for \$25.00 each and are available right now. We will have them at this month's Gathering.

Summer Picnic

By Jayne Minsterman
Newsletter Editor

Chapter P's Summer Picnic will be held at South Park, Purcell Grove, on Sunday, September 10, 2006. The fun begins at 12:00 noon; food to be served around 2:00pm with games to follow! We will need to have a head count to make sure that we have enough food for all. Please sign up early or call Karen Miller at 412-563-4920 before Tuesday, September 5, 2006. Remember that the picnic is **BYOD (bring your own drinks)!** Everyone is also asked to **bring a Side Dish, Dessert or Snack.** Please let Karen know what you are planning on bringing so that we can make sure that there is a variety. Hamburgers and Hot Dogs will be provided, along with buns, condiments and paper products. Sign ups will be at this month's Gathering. Don't forget to mark your calendars and join the fun!

Directions: Route 88 to the South Park main entrance; take Corrigan Drive through the park to the light just past the tennis courts. At this intersection, make a left onto Maple Springs Drive. Purcell Grove will be on your right.



Chinese Auction

By Shirley Hoak
Chapter Director

It's that time again—time to be thinking about our annual Christmas party. Once again, we will be having the famous Chinese auction. Please start looking in the closets or in the attic for that gift that you would like to donate. Nothing is too big or small. Please bring all items to the Gathering or, if the item is too big, we will make arrangements to have it picked up. This is an event that everyone looks forward to and it makes a small amount of money for the Chapter.

GoldWingers Helping GoldWingers

By Jayne Minsterman
Newsletter Editor

I received the following email and thought I should print it in the newsletter:

A GWRRA Big Thank You

By Frank & Diane Dinger
Assistant Chapter Directors – Chapter G – Erie

I want to thank Ken & Denise Chuderwicz for coming to the rescue of a fellow rider on June 11 down on Route 51. Nat Archer's and his wife's Wing died when we were on our way home from a Patriot Guard Mission. Out came the Gold Book and Denise answered the call and was standing next to us in about 5 minutes. Nat was having a bad time with Road Rescue and things were not looking good. Ken showed up and tried to help (he had his gun). Ken I wish Nat would have taken your advice and let you put it out of its misery LOL. I finally got a hold of my cousin in Cranberry Township, who had a trailer, and Ken offered his tie downs. We got it to North Park Honda, left it there and then started for home.

This is when the story gets good--5 people, 1 Wing, 1 650 V-Star, 1 Victory. Just use your imagination on this. I won't go any farther except it got down to about 43 degrees by the

time we got home but we made it safe and a little cold. I was back up at 6am and on my way back to Pittsburgh with about 20 bikes for the funeral of that same Marine. There, I met Jayne & Bob Minsterman. Ken, I hope you got your tie downs back and it was a pleasure to meet both you and Denise. If anybody from your Chapter has a problem in this area I have a trailer and tie downs and will surely return the favor. Just call and I don't care what time it is. Again, a big THANK YOU

P.S. Nat's back on the road. Sorry this took so long to get out. Between work, GW and PGR, I don't have a lot of free time anymore.

We're Headed To WingDing

*By Jayne Minsterman
Newsletter Editor*

We met up with Roy & Shirley Hoak and three other GoldWings (not Chapter members) for the ride to Nashville on Saturday, July 2, 2006.

Shirl had planned out our route, keeping us on 2-lanes as much as possible. Since we were going to be on the road for a full two weeks, we were not in a hurry to get anywhere in particular.

We traveled the majority of the day on Ohio Route 7 along the river. The little towns and the river made for a very scenic ride. The ladies on the other three bikes were not "seasoned" riders and kept complaining about their sore backsides. At one of the stops that we made, one of the ladies asked how much further we had to go. When we told her that we had roughly 150 more miles to go, she slapped her husband. Apparently, he had told her that the entire trip to Nashville was going to be 385 miles not that we were traveling 385 miles the first day.

Just before the Kentucky line, Bob was hailed on the CB by a gentleman asking "Hey, PA GoldWing, Where Ya Headed?" Bob replied that we were on our way to Nashville. A conversation began and we found out that the man was a GWRRA member himself and that he belonged to 2 Chapters, one in Ohio and one in Kentucky (since he lived so close to the state borders).

Our new friend and Roy & Shirl were chatting for a while when Roy asked him if there was a place close to where we were that we could stop for a cold beverage and potty break. We were surprised when he offered his house. He said he lived only about

100 yards from the road on which we were traveling and that, if we wanted to stop there, he would tell Roy (the ride leader) where to turn. We agreed to take him up on his offer.

When we got to his street, he directed Roy to make a right turn and led us into his driveway. Bob & I were the tail (as we were the only others with a CB) so we knew where we were headed but the three bikes in the middle were clueless and stopped dead in their tracks when Roy pulled up into a residential driveway. You should have seen the looks on those six faces, when Bob and our host pulled around them and parked beside Roy. We began to dismount and they still had no idea why we were stopping at someone's house. When we told them that we had met our hosts over the CB, they couldn't believe that we were at their house for drinks. We visited with our hosts for about ½ hour before getting back on the road and heading for our first destination of the trip, Slade, Kentucky.

We checked into our cabins for a 2-night stay around 9pm.

When we got up Sunday morning, we went to breakfast at a local restaurant (food was horrible) and then visited the Natural Bridge. We took a ski-lift ride to the top. At the top, we met a Park Ranger and he told us that, if we walked down a pair of steps and through a "squeeze" we would be able to see the bridge from underneath. Well, when we walked down the steps, the Ranger wasn't lying. The squeeze was a 16" path between rocks. We had to walk sideways to get through it. We looked at the bridge from underneath and then returned through the squeeze and back up the steps. We talked to the Ranger again and he told us that he keeps a rope and a can of Crisco handy for those too large who try to get through the squeeze.

After leaving the Natural Bridge, we went riding through the Red River Gorge. We also went in search of some of the Kentucky Horse Farms. The horse farms that we saw were amazing. The horse stables were nicer than some of the houses that I've seen around here and they were all air conditioned. If there is such a thing as reincarnation, coming back as a Kentucky horse wouldn't be too bad.

On Monday, we headed to Nashville. We stayed at the Radisson Opryland (owned by and located directly across the street from the Gaylord). We arrived mid-afternoon and spent a relaxing evening drinking by the pool and hot tub.

On Tuesday, we took the shuttle bus over to the Gaylord. We were glad that we could take the bus as one of the guys we had met the night before in the hot tub said that he took his bike over there on Monday and it took him 1-1/2 hours and \$17.00 in cab fare to find his bike in the parking lot. We spent the afternoon, going through the vendor area and checking out the Gaylord, where we ran into Chuck & Grace Jack. The Gaylord is quite an impressive hotel!

Tuesday evening, we rode in the Parade into downtown Nashville. Bob says he was never before in a parade that was doing 70mph down the highway. We parked the bikes at the Tennessee Titan's Stadium and walked across the pedestrian bridge into downtown Nashville. We had dinner at a local tavern and decided to head back to the Stadium to watch the fireworks. Unfortunately, the pedestrian bridge was closed at 7:30pm because the fireworks are ignited not too far from it and there have been times when unexploded fireworks have landed on the pedestrian bridge. So, the bridge was going to be closed until the fireworks were over, probably around 10:30pm. So, we waited at the barricade and had front-row seats for the fireworks.

On Wednesday, it was raining but we didn't really mind because we had planned on spending the day at the Country Music Hall of Fame anyway. The Country Music Hall of Fame was like a walk down memory lane for all of us—seeing all those old-time musicians, their costumes and musical instruments. We had dinner at the Wild Horse Saloon and ran into Mike and Susan Mignella there.

On Thursday, we went and toured the Jack Daniels Distillery. Unfortunately, no samples were given out but it was a very interesting tour. Did you know that Jack Daniels began making bourbon at the age of 7. A local minister taught him the trade. When Jack was 13, a member of the minister's congregation made the minister choose between bourbon making and preaching. The minister chose preaching so he sold the bourbon business to Jack. At age 15, Jack Daniels registered his distillery with the government. It is the oldest registered distillery in the United States.

After returning to our hotel on Thursday afternoon, we got ready to go to the Ryman Auditorium to see Vince Gill in a blue grass festival. It was a great show! After the show, we all went to Roy & Shirl's room to sample some of the purchases made at the distillery before retiring for the night.

The Long Way Home

*By Shirley Hoak
Chapter Director*

We had made our decision before Wing Ding that we would continue south after leaving Nashville. So, on Friday, July 7th, early in the morning, we left for the Natchez Trace Parkway. We just had one stop to make and that was having breakfast at the famous Loveless Cafe. The Cafe is at the northern terminus of the Natchez Trace Parkway. Nationally acclaimed and frequented by celebrities, world travelers and local appetites alike, the Loveless Cafe serves up award-winning country ham and red eye gravy (it has day-old coffee in it), real Southern-fried chicken and Nashville's favorite scratch biscuits with homemade preserves cooked right in the kitchen. I can't say that I thought the food was that great, maybe a little pricey (ask Bob about the cost of his breakfast), but it was fun knowing that we had eaten where Willard Scott, Martha Stewart and many of the country western celebrities dined.

After breakfast, we headed out to begin the Natchez Trace Parkway. The Natchez Trace Parkway is 444 miles long starting just outside of Nashville, Tennessee. This parkway is nothing like the Blue Ridge Mountain Parkway, where there are so many great twists and turns and beautiful mountains for viewing. This parkway is beautiful but in a different way. It winds through forests and across creeks once traversed by flat boatmen on their way home to the North. Sometimes, it took as long as six months to walk home to Pittsburgh. Because of its flat terrain and tree-lined roads, it wasn't long before you actually became drowsy on the ride. We often pulled over at the various attractions on the parkway. One of those was Jackson Falls. After a short walk down to the falls (why is everything you wish to see at the bottom of a hill?), we stopped to take pictures. I was disappointed to see that the falls were very low due to the fact that the South is having a drought. It would have been impressive had they been at their true capacity. We traveled down the Trace Parkway to Tupelo, Mississippi, where we got off and spent the night.

What does Tupelo, Mississippi, have for the tourist you may be asking? Well, it is the birthplace of Elvis Presley. A small town put on the map because of their famous hero. A town that pays tribute to him in every way they can. We didn't see Elvis anywhere

in the town that night, so the next morning we left and proceeded down to Natchez, Mississippi.

We arrived late on Saturday night, the heat was impressive and so was the size of the bugs. I had never seen so many BIG bugs. We decided to spend an extra day in Natchez to do some sightseeing. Natchez, Mississippi, once boasted of having the most millionaires living in their town before the Civil War when cotton was king. Rated as the oldest and most historic city in the Deep South, Natchez is chocked full of fascinating people, places and things.

Because of the heat, we opted to take a carriage ride instead of the walking tour. With more than 500 structures dated to the era before the Civil War, Natchez is a museum in itself. Natchez is rich in African-American history. Some of the sights that we saw were the William Jones House, where one of the South's largest slave markets was located, and Melrose, a beautiful antebellum estate that now is a national park.

Our tour guide told us the story of the Longwood Mansion. Construction was started in the summer of 1859. Using the octagon form with four main floors, a fifth story solarium and a sixth-story observatory, the structure was designed to have 32 rooms, each with its own balcony. In April, 1861, all the hopes and dreams were smashed by the declaration of war. Philadelphia craftsmen traded their saws and hammers for rifles and bayonets, never to return. The house, to this day, was not completed, and its owner died the next year the legend says of a broken heart over his dream house. He left his wife and eight children to finish the mansion. It stayed in the Longwood family until 1968. It's maintained by the Pilgrimage Garden Guide. Why not finish it now--leave it as a monument to the heart-rendering break of the War between the States or let it mark the end of an era. Natchez is truly a fascinating city. They have kept the post-Civil War era time today and it was amazing looking at the beautiful plantation homes of yesteryear. You could almost image seeing all the great ladies and gentlemen as they arrived dressed in their fine attire for a party.

After our tour, we crossed over the bridge into Louisiana. We thought about going all the way down to New Orleans since we weren't that far away, but decided not to at this time. Instead, we had dinner on one of the gambling boats in the Mississippi River. Needless to say, no one was lucky that night, but we did have a great dinner.

It was now time to start thinking about returning home. A friend of Roy's had told him to make sure that we stopped at the Barber Vintage Motorsport Museum in Leeds, Alabama. We stopped at the museum on Tuesday. This museum has a collection of over 900 vintage and modern motorcycles as well as a substantial collection of Lotus and other racecars. It is considered the largest in North America and probably the World. The bikes range from 1904 to current-year production. But what got our attention was how they are displayed. I cannot begin to explain this to you but, if you are really interested, go to their website, www.barbermuseum.org. They have five floors, over 80,000 square feet. Roy took a lot of pictures so please ask him to show them to you. This could be something to think about for a long weekend ride for the Chapter to go check out sometime.

Our next stop was back in Tennessee where we stopped at Ruby Falls and Rock City. Ruby Falls was very interesting because the Falls are underground. We took an elevator ride down some 240 feet and walked through the cavern to see a 140-foot waterfall. What a sight! At Rock City, at the highest point you could actually see seven states.

We stopped in Cades Cove in the Smokey Mountain National Park. We saw some animals and Roy was happy because he got to see five buck all in velvet eating in the fields.

The next day, we got on the Blue Ridge Mountain Parkway and made a stop at Chimney Rock. We missed the turnoff for Grandfather Mountain but found a road off the Parkway that was awesome--Rt. 80 in North Carolina. The write up about this road says it's not for beginners and I could see why. What a fantastic ride, however, at the time we were enjoying the ride so much that we didn't realize that we were actually going the wrong way and were back tracking. Oh well, it was fun while it lasted.

We spent one night in Maggie Valley, North Carolina. We stayed at a great motel that caters to GoldWing people. Up the road from the motel was another motorcycle museum called Wheels through Time. We stopped there since it was raining and waited out the rain. If you are ever in the area, please look this museum up, you won't be sorry.

We arrived home on Saturday exactly two weeks from our starting date with some great memories and already thinking about next year.

Thought You Might Like to Know!

By Roy Hoak
Chapter Director

For those of you who went to Wing Ding, and for those of you who did not, here are some 2006 Wing Ding Statistics:

Oldest male rider - 89 years old from Georgia
 Oldest female rider - 82 years old from Georgia
 Oldest co-rider - 85 years old
 Oldest side-car rider - 86 years old from Florida
 Youngest co-rider - 6 years old from North Carolina
 Youngest side-car rider - 5 years old from North Carolina
 Longest distance male and female - 2,509 miles from British Columbia, Canada
 Longest distance couple - 2,594 miles from Canada

Longest direct miles - 8,351 miles from New Zealand

International longest miles - 8,866 miles from South Africa (I'm glad he's not in our high mileage contest)

Highest percentage attendance - 20% from Delaware

Largest district attendance - 528 from Ohio

Total attendance - 13,583

Total non-members attending - 1,288

Blood drive pints of blood - 168

Participation in games - 252

Participation in seminars - 1,290

Naturally, the only time it rained was the night of the light parade, thus it was cancelled. (I had nothing, I repeat, nothing to do with this. I was not participating so you can't blame me.)

These are some interesting facts that I thought you might like to know!



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Aug. 20	Sunday	Gathering	Eat 'N Park Restaurant Route 60 & Manor Park Drive Robinson Township, PA	15	8:30 a.m. – eat 10:00 a.m. – mtg.
Aug. 30	Wednesday	Ride	Quaker Steak & Lube Sharon, PA Meet at Wexford Kings	5	6:00 p.m.
Sept. 2	Saturday	Ride	Flight 93 Memorial Meet at Bridgeville Kings	5	9:30 a.m.
Sept. 6	Wednesday	Staff Meeting	Marty & Karen Miller's House 1321 Chappel Avenue Pittsburgh, PA 15216 (412) 563-4920		7:00 p.m.
Sept. 10	Sunday	Picnic	Summer Picnic Purcell Grove at South Park (See Newsletter for Details)	20	12:00 noon
Sept. 16	Saturday	Ride	Pennsylvania High Point Ride Meet at Bridgeville Kings	5	9:30 a.m.
Sept. 17	Sunday	Gathering	Eat 'N Park Restaurant Route 60 & Manor Park Drive Robinson Township, PA	15	8:30 a.m. – eat 10:00 a.m. – mtg.
Oct. 1	Sunday	Ride	Clarion Autumn Festival Meet at Wexford Kings	5	9:30 a.m.
Oct. 4	Wednesday	Staff Meeting	Andy Lucas' House 217 Old Farm Road Cranberry Twp., PA 16066 724-776-4309		7:00 p.m.
Oct. 7-9	Saturday- Monday	Overnight Ride	Chapter D's Mystery Ride See Chapter D's Website	25	
Oct. 9	Monday	Dinner Ride	CiCi's Pizza Washington Pike Bridgeville, PA	5	7:00 p.m.
Oct. 14	Saturday	Ride	Nemacolin Air & Auto Show www.nemacolin.com Meet at Bridgeville Kings	5	10:00 a.m.
Oct. 15	Sunday	Gathering	Eat 'N Park Restaurant Route 60 & Manor Park Drive Robinson Township, PA	15	8:30 a.m. – eat 10:00 a.m. – mtg.
Oct. 22	Saturday	Ride	Coopers Rock West Virginia Meet at Bridgeville Kings	5	10:00 a.m.
Oct. 26	Thursday	Dinner Ride	Max's Allegheny Tavern 537 Suisman Street Pittsburgh, PA	5	7:00 p.m.
Nov. 1	Wednesday	Staff Meeting	Eat 'N Park Restaurant Route 60 & Manor Park Drive Robinson Township, PA		7:00 p.m.
Nov. 6	Monday	Dinner Ride	Penn Brewery 800 Vinial Street Pittsburgh, PA	5	7:00 p.m.
Nov. 16	Thursday	Dinner Ride	Hard Rock Café Station Square	5	7:00 p.m.
Nov. 19	Sunday	Gathering	Eat 'N Park Restaurant Route 60 & Manor Park Drive Robinson Township, PA	15	8:30 a.m. – eat 10:00 a.m. – mtg.
Dec. 6	Wednesday	Staff Meeting	TBA		7:00 p.m.
Dec. 11	Sunday	Christmas Party	TBA	50	
Dec. 17	Sunday	Gathering	Eat 'N Park Restaurant Route 60 & Manor Park Drive Robinson Township, PA	15	8:30 a.m. – eat 10:00 a.m. – mtg.

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