

# Dog House

OKLAHOMA GUARD DOGS MOTORCYCLE ASSOCIATION NEWS

WEB PAGE: WWW.OKCGUARDDOGS.COM

MASTHEAD DESIGN BY: KENDALL "DEDGOAT" JAMES

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**From the  
Big Dog  
President  
Carroll Dobbs  
"Birddawg"**

The first thing I would like to do is thank Logdawg for the leadership he showed during his term as president. He is definitely a good role model but a hard act to follow. During his time in office, we've increased membership, improved visibility, gained respect from other clubs, and (some of us) have ridden motorcycles all over the country. Logdawg, on behalf of the club, thank you for your service, you have made a real contribution.

Second, I would like to encourage everyone to attend our meetings. Since that is where our business is conducted, you can't have an input if you aren't there. The more involvement we have, the better the club is going to be.

Third, I would really like to encourage everyone to be part of as many rides as possible. Riding with like-minded people (Guardsmen and supporters) is why we joined in the first place isn't it? Going places with our group is the fun part of the club. If you aren't there, you're missing out on a good time.

Speaking of rides, we have several to choose from this month. Try to attend some (or all). The Central Chap-

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## Good Support From Central Chapter NGAOK Poker Run Held in Tulsa



Squeezing between extremely high winds on Friday and cold winds with severe thunderstorms on Sunday, good weather did prevail for the National Guard Association of Oklahoma Poker Run on Saturday, April 30th.

The route covered about 125 miles through NE Oklahoma starting at the Hard Rock Hotel and Casino. The Central Chapter was well represented and joined other riders in the area to support the ride sponsored by our NE Chapter.

The run was held in conjunction with the annual NGAOK Conference and Military Ball weekend which rotates between Tulsa and Oklahoma City.

Although attendance for the ride might be considered low by some standards the ride was a huge success with well planned stops and free hamburgers and hot dogs along the way to feed the hungry riders.

**Got Something To Say, Event to Share, Story to Tell, Photo to Publish,  
Items to Sell, Upcoming Birthday, Joke/Cartoon (Family Oriented!),  
or a Family Secret Recipe?**

Email submissions to:  
**[thedoghousenews@cox.net](mailto:thedoghousenews@cox.net)**

# President's Column

... con't from Page One

ter mystery ride is the 21st, Rolling Thunder the 22nd, and the Memorial Day ABATE and 45th Museum Rides on the 30th.

Memorial Day Weekend starts "The 101 Critical Days of Summer", the time of the year when most accidents happen. Please be safe when riding. Remember to watch out for other drivers/riders and always have an escape route in mind.

See you at the monthly meeting on the 18th

BirdDawg

## Membership News

Thought I would let everybody know the wife and I are just back from a 40th Anniversary Cruise through the Panama Canal, we were gone 30 April through 17 May, had a great time!

See ya in May,

Thanks, Paul and Patty

Pat,

I don't have anything exciting but FYI I'm having surgery on my back next Tuesday 17 May 2011 at Community Hospital. Have to spend 1-2 nights in hospital. So I will not be at the next Guard Dog meeting. I've put this off as long as I can. The pain is in my legs mainly the right one. The asiatic nerve is pinched; opening not large enough for nerve to go through. They have to scrape it out. Says it's mainly arthritis build up. Should be up and running for Sturgis for sure.

Later,

Hammer



## Central Chapter Guard Dog Support Group

### **Central Chapter Guard Dogs Support Group's Information and Specifics:**

As of March 2011, the Central Chapter Guard Dogs has a Support Group that has a current membership of 9 members and a "friends list" of 11.

Official Support Group membership is defined as a member with voting privileges. Voting privileges are afforded to a Support Group member whose dues are current within the last 12 months. Yearly dues (\$15) are paid during the month of July. Official and current Support Group membership consists of riders or supporters that do not meet the membership eligibility criteria to be a member of the Guard Dogs or do not desire to be a full-fledged member of the Guard Dogs. Also, membership in the Support Group allows an association with the Central Chapter Guard Dogs without those responsibilities of belonging to an official Motorcycle Association. The Support Group's mission statement mirrors the mission statement of the Central Chapter Guard Dogs and the role is to support their efforts and activities.

The Support Group's "friends list" consists of those friends that have elapsed payment of yearly dues or have not yet officially joined the Support Group by payment of their year dues. Those on the "friends list" want to stay advised of our activities and are willing on occasion to join in on our activities whenever possible.

Support Group membership also allows a member to purchase and wear the official Support Patch. The patch is slightly similar to the Guard Dogs' patch. One of the biggest differences is that our patch features a yellow support ribbon. Wear of the Support Patch is a visible means in which to display our support/backing to the Guard Dogs Motorcycle Association.

The following is a list of the previous activities of the Support Group:

- Ride our motorcycles or ride as passengers with the Guard Dogs on various rides, meetings, activities, etc.
- Man pre-registration booths in preparation of the Chapter's Annual Poker Run.
- Man stops or registration tables at the Annual Poker Run.
- Join in on the activities during a volunteer work weekend for another member or the American Legion.
- Provide food/drink at designated activities.
- Mail greeting cards out to members during major occasions such as hospitalization, death of a family member, etc.

There is not a probationary period to membership. Pay the yearly dues and purchase the patches and you are ready to go. For more information about membership in the Support Group see the Central Chapter Guard Dog's official web site. [www.okccguarddogs.com](http://www.okccguarddogs.com). Click on "Support Group".

***It Started in 1903 With a Dream and One Cylinder***

# History of Harley Davidson

The history of the Harley-Davidson motorcycle began in Milwaukee in 1903. In Milwaukee, Bill Harley and Arthur Walter Davidson developed a one-cylinder motorcycle. Around the turn of the century the gasoline engine was developed and the one-cylinder motor was introduced. In 1901 the Indians were the first motorcycles and in 1903 Mitschell, Merkel and Yale.

This motorcycle was initially built for racing and was powered by a one-cylinder gasoline combustion engine.

In 1903 in Milwaukee, Bill Harley and Arthur Walter Davidson developed a one-cylinder motorcycle. It was a reliable and even a beautiful cycle. And ... someone bought it!! In 1905 they had made 11 motorcycles, in 1908 it were 154 and ... they had a company, in a little wooden barn, that was build by Davidson's father.

The small company extended quickly and another member of the Davidson family, William, joined them. In no time they hired about 20 employees in an especially build stone-factory.

In 1909 Bill Harley made a project of the first 1000 CC V-Twin. It produced a modest seven horsepower. The 45-degree V-twin would become one of the more recognizable images of the Harley-Davidson motorcycle. This V-Twin stayed with HD for a long, long time. Maybe it's hard to believe, but Harley-Davidson didn't invent the V-twin!! When Bill Harley developed one, he just followed the tendency of the time.

1910 brought the legendary "Bar and Shield" logo that was placed on their motorcycle. This would become the defining symbol of Harley-David-

son to this day. Numerous first place winnings in races, endurance contests and hill climbs give Harley-Davidson more recognition.

The "F-head" engine is introduced in 1911. It will be the power workhorse until 1929, when the "Flathead" engine is introduced.

The year 1912 saw further growth of the Harley-Davidson Company.



*Top: Picture from 1916*

*Bottom: Arthur & Walter Davidson, William S. Harley and William A. Davidson (1915)*

Construction began on a new 6-story factory. Harley-Davidson also became an exporter this year and their first overseas sale was made in Japan. In the states there were now over 200 dealerships.

1914 saw the addition on the sidecar to the Harley-Davidson. The Company also formally put their hand in the ring of motorcycle racing this year and would soon dominate the sport and become known as the "Wrecking Crew".

1915 saw the emergence of the three-speed sliding-gear transmission. In 1917, one-third of all Harley-Davidsons were sent overseas to the U.S. Military to fulfill their patriotic call and to aid in the war effort. The following year, roughly half of the motorcycles produced were sold to the U.S. military. In the end, about 20,000 motorcycles were used in the war, most of them Harley-Davidsons. By this time Harley-Davidson was the biggest motorcycle factory in the world with nearly 2,000 dealerships worldwide. In 1918 Harley-Davidson was the biggest motorcycle factory in the world. They even survived the depression. The V-twin was Harley's specialty, so the company tried to defeat its only remaining rival ... Indian.

But these days were the toughest, because the motorcycles got out of date and the prices of automobiles decreased (the T-Ford was born).

Therefore, Harley Davidson tried other technical enterprises, like manufacturing parts, side cars and even airplane motor-engines, but they also improved their own products.

The 1920's saw some changes to the appearance of the motorcycle, which are more recognizable today. One such change was the identifiable teardrop shape gas tank. In 1926, single-cylinder engines were once again available, having been discontinued in 1918. In 1928, the first twin-cam engine and front wheel brakes were available on the Harley-Davidson. With this modification, the motorcycle could reach speeds in excess of 85 mph.

The 1930's and subsequent years saw more record breaking and award winning Harley-Davidson's. In 1932, the three-wheel Servi-Car was introduced and would become a familiar

# Let Us Never Forget



**A Day To Reflect  
and Honor Their Sacrifice**

Thanksgiving  
is a day when we pause  
to give thanks for  
the things we have.



Memorial Day  
is a day when we pause  
to give thanks to the  
people who fought for  
the things we have.



# Upcoming Non-Chapter Rides and Events

May 21, 2011 Moore, Oklahoma

Joseph Harp Correctional Center  
Poker Run for Special Olympics

The event starts at Fort Thunder Harley-Davidson, 500 S.W. 11th in Moore. Registration begins at 8:00 am and the ride starts at 10:00 am. If you pre-register the fee is \$15.00 for the rider or on the day of the event the fee is \$20.00 for the rider. The passenger fee is \$5.00. The first 25 pre-registered riders will receive a free t-shirt. There will be door prizes awarded. \$500.00 will be awarded for best hand. The proceeds will benefit Special Olympics Oklahoma. For more information call (405) 527-4849, click here to send e-mail, or go to <http://www.sook.org>.

May 22, 2011 Tulsa, Oklahoma

Oklahoma Ride for Kids®

Sponsored by Honda Riders Club of America

The ride starts at the Tulsa Health Department, 5051 S. 129th East Avenue in Tulsa. Registration is from 8:00 am to 9:45 am. The escorted ride starts at 10:00 am. The ride fee is a minimum donation of \$35.00. All bikes are welcome. Proceeds go to the Pediatric Brain Tumor Foundation® medical research and family support programs. For more information call 800-253-6530, click here to send e-mail, or go to <http://www.pbtfus.org/rideforkids/>.

June 3 - 4, 2011 Shawnee

3rd Annual Pretty Boy Floyd Dice Run

Sponsored by Southern Cruisers Riding Club Chapter 194, Kickstandz

The ride starts at Best Western Cinderella Hotel, 623 Kickapoo Spurr in Shawnee. Registration for the Friday night dinner ride begins at 4:30 pm. The ride leaves at 5:30pm. The ride

fee is \$20.00 for the rider and \$5.00 for passenger. The ride fee covers both rides. On Saturday the dice run registration is from 7:00 am to 8:45 am. The first group of riders will leave at 7:15 am and the last group leaves by 9:00 am. The ride is over 300 miles and will trace the bank robbing path of Charles Pretty Boy Floyd. All proceeds benefit St. Jude's Children Research Hospital For more information call (405) 964-2111, click here to send e-mail, or go to <http://www.scrshawneechapter194.com>.

June 3 - 5, 2011 Tecumseh

2011 Oklahoma State Rally

Sponsored by Vietnam Vets and Legacy Vets M/C

The motorcycle rally will be held at Hawg Lakes, 1 1/2 miles South of Highway 9 on Hwy 102 in Tecumseh. The gates open at 12:00 pm Friday. The event includes a poker run, motorcycle games, motorcycle show, music and more. The admission is \$20.00 for the rider or \$35.00 with a passenger. For more information call (405) 413-3767, or click here to send e-mail.

June 11, 2011 Norman

Rok Rally

Sponsored by Rok Rally LLC

The poker run starts at Mooney's Pub and Grill, 6221 North Interstate Drive in Norman. The first bike will leave at 11:00 am. The ride benefits underprivileged children in Norman area. For more information call (405) 414-7653 or click here to send e-mail.

June 12, 2011 Oklahoma City

Jeff Williams Statewide Motorcycle Swap Meet

Sponsored by Jeff Williams

The motorcycle swap meet will be held The State Fair Park, 500 Land Rush Drive in Oklahoma City. The swapmeet begins at 9:00 am. General admission is \$5.00 per person. Vendor fees are \$20.00 for a 10' X 10' space. The vendor fee includes admission for one person. For more information call (816) 228-5811, click here to send e-mail, or go to <http://www.jwswap-meet.com>.

June 18, 2011 Tulsa

Tougher than Hell Weekend

The rally will be held at, 9120 E. Broken Arrow Expressway in Tulsa. The ride registration begins at 4:00 pm and the two hour ride leaves at 5:00 pm. The motorcycle show begins at 8:30 pm. The bike classes will be custom, stock, and peoples choice. There will also be music. All the proceeds go to feeding starving children in Haiti. For more information go to <http://www.tougherthanhell.com>.

July 4, 2011 Oklahoma City

9th Annual July 4th Ride & Rally

Sponsored by American Legion Riders, Post 1340

The ride starts at the VFW, Post 9265, 4605 S. Pennsylvania, Oklahoma City. The first motorcycle will leave at 11:00 am. The ride ends with a live band, motorcycle games, motorcycle show and vendors. For more information call (405) 249-5927, click here to send e-mail, or go to <http://www.alr1340.org>.

*Just Say'in....*

*You are not drunk  
if you can lie on the floor  
without holding on.*

**From Page Three ...**

## **History of Harley Davidson**

commercial and police vehicle. Along with appearance changes such as the "eagle" design, which was painted on all Harley-Davidson gas tanks, changes were also made to the engine.

These days the biggest Harley ever appeared, the 1340 CC. This motorcycle became Harley Davidson's trademark. 1936 also became a milestone. That year the Knucklehead was launched and this motorcycle also became the victory over the Indian. And when in 1947 the Panhead was driven out of the factory, Harley Davidson was THE American Motorcycle.

In the 1940's, the Harley-Davidson once again answered the patriotic call and sent its motorcycles overseas to aid in the war effort. In 1941, civilian production on the motorcycle was mostly suspended as the company turned out motorcycles for the war. Because of their commitment and excellence, Harley-Davidson received the Army-Navy "E" award; this wouldn't be the last time. In November of 1945, civilian production once again started. In 1947, Harley-Davidson purchased the old A.O. Smith Propeller Plant and used it as a machine shop. The parts made here were shipped back to the old factory on Juneau Avenue for final assembly. In 1949, hydraulic front brakes were introduced on the Hydra-Glide models.

In the fifty's Harley survived another bad period. The British owned 40 % of the motorcycle market with their Triumph ! In 1957 fortunately the Sportster was born, the fastest Harley ever. A great success !! Just like the English motorcycle industry, Harley stuck to its technic, style and character. That's why this motorcycle was so popular for many, many years.

In opposite to the English manufacturers, Harley Davidson survived this decision. Due to the enormous attack from the Japanese from the Far

East, the English disappeared without a trace and the American were almost dead. Even the Shovelhead couldn't save its ass.

However, the quality decreased enormously and the Super Glide and the SLCR Caf racer of 1970 got a bad name. But Harley Davidson bought itself out and survived and with launching the new Evolution-motor in 1984, the company managed to create a modern motorcycle, which was still a Harley Davidson.

The beginning of the 1970's saw a revolution of the Harley-Davidson. In 1971, the cruiser was born. This machine united a sporty front end with the frame and power train of the FL series. 1973 saw the move of assembly operations to a new 400,000 square foot plant in York, Pennsylvania. The year 1975 was the first of four consecutive years that the Harley-Davidson won the AMA Grand National Championships in dirt track racing. In 1977, the FXS Low Rider and the FLHS Electra Glide Sport were introduced to the public. The FXS featured a special lower seat position (hence the distinguishing term Low Rider...). The FLHS was a low cost base line FLH Electra Glide with modifications intended to make the model sportier.

The beginning of the 1980's saw another change in the partnership of the engine and transmission. In 1980, the FLT model was born with a 5-speed transmission hard bolted to the engine. Also this year, the drive train was replaced with a Kevlar belt. In 1981 senior members of Harley-Davidson bought back Harley-Davidson Motor Company from AMF.

In 1982 Harley-Davidson enacted the Materials as Needed (MAN) application in their production. This would cut production costs and improve the quality of the parts. In 1983 the group H.O.G was founded and became the

largest factory-sponsored motorcycle club in the world. By the year 2000, the club had over 500,000 members. In 1984 the 1340 cc V-twin engine was introduced, seven years in the making. Also this year, the Softail model became available. The Softail was most primarily distinguishable by hidden rear shock absorbers.

In 1987 the Harley-Davidson Company obtained a place on the New York Stock Exchange for those interested in taking a financial stake in the company. In 1988 Harley-Davidson celebrated their 85th Anniversary in Milwaukee, an event that brought forth 60,000 aficionados of the Harley-Davidson. At the end of this revolutionary decade for Harley-Davidson, the FXSTS Springer Softail model was introduced into the lineup. The FXSTS Springer Softail was a modern day recreation of the 1940's Harley-Davidson. It had the classic biker look with the 1340 cc engine symbolizing the new era of Harley-Davidson.

In the early 1990's the Fat Boy design was introduced and quickly caught on. The name Fatboy was derived by combining the names of the two atomic bombs "Fat man" and "Little Boy" which were dropped on Nagasaki and Hiroshima. It was destined from the start to become a Collector's item among biking enthusiasts and definitely achieved that status throughout its existence. In 1991, The Dyna line of Harley-Davidson's was introduced with the FXDB Dyna Glide Sturgis.

Throughout the '90s and into the 2000's Harley Davidson has continued to flourish with inovative designs, quality manufacturing and a loyal customer following. New models have been introduced and all (except maybe the V-Rod) continue with the "classic" Harley look and sound.

Most Harley owners will agree that while Harleys aren't the fastest and manageable cycles, riding a Harley is incomparable with riding any other bike.

# Motorcycle Safety Tips and Techniques

## Parking Skills and Considerations

BY: HODDY HODSON – WRITER FOR MOTORCYCLE SAFETY/DYNAMICS WEB SITE ... WWW.MSGROUP.ORG

As those who have attended LAM events of late will know, there is one aspect of proper use of a motorcycle which LAM does not teach. This is that basic task: parking the beast!

Many of us firmly believe that, as with the face of a Heidelberg student, it is unmanly for a motorcycle to lack a few scars. However, many riders seem to wish to keep their fairings unscratched, their mirrors unbent and their footpegs straight. A grasp of the basics of parking your motorcycle will aid you considerably in this aim.

No rule is absolute, but most of the following rules apply most of the time. For convenience, it is assumed that small people ride smaller 'bikes and big people ride bigger 'bikes: so, whatever your size, your 'bike will be pretty big in comparison to your body weight.

Park with your rear wheel to the curb. Most roads camber; that is, they slope down to the gutter. Also, most motorcycles have only got forward gears, so the engine can only help you pull away if you are facing in towards the center of the road.

Your tires never sink into even the softest of ground, but metal stands can do so. Park on the sidestand. If you have the slightest worry about the surface (mud, soft tarmac, etc) you can put a 'foot' (plastic or metal plate, usually attached to a line for easy retrieval, and stored in a pocket on your bike when not in use), flat rock, wood or the ubiquitous flattened beer can (I mean "soft drink can", Officer) under the side stand in such a case. It's much harder to chock up both legs of a centerstand. Also, on the sidestand you are "three point stable" like a tripod, the center stand only gives you "two point stability". And it's far easier

to "fine tune" the position of a 'bike on the sidestand than it is to take it off the center stand and start again.

Similarly, always use the sidestand and a suitable 'foot' under the end of it when on camping trips. Even if the ground is rock hard when you park, rain or dew may soften it enough for the sidestand to dig in. And position the 'bike so that, if the stand sinks in despite your precautions, your tent with you in it will not be beneath the wreckage!

Park at between 90 and 45 degrees to the flow of traffic (depending how wide the road is). Parking parallel to the flow of traffic makes the 'bike far less visible to other road users, without reducing the actual width all that much. If you can't park safely at 45 degrees, you probably shouldn't park there at all.

Don't leave the 'bike parked with the engine running. If the road is so steep that you need to leave it in gear to stop it rolling, it is probably not the right place to leave it. (Remember; it is perfectly possible for an engine to "creep" past compression - so leaving it in gear does NOT make a good parking brake) If you have to park on a hill; park at 45 degrees to the road, with the rear tire downhill of the front and against the curb. And (unless you like the smell of ABS cement) use the sidestand.

Think before you park! Look at the ground (for the aforementioned mud or soft tarmac) and if you see a nail, don't park on it! If you see a "No Parking" sign or marking, consider parking elsewhere. If you see 'Brixton confetti' (broken car window) consider parking elsewhere. If you see half a U-Lock and the innards of a Yamaha ignition switch, do park elsewhere!

If you have a choice of parking spaces (e.g.: the length of a 'bike bay), you should park: where the road is widest; furthest from any corner or junction; not under a tree; under a street lamp; next to a wider vehicle but not behind a vehicle that may have difficulty reversing and where the 'bike is easily seen (preferably by yourself or members of your household).

Try to leave a considerate space for other road users ('cos they'll only try to move the 'bike if you don't). Never park in the middle of a gap that is "one and a half" cars long: it's rude and selfish. However, you should park in the middle of a gap that is only one car long, to indicate to car drivers that they shouldn't try to squeeze in.

If you possibly can, whenever you do have to move the 'bike under your own steam, sit astride it. If you are walking alongside a 'bike and have to turn or brake it sharply, it can easily fall away from you. As the bulk of the 'bike itself prevents you placing your feet to brace yourself, this quickly leads to the embarrassing position of you lying on top of the 'bike while a passing mongrel throws a bucket of water over you.

When you have to move a 'bike under muscle power, don't let the exertion make you forget your Roadcraft. In large fleets, up to 80% of accidents happen while parking. People relax and forget to concentrate at the end of a trip. Don't forget to check for other moving vehicles before pushing your 'bike across the road!

**Ride  
Safely!**

# Central Chapter Guard Dog Event Calendar for 2011

Event Dates and Times are subject to change.

1 Jan	Polar Bear Ride or Guard Dog Chilly Willy Ride
19 Jan	<b>Monthly Meeting, American Legion Del City</b>
8 Feb	ABATE Capital Breakfast 0730 State Capital, OKC (date not confirmed)
13 Feb	Candy Ass Run, OKC Harley Davidson World
16 Feb	<b>Monthly Meeting, American Legion Del City</b>
4-13 Mar	Daytona Bike Week
16 Mar	<b>Monthly Meeting, American Legion Del City</b>
26 Mar	NGAOK Poker Run CCGD poker Run <b>(Mandatory)</b>
20 Apr	<b>Monthly Meeting, American Legion Del City</b>
23 Apr	Guard Dogs, Central Chapter group Amarillo Grill, Enid
30 Apr	NGAOK Poker Run, Tulsa <b>(Mandatory)</b>
7 May	Fire Fighters Museum Poker Run OKC (date not confirmed)
14 May	Kyle Brinlee Ride, Pryor OK <b>(Mandatory)</b>
18 May	<b>Monthly Meeting, American Legion Del City</b>
21 May	Central Chapter group mystery ride?
22 May	Rolling Thunder El Reno VFW
30 May	ABATE capital Run
30 May	45th Museum Memorial Day Rally
15 Jun	<b>Monthly Meeting, American Legion Del City</b>
18 Jun	Guard Dogs, Central Chapter group ride Road Capt's choice
20 Jul	Monthly Meeting, American Legion Del City
23 Jul	Guard Dogs, Central Chapter group ride Snoopy's Choice
8-14 Aug	Sturgis Rally (leave OKC 6 Aug 11)
17 Aug	<b>Monthly Meeting, American Legion Del City</b>
26-28 Aug	Guard Dogs, Central Chapter overnight ride to Eureka Springs
21 Sep	<b>Monthly Meeting, American Legion Del City</b>
17 Sep	Wounded Warrior Poker Run Ardmore (date not Confirmed)
28 Sep/1 Oct	Bikes, Blues, and BBQ
2 Oct	American Legion Poker Run Del City
19 Oct	<b>Monthly Meeting, American Legion Del City</b>
28-30 Oct	Loyd (Shooter) Sigle Memorial ride (Talimena Drive)
11 Nov	45th Museum Veteran's Day ride
16 Nov	<b>Monthly Meeting, American Legion Del City</b>
4 Dec	Naysayer Toy Ride OKC (Date not Confirmed)
10 Dec	Shawnee Toy Ride (Date not Confirmed)
16 Dec	<b>Monthly Meeting, American Legion Del City</b> <b>Holiday Party</b>

# Some Oklahoma Trivia

SUBMITTED BY: POPGUN

1. The bread twist tie was invented in Maysville.

2. The shopping cart was invented in Ardmore in 1936.

3. The nation's first parking meter was installed in Oklahoma City in 1935.

4. The first Girl Scout Cookie was sold in Muskogee in 1917.

5. Cimarron County, located in the Oklahoma Panhandle, is the only county in the U.S. bordered by 4 separate states — Texas, New Mexico, Colorado & Kansas.

6. The Oklahoma State Capital is the only capital in the U.S. with working oil wells on its grounds.

7. Boise City, Okla., was the only city in the United States to be bombed during World War II. On Monday, July 5, 1943, at 12:30am., a B-17 Bomber based at Dalhart Army Air Base, Texas, dropped six practice bombs on the sleeping town, mistaking the city lights as target lights.

8. WKY Radio in Oklahoma City was the first radio station transmitting west of the Mississippi River.

9. The nation's first "tornado warning" was issued March 25, 1948 in Oklahoma City minutes before a devastating tornado. Because of the warning, no lives were lost.

10. Oklahoma has the largest Native American population of any state in the U.S.

11. The name 'Oklahoma' comes from two Choctaw words — okla meaning "people" and humma meaning "red." So the name means, "Red People." The name was approved in 1890.

12. The aerosol can was invented in Bartlesville.

# Redneck Churches

SUBMITTED BY: POPGUN

1. You Know You're in a Redneck Church if - The finance committee refuses to provide funds for the purchase of a chandelier, because none of the members knows how to play one.

2. You Know You're in a Redneck Church if - People ask, when they learn that Jesus fed the 5000, whether the two fish were bass or catfish, and what bait was used to catch 'em.

3. You Know You're in a Redneck Church if - When the pastor says, "I'd like to ask Bubba to help take up the offering" and five guys and two women stand up.

4. You Know You're in a Redneck Church if - Opening day of deer season is recognized as an official church holiday.

5. You Know You're in a Redneck Church if - A member of the church requests to be buried in his 4-wheel-drive truck because "It ain't never been in a hole it couldn't get me out of" (Love it!)

6. You Know You're in a Redneck Church if - The choir is known as the "OK Chorale."

7. You Know You're in a Redneck Church if - In a congregation of 500 members, there are only seven last names in the church directory.

8. You Know You're in a Redneck Church if - People think "rapture" is what you get when you lift something too heavy.

9. You Know You're in a Redneck Church if - The baptismal pool is a #2 galvanized "Wheeling" washtub.

10. You Know You're in a Redneck Church if - The choir robes were donated by (and embroidered with the logo from) Billy Bob's Barbecue.

11. You Know You're in a Redneck Church if - The collection plates are really hubcaps from a '56 Chevy.



**FOR SALE: 2007 Yamaha V-Star 650 Classic**, \$3400, 40 cubic-inch V-twin - have added saddle bags since the picture was taken. Email Brian Roberson at [broberon@revmansolutions.com](mailto:broberon@revmansolutions.com) for additional information and pictures.



**2008 Harley Davidson Road Glide - \$15000 (Ada, Oklahoma)**

All stock, less than 5,000 miles. Helmets and Leathers included. Garage kept. Has one very small chip in rear fender (see pics). Selling on Craigs List -- <http://oklahomacity.craigslist.org/mcy/2371663608.html> -- by owner SSG Shane Miller, Ada, OK

# COC Party

## OLD FASHION BIKER PARTY

*harleys  
sport bikes  
metrics*  
**EVERYONE  
WELCOME**

# HAWG LAKES

**JUNE 10 - 12**

**\$10 FOR THE WEEKEND**



FEATURING

## JUDGE PARKER

WITH

## STREET KINGS, TYLER LEE & SCATTERED BLUE

**RAFFLES • BIKE GAMES • PEOPLE GAMES**

**BIKE SHOW • VENDORS**

**FOR INFORMATION CONTACT: BUS 405-824-2488**



There will be camping, rv hook ups, food vendors, other vendors, games,  
bands, bike show, dunk tank, who do u want in it?

# So You've Always Wanted to go to Sturgis? ...

## Sturgis - 6-13 August 2011

1. Cost is \$75.00 per person for 5 nights (7-11 Aug). Space Limited to first 12 Males and 12 Females. All money is due by 1 July 2011. The \$75.00 is non refundable unless you can get someone to fill your slot. We will stay at the South Dakota Army National Guard Regional Training Institute (SDARNG RTI), a National Guard billeting facility. You must provide your own linen, pillow and towels. (During Sturgis Week the RTI does not require Helmet or Reflective Belt/vest). Washers/dryers provided, bring your own soap. We will have to clean the facility prior to departing.

2. Here is the itinerary for those who travel with the Guard Dogs to Sturgis on 6-7 Aug 11. **Note: Helmets are required in Nebraska. It is a good idea to bring a copy of your m/c registration with you. You are expected to ride safely and follow the Road Captain's guidance if traveling with us.**

a. KSU 0700 6 Aug 11, Loves at NE 122<sup>nd</sup> St & I-35.

b. KSD 1700 6 Aug 11, Comfort Inn 3535 W State St, Grand Island, NE. for reservations call 308-381-7788.

c. KSU 0700 7 Aug 11, Grand Island NE.

d. KSD 1700 7 Aug 11, RTI 2823 W Main, Rapid City, SD.

3. Here is the itinerary for those who travel with the Guard Dogs back to OKC on 12-13 Aug 11.

a. KSU 700 12 Aug 11, RTI 2823 W Main, Rapid City, SD.

b. KSD 1700 12 Aug 11, Riverside Motel 305 S 13<sup>th</sup> St, Hebron, NE. for reservations call 402-768-7366.

c. KSU 0600 13 Aug 11, Grand Island NE.

d. KSD 1300 13 Aug 11, Loves at NE 122<sup>nd</sup> St & I-40.

4. We will stop every 100 miles for rest break and fuel. On 6-7 & 11-12 Aug 11 at the first 100 miles stop of the day we will eat breakfast/brunch.

5. If the Comfort Inn is full there are other hotels in Grand Island just "Google" for them. We will come up with a meeting place to leave Grand Island from on the 7<sup>th</sup> and 13<sup>th</sup> of August. **NOTE: Cost of hotels is not included in the \$75.00 RTI fee.**

Fill in the information below and send to **John Bargas, 10645 NW 35<sup>th</sup> St, Yukon, Ok 73099** with your \$75.00 payment. Make checks out to John Bargas. If you have any questions call me at 405-642-7907.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

WORK PHONE: \_\_\_\_\_ HOME PHONE \_\_\_\_\_ CELL \_\_\_\_\_

E-Mail Address \_\_\_\_\_

Emergency Contact information:

NAME \_\_\_\_\_ RELATIONSHIP \_\_\_\_\_ PHONE \_\_\_\_\_

Travel with Guard Dogs or on your own: \_\_\_\_\_