

# The Stars and Pipes

April 2021



**Fairfax Harley Owners Group**



## EDITOR'S COLUMN

Hello, April! It's one of my favorite months, not just because I was born in April, but because of the beauty of Virginia this time of year. This is a pretty state and April and October are, I think, its prettiest months. I'm looking forward to lots of picturesque rides in pleasant weather out in the countryside.

A few months ago I did a front brake pad change on my Road King, after being advised by the inspector at the gas station that the pad thickness was getting iffy. The YouTube videos seem to break the job down into two schools of thought: (1) Remove the calipers, and (2) Don't remove the calipers. I didn't see how I could really get the cylinders compressed properly with the calipers on, so I removed them. It was still an easy job that took me less than an hour. Plus I got to use my digital torque wrench. I'm always happy when I can use my digital torque wrench.

I have always worked on my own cars, but I'm a better mechanic now than I was as a younger man because I am more determined to use the correct tools to do the job right. The job just goes easier. (The other life lesson I have learned during my 65 years on Spaceship Earth is that, by and large, you get what you pay for. The third great lesson is when offered a pain prescription by a doctor - take it.)

In March I took my first good, long motorcycle ride I've had in a while due to some snow and ice. Two-thirds of it was great! But the last act involved getting home via I-95 north. When will I ever learn? There was a crash (of course) and the traffic backed up. Bailout traffic backed up on Route 1 as well. At one point I took what I thought was a back streets route around all the traffic and actually wound up heading south for some miles - very frustrating. Moral: I either need to plan my rides better or know the local streets better! Or simply avoid I-95.

Based on some past comments by Joe Livingood [I test rode a BMW bike recently](#), comments in the notes section. I'm still a Harley guy...

In this issue we learn about Harley rider Freddie Fretwell, the



### The Stars and Pipes

A publication for the members of the Fairfax Harley Owners Group (F-HOG) in Fairfax, Virginia

April 2021

Volume 23, Issue 3

Wild Hogs, we take a walk back into history when steam was considered an ideal power source for motorcycles and... I'm pretty sure I've run out of "A Man Walks Into a Harley Dealership" jokes now. The one here will be the last installment. And did you know Harley-Davidson smells?

Have you submitted anything for this newsletter? You should! Fire up that laptop and shoot me off something.  
"editor@fairfaxhog.com"

Enjoy!

Wes

COVER: Another photo from my visit to the showroom back in 2020. Do you know what model Harley this is?



*"I'm not a hunter nor a gatherer.  
I'm a biker."*

# DIRECTOR'S MESSAGE

Spring has sprung!

For those who have braved the cold and rain of the past couple of months, it is time to shed the chaps and rain gear for more seasonable garb (but not our face masks)! And for the rest who have been waiting for the sun to be high in the sky, it is time to leave your cages in the driveway and dust off your helmets. As you get ready to ride, plan on virtually attending the April 14th chapter meeting via Zoom; the meeting starts at

6:30pm. Hopefully we meet again in person in May.

There is nothing like exploring new roads, riding favorite familiar ones, sharing the sense of adventure, the experiences and yes, even the challenges. Challenge. Did someone say challenge?

YES....F-HOG ACCEPTS THE CHALLENGE...What Is the Challenge? "The Chapter Challenge Sir!" Mark your calendars and plan on representing Fairfax Harley Owners Group on Sunday, April 25th, 2021. This is a statewide challenge for all HOG Chapters in Virginia. The goal is to

get as many of our members to ride to a pre-chosen destination, which is Lexington, VA. It's representing F-HOG amongst our other HOG chapters, camaraderie at its finest. The rules providing the points which are awarded to each chapter are very simple; these will be clarified at our upcoming meeting:

1. Participating chapter members ride to destination representing a percentage of the total membership of that chapter. Keep in mind, members' dues must be current with National and F-HOG Chapter by April 1, 2021 for their participation to be valid.
2. Mileage is tracked from your chapter's location to the chosen destination. Cumulative points are added up; the most points win.
3. There are several trophies awarded based on number of chapter members. (Under 100 riders or over 100, etc.)

Fairfax HOG has not participated in this ride for some time, so

let us show the other chapters that Fairfax HOG is still around, and that we are still the BEST CHAPTER. Several route sheets will be posted with more information to be shared as time gets closer. SAVE THE DATE!

Remember: *We Ride as One*

Ray

## A Message from your Regional Manager

Welcome to 2021. It's hard to imagine the first two months of the year are already behind us. I know this message goes out to lots of you who are able to ride year-round as well as those like me in Milwaukee, who have to put bikes away for a season. If you are riding now, enjoy it, don't take it for granted! To our incoming and departing officers, thank you for willingly giving of your time and energy to help your Chapter and Dealer. Enjoy the journey, make things fun for your members and it will be very rewarding!

By now you have likely read my pleas to get your chapter officers, dealer staff and all your emails and profiles updated. Please run chapter reports to make sure officer and dealer staff assignments are correct. In addition please log in and ask all your fellow officers and members to log in to their member profiles and confirm that their email address is correct and that they have elected to receive communications from us at the very bottom of the profile. I would not be asking you this if it were not still a major problem. To those that did this right away, thank you, I greatly appreciate it as it makes our lives so much easier.

Also, don't forget to remind your chapter members to visit your dealer to get initial mileage readings taken to start the 2021 Annual Mileage program. This has to be done as early in the year as possible to get credit for all the miles you ride during the year. We give you tools online and the app to verify that member miles are entered so use them.

We have already kicked off this year's Regional Officer Training and the sessions are going well. Thank you for signing up and participating. The desire and willingness from you all to share ideas and improve your chapters is always amazing. The ideas being shared related to keeping your chapters thriving in a challenging year are priceless, so thank you!

PETE SCHWAB  
H.O.G. Regional Manager  
Southeast/West

[Pete.Schwab@harley-davidson.com](mailto:Pete.Schwab@harley-davidson.com)



*In case you didn't get the letter:*

Dear H.O.G. Member,

As a part of the Harley Owners Group (H.O.G.), you have a direct connection to the most desirable motorcycle brand and a community of the most passionate and enthusiastic riders in the world. So, it is with great excitement that we are sharing with you an important change to your subscription to *The Enthusiast* magazine.

Beginning with the March 2021 edition, H.O.G. member subscriptions to *The Enthusiast* magazine will transition to four digitally distributed electronic issues, plus an enhanced single, premium printed edition mailed in summer each year. Members can expect to receive their digital editions in March, June, September and December.

This is a significant change and one that provides many benefits including the ability to deliver a greater quantity of timely content, more riding stories and H.O.G. member-centric information. To see the all new content, you can access *The Enthusiast* through the H.O.G. members area webpage ([members.hog.com](https://members.hog.com)) and through the H.O.G. Insider email.

To read the latest edition of *The Enthusiast*, please visit [members.hog.com](https://members.hog.com) and sign in to your H.O.G. profile using your unique credentials. To unlock the maximum benefit of your H.O.G. membership, please ensure that you have updated your H.O.G. profile on [members.hog.com](https://members.hog.com) and opted in to receive emails and other communications from Harley-Davidson and the Harley Owners Group.

This digital move is one part of our 5-year Hardwire plan and our focus on you—our riding community. We are concentrating our attention on new community endeavors to keep the pride of ownership strong and delivering experiences unique to Harley-Davidson and the H.O.G. community. Please be on the lookout for more exciting updates to be shared later this year.

When you choose to ride with The Harley Owners Group, you'll never ride alone. We're honored to have you ride with us. No matter where we ride, what we ride, or who we ride with, the open road connects us all.

Ride free, Theo Keetell

Vice President, Marketing

P.S.

Please make sure we can effectively communicate with you by updating your communication preferences on your Harley Owners Group profile on [members.hog.com](https://members.hog.com)

From the Internet: "AM radio station KGDM (1140) was Stockton, CA-based. By 1930 and through 1940, the Stockton City Directories listed the Pepper Furniture and Music Company at 509 E. Market Street. Pepper originally started nearby at 40 S. California Street, and operated from 1917 through the 1940s as a discount furniture, radio, and phonograph store. By 1940 and through 1950, KGDM Radio, a CBS affiliate, was also located in this building, and was owned and operated by Mr. Ed Pepper. The Pepper Company moved out of this building in 1945 because of a decline in business during World War II, and eventually Pepper left the furniture business to pursue radio broadcasting."





## The "No Blarney" Ride (3/20/21)



# APRIL RIDES AND EVENTS!



Fairfax Harley Owners' Group  
APRIL FOOLS' RIDE  
Thursday, April 1, 2021

Join Us for our APRIL FOOLS' RIDE!



Ride for some lighthearted foolishness and camaraderie. Ride to the *Bad to the Bone Smokehouse Restaurant* in Gainesville. Trip is just over an hour. Route subject to change. Bad to the Bone specializes in BBQ; but, has other fare.

Meet us at Patriot Harley-Davidson for a Destination, Closed Ride.

**KSU 11:00**

Ride to the Bad to the Bone Smokehouse Restaurant for lunch. Boss Hogs will pay for your lunch! Oops-did you believe that one??!!! Don't be the April fool. Lunch will be Dutch Treat as always (or will it?).

The spirit of a short weekday ride and good company will be worth the risk of an April Fools' joke.  
We ride rain or shine.

Boss Hog -- Steve Fred, [stevefred@aol.com](mailto:stevefred@aol.com); 703-598-2869  
Contact the Activities Hotline for the latest info at: 703-352-0516



## Assistant Director's Ride April 3, 2021



**Meet at Patriot Harley Davidson**  
**(This ride follows the Rider's Seminar)**

**Kick Stands Up at 12:00 PM**

Boss Hog - Jack Causa (703.626.2248)

[Jcausa@hotmail.com](mailto:jcausa@hotmail.com)

Cancellation hotline: 703-352-0516



# Adopt-a-Spot

Boss Hog: Johnny Boaz



P-HD

8:00 AM

Sat, April 3

Cancellation Hotline: 703-352-0516

## FAIRFAX HOG RIDERS SEMINAR



Group Riding  
&  
Road Captain  
9:00, April 3, 2021

4053 Vanda Ln, Fairfax, VA  
Outside Event

Social Distancing will be maintained

Participants must register by sending  
a request to  
[RoadCaptain@FairfaxHOG.com](mailto:RoadCaptain@FairfaxHOG.com)

Cancellation Hotline: 703-352-0516

The Fairfax VA H.O.G. Chapter is committed to educating and improving new and existing Chapter members riding skills and knowledge. Our educational program assists our Chapter members in understanding the Fairfax VA HOG fundamentals of Group Riding, how to ride with a passenger and review skills and responsibilities should you wish to take the next steps to becoming a Fairfax HOG Road Captain.

Seminar will cover topics including:

- Basic rider safety
- Alcohol and accident awareness
- Group riding dynamics and procedures
- Staggered and single file formations
- Hand signals
- Staging and parking
- Passing & Lane changes
- Rider/Passenger communication
- Rider/Passenger mounting and dismounting
- Road Captain responsibilities
- Incident Management



The 90 minute sessions are conducted rain or shine and Weather permitting, a members-only Chapter ride will be held after each seminar. The ride will give participants an opportunity to practice group riding skills, receive constructive feedback and if desired begin the process of becoming a Fairfax HOG Road Captain



**Harley Owners Group**  
Fairfax VA Chapter # 3698

# Northern Neck Ride

Join us for a 200+ mile round trip ride from PHD to  
Colonial Beach Virginia, the birthplaces of George  
Washington, Robert E. Lee, and 5th U.S. President James  
Monroe in Westmoreland County

**Saturday, April 10** at Patriot Harley  
Davidson, 8:45 am Safety Brief

**Lunch: Dockside Restaurant –**  
**OUTDOOR BEACH DINING**  
**[docksidetikibar.com](http://docksidetikibar.com)**

**Boss Hog: Ed Murphy 703-244-1972**  
**[emurphy@rdsdc.com](mailto:emurphy@rdsdc.com)**

*Virginia's Northern Neck Peninsula is the "birthplace of our nation" with three of the first five American presidents being born here, along with other prominent families that helped form our nation and its Declaration of Independence. It is a land where generations of Watermen still continue to harvest Rockfish, Blue Crabs and the ever famous Virginia Oyster and, family farms still flourish to this day.*

**Depart: 9:00 am**  
**Return: 4:00 pm**

**Cancellation Hotline: 703-352-0516**

**Boss Hogs: Kurt & Holli Hurst**  
**[okhurst17@gmail.com](mailto:okhurst17@gmail.com)**  
**(703) 731-1967**

## FRIDAY



## MENU RIDERS



### Ride To Eat – Eat To Ride

Closed Ride

Destination Ride: 76 Miles / 2.0 Hours

**Restaurant:** **Silk Mills Grille**  
**Address:** 101 E. Nelson Street  
Orange, VA 22960  
**Website:** [silkmissgrille.com](http://silkmissgrille.com)  
**Kickstands Up:** 10:00 a.m. from Patriot Harley Davidson

## April 16, 2021

**Contact Activities Hotline For Updates and/or Cancellations: (703) 352-0516**

# Dominion Bike Fest

## April 17, 2021

Lots of  
Vendors



Patriot HD  
Drill Team  
performance

Meet at Patriot Harley Davidson

Kick Stands Up at 8:00 AM

Boss Hog/Road Captain – Larry Zabel (703.774.6182) [Firstbreaklz@gmail.com](mailto:Firstbreaklz@gmail.com)

Cancellation hotline: 703-352-0516



Fairfax HOG - Closed Ride For Members And Guests.

Free  
Access  
Day!

## Harpers Ferry

National Historic Park

Saturday, April 17, 2021

**(New) Extended Route!**

Free  
Access  
Day!

Approximately 150 miles of mostly back roads - some of the very ***best*** of the Virginia By-Ways, including

**Both Blue Ridge Mountain Road, and Shenandoah River Road!**



Fire Station (John Brown's Fort)



Museums & Period  
Store Displays



"HOG" Alley?

**Things to do:** Visitor Center is closed, but museums and period exhibits will be open.  
Restaurants should be open if you choose to use them.

Depart: **Patriot Harley Davidson**

9739 Fairfax Boulevard, Fairfax, VA 22031

Register 8:30 a.m.; KSU 9:00 a.m.

Boss Hog: Rich Miller; 703-626-9431 (c), [richmiller6@aol.com](mailto:richmiller6@aol.com)  
Check the HOG Hot-Line for updates: 703-352-0516



# *Friends Helping Friends*



*Sunday April 18<sup>th</sup>, 2021*

Meeting: Patriot Harley Davidson  
Start Time: 9:00AM  
Boss HOG: Larry Zabel [firstbreaklz@gmail.com](mailto:firstbreaklz@gmail.com)  
Cancellation Hotline: 703-352-0516

## **FAMILY BIRTHDAY DINNER**

**Thursday (April 22) - 6:30 pm**

RSVP Barb  
Causa 703  
405 3873



12980 Fair Lakes Shopping Center, Fairfax, VA

Boss Hogs Jack & Barb Causa  
Cancellation Hot Line  
703 352 0516



# KNOW YOUR STAFFER!

**Name:** Davis Graddy

**Position:** Sales associate

**How long have you been with Patriot Harley?** Only a little over a month; I'm a new guy!

**How long have you been riding?** 3 years.

**Why do you ride?** I'm an adrenaline junkie. I was the dangerous stunt test subject in my family. It's in my blood.

**Bike you currently ride:** I'm purchasing a 2021 Low Rider Special (today - on the very day of this interview).

**Other bikes you have owned:** 2019 Iron 883, 2020 Softail Street Bob.

**The best ride you have ever done:** Columbus, Georgia to Mount Cheha, in Cleburne Co., Alabama. To date it's the longest ride and it was on my first bike. The mountain is like the Tail of the Dragon - lots of twists and turns.

**Quote:** "If you ain't first you're last!" (from *Talladega Nights*)



## Lead a Ride!

By Steve Fred, Head Road Captain

Want to have fun? Join a ride. Want to have even more fun? Lead a ride.

Fairfax HOG has training on the techniques and rules of Group Riding, leading a ride as Road Captain and tailing a ride as the Tailgunner.

We encourage everyone with some riding experience to consider this training. When in a group ride, traffic conditions may force YOU to become the Road Captain, even if only temporarily, and this training will give you the skills and confidence to do the job well. This is a "Members Only" activity. All Road Captain candidates must have gone through Fairfax HOG's Group Riding Training.

Classroom Instruction Time: 2½ hours, followed by lunch (Dutch treat, of course). After lunch, and weather permitting, a "Members Only" Group Ride will take place to allow participants to practice what they've learned during the training, and will last approximately an additional 2 hours.

E-mail me, the Head Road Captain, at "RoadCaptain@FairfaxHOG.com" to register for any of the sessions listed below:

Saturday, April 3rd  
Saturday, May 8th  
Saturday, July 10th



# RIDERS' PROFILES

A feature of the newsletter wherein we get to know our members...

**Name:** Anthony Rahner

**How long have you been in the Fairfax HOG Chapter?** I became a member of the HOG Fairfax VA Chapter in 2008 when I bought my first Harley Davidson motorcycle, a 2008 Heritage Softail Classic

**How long have you been riding?** I have been riding motorcycles since I was 12 years old. I started on my first mini-bike, wreaking havoc in a small town in upstate New York. I matured a little and started riding dirt bikes and quickly moved up to street bikes. I then got married to my lovely wife Lisa who often comes on chapter rides and events.

**Why do you ride?** Because it is my passion! I love getting out on the open road and taking in the air and the scenery and just getting away from the stress that life throws at you. I enjoy very much riding with Chapter members as being a lone wolf becomes tiring after a while. It gives me a chance to socialize with folks that I have something in common with and I can check out other routes.

**Bike you currently ride:** 2006 Night Rod and a 2017 Ultra Limited

**Bikes you have owned:** 2006 H-D Nightrod, 2008 Heritage Softail Classic. (This was my first Harley-Davidson in which I, like many, put a lot of chrome on it, ape hangers, and made sure I was heard from blocks away.) I have attended many MC bike weeks, swap meets and motorcycle auctions where I bought and sold a few Harley Davidson motorcycles.

**The Best Ride you have ever done:** Tail of the Dragon. Turns out it was the best and worst ride. Beautiful country out there, many mountainous roads, and twisties. We camped out there which gave it a wild and free feeling. The worst part about it was riding home in 13 hours of rain, but the scenery and the memories I took in made up for every bit of the ride home.

**Quote:** "Up with the Sun, gone with the Wind"

**Horn:** [Loud](#).



# Why Harley?

By Joe Livingood

I've owned lots of bikes throughout my life, so the best place to start is at the beginning. If you read my March newsletter article, you'll know I started off on a Honda 50 belonging to the brother of a friend of mine. We rode that bike everywhere, but mostly through the woods of Great Falls. Then, as high school sports and girls (mostly girls) took over a lot of my free time, I didn't ride as much.



100,000+ miles on it.

I then purchased my first Harley in 2008, a Super Glide Custom Anniversary bike. The feel of the bike was completely different, it could go 200+ miles and just sounded flat out awesome. Over the years I purchased an 2013 Anniversary Road King and my current motorcycle, a 2015 Ultra Limited. It's by far the best motorcycle I've ever owned or ridden as it just has everything you could ever want if you are serious about riding and going on any kind of extended trips.



So why do I prefer Harley over other brands? I love to buy American-made products for starters. Yeah, I know, not everything is made in the USA, but they are true to what



I purchased a 1978 Kawasaki KZ650 from one of my older riding buddies Rick, and we, together with another buddy Garry, rode everywhere in VA, MD, PA, WV and the likes. The KZ650 is what I took my motorcycle license test on when I was 16, and the next time

you see me ask me what question the DMV instructor asked after my road test. You'll get a good chuckle from it.

My next bike was a slightly used 1983 Honda CB1000. That thing was a rocket - my first drive shaft bike - and man, that thing could fly! One drawback: it had none of the creature comforts I was looking for when going on road trips. I really couldn't go on extended trips as I had no storage and I only got about 120 miles out of a tank of gas. Over time the gas tank started to rust, jets started getting clogged and the bike was just falling apart with



made the brand successful when they started. The real reason I love Harleys is all the people I meet across the US and in our own F-HOG chapter over the years. It's a family... not a club or a riding group. We celebrate each other's successes, we lift each other up when knocked down and we grieve with each other as a family does when you lose a brother, sister, spouse, mom, or dad.

I like to say you can't fake being authentic, and that's what Harley people are...  
**AUTHENTIC!**

Now let's get out there and ride!

Joe Livingood, Secretary





# JOIN OUR CHAPTER

Destination Rides \* Dinner Rides

Friday Rides \* Picnic & More

Always something happening at Fairfax HOG

\$25 Membership (January 1st – December 31<sup>st</sup>)

Renew now online by emailing

[membership@fairfaxhog.com](mailto:membership@fairfaxhog.com)

Or print out your renewal application and mail it and checks to:

Patriot Harley Davidson  
Attn: Membership  
9739 Fairfax Blvd.  
Fairfax, VA 22031



# Break It In!

*The following article is from the January 2001 Stars and Pipes. I liked the article's technical qualities so I'm re-running it here. Do I have any plans to buy a new Harley that I'd have to break in? No. But a guy can dream, can't he? - Wes*

## BREAKING IN A NEW BIKE

By Kirk Heselbarth, former General Manager, Patriot Harley-Davidson

The Harley-Davidson recommended break-in procedure is designed to be both: (1) Simple and easy to understand and follow and (2) Provide the rider with the maximum long-term performance and reliability. This is an obvious case where the interests of the consumer and the manufacturer are the same.

To understand the break-in process, one must first understand why break-in is needed. All machined surfaces have ridges and valleys, peaks and craters, left by the machining process. Seen under a microscope, a perfectly smooth surface is actually much like a piece of sand paper. While the lubrication system is designed to provide an oil film that minimizes metal-to-metal contact, the localized high pressure on the peaks and ridges can exceed the shear strength of the oil and lead to metal-to-metal contact. Metal to metal contact is what causes wear.

The goal of the break-in process is to have a controlled process whereby the ridges and peaks are slowly ground down by the metal-to-metal contact. When new, these peaks and ridges concentrate and localize the pressures to a point where they penetrate the protective oil film. (A sharp point penetrates the oil more easily than a broad flat surface.) Once these surfaces are smooth enough, the wear rate is reduced dramatically. Much like a piece of sand paper gets smoother and smoother with use, the metal parts should slowly become smoother and smoother with use and the oil film then becomes more capable of keeping the pieces apart.

Obviously, all moving parts in the engine are subject to this process: Gears mesh with gears, chains with sprockets and

piston rings and cylinder walls all go through this polishing process. There are four common factors that determine the wear rate of all of these parts: Material and finish, Lubrication, Pressure, and Heat.

The material and finish are chosen by the manufacturer and are outside the rider's control. The lubrication system is also chosen by the manufacturer but the rider can influence this by using a quality, specified oil and keeping it clean. Heat and Load are directly under the rider's control and are what the break-in process is designed to address.

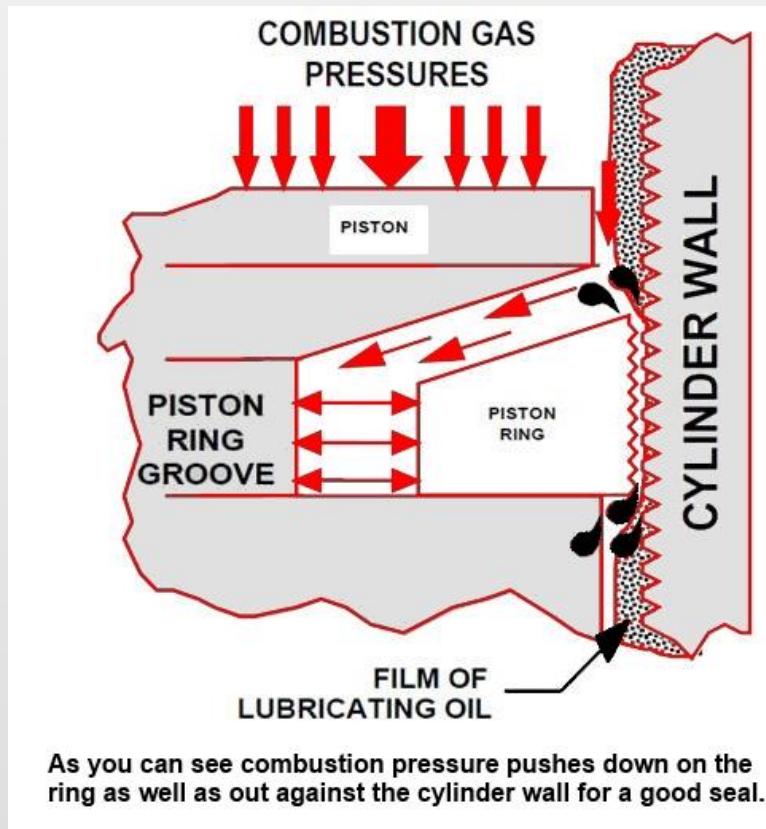
To understand how load affects break-in wear, picture the sand paper analogy used earlier. The harder you press on the sandpaper, the more material is removed. Coarse sand paper removes more material. The higher the load on new, rough parts, the faster the wear.

During break-in, primary drive and transmission wear is primarily affected by load. Jackrabbit starts place increased loads on gears, chains and sprockets.

This increased load is further concentrated on the peaks and ridges of the finish, exceeding the shear strength of the oil, and increasing metal-to-metal contact. More

contact, faster wear. (Remember, our goal is to have a controlled process whereby the surfaces gradually wear each other down to a smoother and smoother surface.)

Another consequence of this increased load and friction is an increase in the heat caused by the friction of the grinding process. It is possible to create enough localized heat on the points and ridges to actually melt them. They then pull away from the surface leaving craters that can lead to more wear, contributing to a vicious cycle of premature wear and component failure. Using the sandpaper analogy again, we've all experienced the situation of pressing too hard while sanding a varnished surface and had the varnish melt from the heat of the sanding, pulling large patches of varnish away from the surface and "welding" it onto the sandpaper. The same phenomena are at work within your engine and drive train.



Within the engine itself, while the same forces are at work, heat becomes a more prominent factor. The break-in process is designed to control both the heat and load forces.

Heat load is a factor of (1) Throttle opening and (2) RPM. The wider the throttle opening, the more fuel is supplied. The more fuel, the more heat energy. The faster the engine is running (RPM) the more times you are burning the fuel in a given period (Ignition). Thus at higher RPMs, there is more heat input with less time to dissipate the heat to the atmosphere. This accounts for the recommended break-in practice of avoiding full-throttle running and limiting speed to 50-55 MPH. (Thereby limiting RPM.) The area within the engine proper that is most affected by break-in is the piston ring-to-cylinder wall area.

Increased heat also reduces the oil's ability to prevent metal-to-metal contact between the cylinder walls and the rings. As mentioned above, increased RPM adds to the heat load from ignition and wide throttle openings add both heat and pressure, forcing the rings out against the cylinder walls with more force. Metal to metal contact increases, the peaks and ridges start to glow, then melt and rip out, welding themselves to the other surface and accelerated wear rapidly progresses. Poor ring-to-wall sealing spirals into increasingly poor performance, acceleration and gas mileage.

So what does all this mean? A break-in process is absolutely required for optimum performance and reliability. This makes it more likely that it will be followed by the typical owner thus increasing the performance and reliability of your motorcycle. For those of you who wish to optimize break-in, and are willing to take added measures, I suggest the following:

Never "lug" the engine. Lugging the engine places extreme heat and load forces on almost all engine and drive train components. Remaining in the power band by down-shifting adds a few RPM but is far better on the engine than lugging it.

During the first 100 miles or so, "cure" the engine parts by cycling between hot and cool. Do this by taking short trips (10-20 minutes) where the engine gets hot and then is allowed to cool down completely. 8-10 heating and cooling cycles should be enough to maximize the benefit. Increased cylinder wall longevity and ring sealing, and fewer engine leaks will result if you follow this practice. (Do not attempt to do this by simply idling the engine to get it hot; take it for a ride.)

After the first 100 miles or so, it is probably OK to exceed the recommended RPM (Speed) for brief periods. Remember, you want to minimize heat loads, especially while there are still those peaks and ridges that can reach melting temperatures. Throttle opening and RPM are the factors here. Running at 60-65 MPH on the highway, especially on a cool day, should be OK. Jackrabbit, full-throttle starts are not. Keep it brief but stay safe.

Avoid full-throttle application regardless of RPM. Keep the fuel supplied heat load within acceptable limits.

During break-in, avoid sustained, constant throttle (MPH/ RPM) trips. (Like 2+ hours down the interstate.) This has more to do with the wear pattern inside the cylinder than with heat/load considerations. If you must take a long trip, brief, 3-4 second, top gear full-throttle roll-ons actually aid in proper cylinder wall break-in by forcing the rings out for a brief period while minimizing the heat load duration.

All of the factors discussed here are really matters of degrees and probabilities. Can you violate any of the criteria briefly without noticing any harm? Maybe. If you follow all of the rules religiously, will you get longer, trouble-free service? Probably. A rider who tells you he ignores the break-in process and never had any problems got those results in spite of the treatment, not because of it! In the end, the owner will probably never notice minor violations of the process. Don't lose any sleep over that short blast away from the light at the 500-mile mark. But did you ever wonder why your friend's Harley always seems to run just a little faster or a little tighter than others? It's probably because it was broken-in properly!

Safe Riding!

Kirk



# HOLLYWOOD

## BIKERS 2

Inevitably, we turn to **Wild Hogs** (2007) starring Tim Allen, John Travolta, Martin Lawrence and William H. Macy - a critical disaster but a box office success. What are they riding? As it turns out, the Wild Hogs motorcycles were provided by Harley-Davidson: Macy rides a XL1200C Sportster Custom, Martin Lawrence rides a FXSTS Springer Softail, Tim Allen is on a black Fatboy with a chrome front

wheel and John Travolta rides a Screamin' Eagle Fatboy. The Del Fuego motorcycle gang is mostly seen in customized choppers, some of which were built by Orange County Choppers. The olive-drab bike Ray Liotta rides has the Orange County Choppers logo. The company's real-life father and son employees, Paul Teutul, Sr. and Paul Teutul, Jr., are seen as a bar owner and patron. (Teutul, Sr. was also a virtual member of our January 2020 banquet!)

Who rides and who doesn't? John Travolta was an experienced rider who was comfortable with Harley-Davidson motorcycles. Tim Allen rode sport bikes before the production of *Wild Hogs*, but never sat in the saddle of a cruiser. Both William Macy and Martin Lawrence were completely new to riding.

Macy became enthusiastic about riding after the production ended: "They're big motorcycles, but Lordy, what a feeling. Only people who have ridden understand that feeling of freedom and lawlessness and living on the edge. I am seriously hooked!"

Fun fact: The original script featured the notorious Hell's Angels motorcycle gang, but it was later changed to the Del Fuegos after the famous club sued Disney.  
- Wes



Another great historical image from [shorpy.com](http://shorpy.com)! "1922: Fred 'Freddie' Fretwell of Washington on a Harley-Davidson motorcycle. National Photo Collection glass negative."

# Freddie Fretwell



## "Fretwell Double Winner in Arlington, VA Motor Cycle Events

"The 10-mile motorcycle race featured the day's program. F. Fretwell, riding a Harley-Davidson, had no trouble outclassing the rest of the field. He finished a full lap ahead of R. Dean, mounted on an Indian, who in turn was two laps ahead of the other entrants. Charles Crawford, also riding an Indian, finished a poor third. Fretwell covered the 10 miles in 12 minutes 37 seconds.

"The 3-mile race for the D.C. Championship was won by F. Fretwell and his Harley Davidson. Fretwell toyed with the other two entrants in this race, making the distance in 4 ½ minutes. Cy Fendall and Charles Crawford, both mounted on Indian machines, finished second and third." - *Washington Post*, July 30, 1922

"Fred seems to have been a nickname for Ernest Homer Fretwell Jr., born in 1899. He raced motorcycles in his twenties, married a girl named Hilda, had a daughter, worked as a mechanic and kept a monkey. In the 1950s he owned a Sinclair service station on Annapolis Road in Bladensburg. He died August 24, 1966, at the age of 67, still a resident of Edmonston (a small community in Prince George's County, Maryland, just outside Washington). Among his survivors were two grandsons, Ronald and Donald Fleshman." - Shorpy commenter Dave

# Vintage Rides: Steam-Powered Motorcycles

Steam-powered? Well.. Why not? (Actually there are lots of reasons.)

Culled from many articles on the Internet. - Wes.



**Left:** This is the Revatu "Black Pearl," named after Jack Sparrow's fleet ship. Designed and built in the Netherlands by Rene van Tuil. It moves along at a leisurely 5 mph, and was introduced to the world in 2014. It may not be fast, but it makes a cool sound moving down the road and has a nice steam whistle. [Video here.](#)



Just about everything you would want to know about steambikes are on [this website](#).

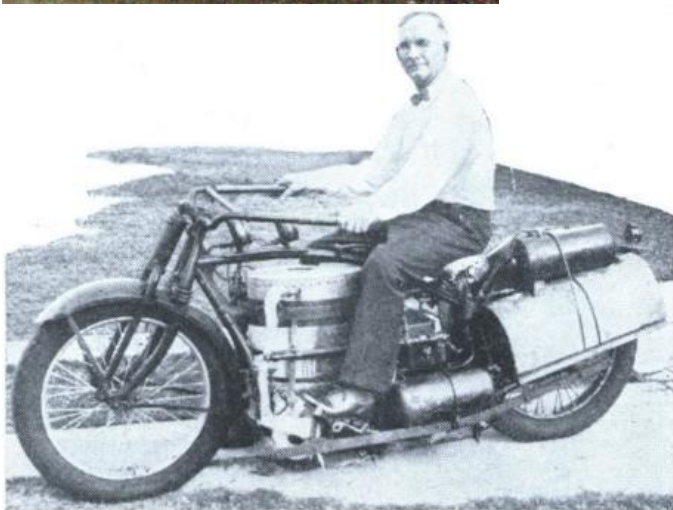


**Left:** This is the Hudspith Steambike, built by a pensioner in the United Kingdom. It is sleeker than the Black Pearl and is faster, with a top speed of 20 mph. It'll do ten miles on one tank of water. (It uses a gasoline/kerosene mix to heat the water.)

[There's a video of it in action.](#)



**Above:** The Keltruck Company is sponsoring a fellow to build a steambike based on a Suzuki Hayabusa! The goal is to achieve a new speed record.



**Left:** A 1936 steambike featured in *Modern Mechanix* magazine. This apparently had a top speed of fifty miles per hour, and required about twenty minutes for the boiler to come up to operating temperature from a cold start. The two cylinder engine gets fifty miles per gallon of a gasoline/kerosene mixture. The boiler can withstand an internal steam pressure of 500 psi (!), but requires only 250 psi to operate. It was built from second-hand parts.

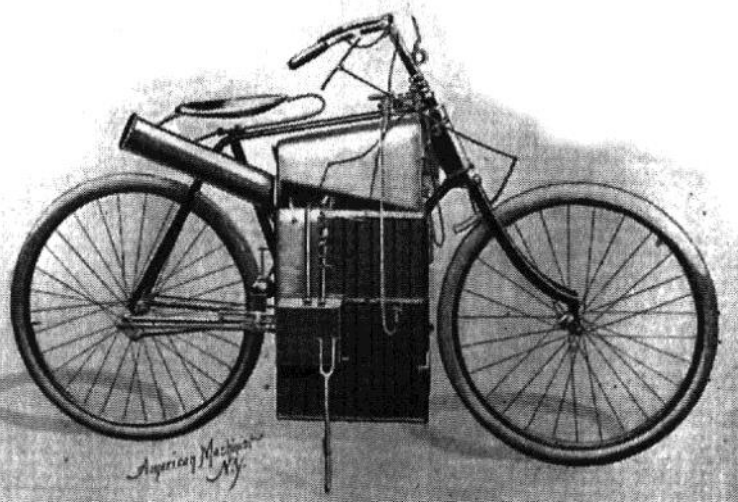
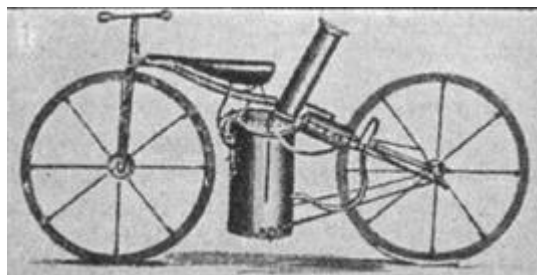
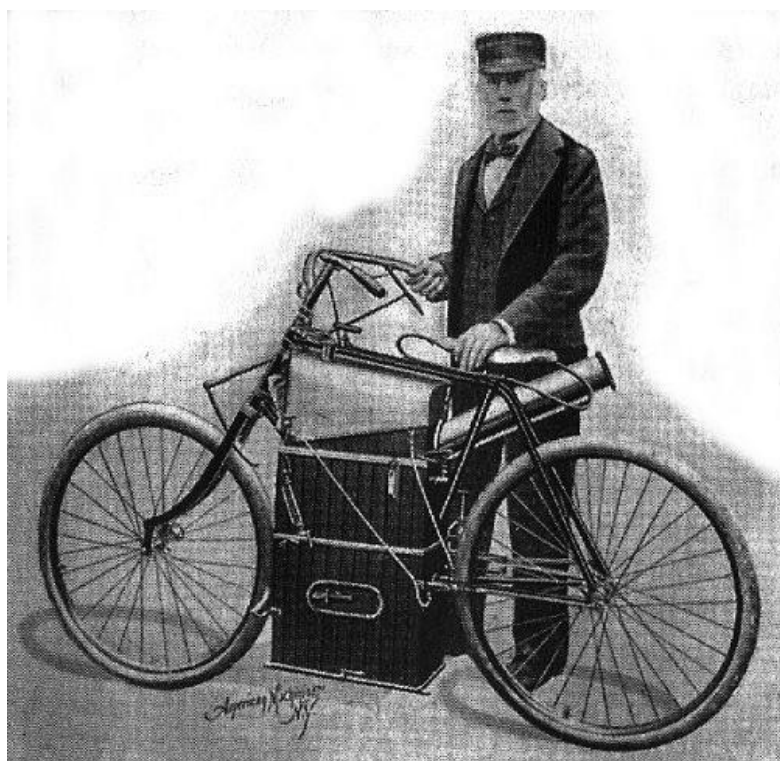
The inventor, based in Miami, is unknown.



**Above:** The Vocipedraisiavaporianna, from 1818. It almost certainly did not exist. But it's interesting to know that as early as 1818 the idea of a steam bike was floating around in people's heads.

**Below:** Sylvester Roper and his 1896 steambike. It features a two-cylinder engine which directly drives 2 1/2 inch cranks on the right-hand side of the rear axle. Roper died of a heart-attack in 1896, while driving this machine at 40 mph on a local bicycle track in Boston. There's a story that states that Roper's last words were, "Too fast!," but this is unlikely. [Wikipedia article](#).

**Inset:** An early Roper model from 1867-1869.



# Harley-Davidson Smells!

Did you know that our favorite motorcycle company once produced... perfumes? True! Except they didn't call them perfumes. In the United States, scents marketed for men are usually called "after shave" or "cologne." It's considered to be more masculine. Only in France and the Arab world do men unashamedly wear perfumes ("*parfums*"). And rose-based ones at that.



My guess is that it went something like this: Harley executives became aware that scents are another way of extending brand recognition and represented a profitable source of sales. (The scent itself, when mass produced, is relatively inexpensive. The real cost with perfumes is in advertising and packaging.) Ferrari, Mercedes-Benz, Maserati, Ford Mustang, Chevy Corvette and Bentley all have scents. So Harley approached the big beauty firm of L'Oreal, who invited some perfume chemists (called "noses") to the meeting.

These noses may work for IFF (International Flavors and Fragrances, based in New York City.) The noses were given a brief that may or may not have been, "We want a scent for men that invokes the legacy, heritage and thrill of owning a Harley-Davidson. The scent should suggest the freedom of the road and a rugged, definitely male personality who isn't afraid to rebel." The noses went away, pondered how this could possibly be turned into a smell, and returned with samples given to a creative team, who sniffed paper strips and, with the more promising candidates, tried spraying upon skin. Eventually, Harley-Davidson management agreed to no fewer than seven scents.

## **Legendary Harley-Davidson**

is a dry chypre fragrance for men launched in 1994 under the slogan "The scent of freedom." Top notes: bergamot and mint. Heart: cypress and cedar. Base: patchouli and sandalwood. (Note: Perfumes are composed in a structure of top notes, a heart and a base - the top notes evaporate quickly, leaving the heart and, finally, the base, which is the most long-lasting. A chypre is a genre of fragrance that is characterized by a citrus top end - the bergamot - that quickly evaporates into a scrubby, dry and masculine smell. The cypress and cedar are woody smells, and patchouli smells like earthy potting soil.)

**Legendary Harley Davidson Hot Road** edition was launched in 1996. The scent is woody with accented green and tobacco accords. (This scent is a

"flanker" to the original scent.

More or less the same name, but, often, an entirely different smell.

Green scents are the smells of

grass, ferns and living flora. Tobacco is not cigarette smoke, but the smell of the tobacco leaf.)



Harley-Davidson launches the Destiny perfume pair in 1999. **Destiny Man** is a woody-chypre fragrance signed by Gerard Anthony. It contains notes of cinnamon, anise seed, ginger, sandalwood, cedar, amber and leather. (The "signed by" tells the name of the nose who created the scent, and perfumes are often produced in his and hers pairs.)



**Destiny Woman** is a floral-green fragrance signed by Bousseton Philippe and Sylvie Fischer. The fragrance contains notes of green leaves, red berries, sea accords, mint, bergamot, rose, jasmine, cedar and sandalwood. (Generally, the difference between a masculine scent and a feminine scent is the presence of flowers, in this case rose and jasmine. A "sea accord" is usually salt and dimethyl sulphide, which suggests the smell of the things that live in the sea.)

**Legendary Harley-Davidson Cool Spirit** edition was presented in 2001. The fragrance contains notes of bergamot, apple, pineapple, lavender, cypress, mint, cedar, patchouli and sandalwood. (Another flanker, it is probably lighter and fresher than the original scent. Lavender is a traditional masculine barber shop smell.)

**Territory** is a woody-spicy fragrance for men introduced in 2002. (Spices are exactly what you think they are, the smells found in the spice rack in a kitchen. Spices are traditionally masculine. Think Old Spice.)



**Black Fire** is described as captivating and mesmerizing woody fragrance. It opens with notes of bergamot, mandarin, lemon and

cedar leading to the spicy heart of nutmeg, cardamom and coriander. The base features incense, patchouli and amber. Black Fire was launched in 2005. (The world of perfumes is highly suggestive; this being the case, colors are often invoked in the name.) Notice that the bottle suggests a Zippo lighter!



The interesting thing about these scents is that rubber, gasoline and metallic notes can all be found in modern perfumery, but Harley decided to not be that literal. There are also blood scents (primarily salt and metallic notes). For obvious reasons Harley didn't go in that direction, either! Motorcycling is all about the scents of the road: helmet liner, sweat, barbecues, burning brakes, exhaust, cut grass, skunks and trash trucks - but this would also perhaps make for a poor perfume.

Sadly, you can no longer buy Harley-Davidson scents in dealerships. At some point the Motor Company decided to discontinue sales. You can probably find old new stock on the Internet, but I wouldn't necessarily suggest doing this. Like everything else, scent wears out or changes.

You can read about Harley-Davidson scents - and what people think of them - on the [fragrantica.com](http://fragrantica.com) website.

More reading: [The Rise and Fall of Harley-Davidson Perfume](#)

What do I know about perfumes? [This](#). - Wes



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*Motorcycles are like women. Even though they are dangerous,  
we need them in our lives.*

# ***A Man Walks Into A Harley Dealership And...***

A woman and a duck walk into a Harley dealership. The salesman says, "Where'd you get the pig?" The woman says, "That's not a pig, that's a duck." The salesman says, "I was talking to the duck."

Two hydrogen atoms walk into a Harley dealership. One says, "I've lost my electron." The other says, "Are you sure?" The first replies, "Yes, I'm positive..."

In a Harley dealership in a remote Alaskan town, a newcomer hears people yell out numbers ("#23!", "#56," etc.) and then everyone laughs. He asks the guy looking at a Sportster next to him what's going on, and he says the jokes have been told so many times, people just yell out their numbers instead of retelling them. So he yells out "#27!" but nobody laughs. The Sportster guy says, "Some people can tell a joke, and some people can't."

Two dragons walk into a Harley dealership. One says to the other, "It's hot in here." The other snaps back, "Shut your mouth!"

A tennis ball walks into a Harley dealership. The sales manager says, "Have you been served?"

A Roman walks into a Harley dealership, sticks two fingers up to the sales manager and says, "Five Softails please."

This cowboy walks into a Harley dealership. His hat is made of brown wrapping paper, his shirt and vest are made of waxed paper, and his chaps, pants, and boots are made of tissue paper. Pretty soon they arrest him for rustling.

A man walks into a Harley dealership and asks the sales manager, "What's the Wi-Fi password?" The response is, "You need to buy a CVO first." He considers, and says "OK, I'll have one," and he pays \$45,000. "There you go. So what's the Wi-Fi password?" "You need to buy a CVO first, no spaces, all lower case."

Some Texans are mingling in a Harley dealership in Texas when an Oxford graduate walks in. "Howdy, stranger," one Texan says. "Where are you from?" The Oxford graduate answers, "I come from a place where we do not end our sentences in prepositions." "Oh, I'm sorry," replies the Texan. "Where are you from, jackass?"

A pig walks into a Harley dealership, finds the Coke machine and buys 15 Cokes, and drinks them. The sales manager asks,

"Would you like to know where the bathroom is?" "No," says the pig. "I'm the little piggy who goes wee-wee-wee all the way home."

A guy sees a beautiful woman at the other end of a Harley dealership, dressed seductively in leather biker gear. He walks up to her and says, "Where have you been all my life?" "Well," she says, "For the first half of it, I wasn't even born."

I was at a Harley dealership with my friend Justin when he spotted an attractive woman sitting on a bike. After an hour of gathering his courage, he approached her and asked, "Would you mind if I chatted with you for a while?" She responded by yelling at the top of her lungs, "No, I won't come over to your place tonight!" With everyone in the dealership staring, Justin crept away, puzzled and humiliated. A few minutes later, the woman walked over to us and apologized. "I'm sorry if I embarrassed you," she said, "but I'm a graduate student in psychology and I'm studying human reaction to embarrassing situations." At the top of his lungs Justin responded, "What do you mean, two hundred dollars?"

Two engineering students were walking across campus when one said, "Where did you get such a great Harley?" The second engineer replied, "Well, I was walking along yesterday minding my own business when a beautiful woman rode up on this Sportster. She threw the bike to the ground, took off all her clothes and said, 'Take what you want.' The second engineer nodded approvingly. "Good choice; the clothes probably wouldn't have fit."

An American and a Russian were talking in a Harley dealership. The American began

to boast about his country, claiming it's the land of the free. "I could walk straight up to the White House and shout 'Death to the American President!' and nothing happens to me." Hearing this the Russian smirked. "I, too, can walk up to the Kremlin and shout 'Death to the American President' and nothing bad happens to me, either."

A pirate wearing a paper towel on his head walks into a Harley dealership. The salesman asks "What's with the paper towel?" The pirate says "Arrr, matey! I have a bounty on me head!"

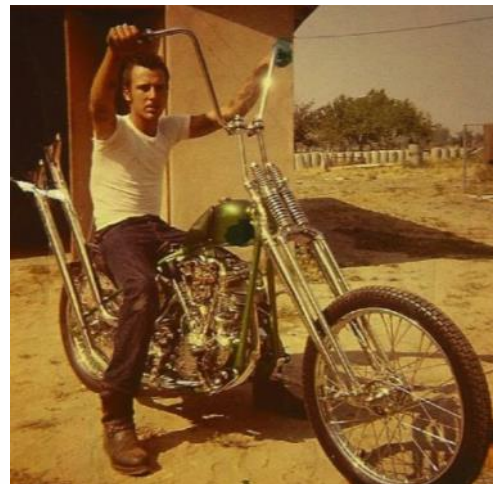
A guy walks into a Harley dealership and says, "I remember when I was a kid, you could go to a store with \$1 and buy 2 bags of chips, a large pop, 4 candy bars, and a pack of Big League Chew! Nowadays they have cameras everywhere."

My wife called me and said, "If you're not home from the Harley dealership in ten minutes, I'm giving the dinner I cooked for you to the dog." I was home in three minutes. I'd hate for anything to happen to the poor dog.



# The Stars and Pipes

The Newsletter of the Fairfax HOGs Chapter



## Who we are

The Fairfax H.O.G. (F.H.O.G.) Chapter began in 1999 with an organizing committee of four. Today our membership nears 800 riders and passengers, people from every walk of life with the full spectrum of riding experience. According to figures on the Harley-Davidson web site, as well as an article in Fortune magazine, a Harley owners' average annual income is \$80,000 and the average age is 46. Most F.H.O.G. members have discretionary income, are professionals, like to eat out and travel, and have insurance, real estate and other needs. **In other words, the *Stars & Pipes* newsletter is a great way to advertise your business!**

## Advertising Guidelines

- We welcome any advertiser not in direct competition with our sponsoring dealership, Patriot Harley-Davidson.
- All ads must be tasteful in content (no profanity or adult content). F.H.O.G. may, at its sole discretion, decline to accept and publish a submitted advertisement. In such case, any funds tendered by the prospective advertiser for the refused ad will be refunded promptly.
- Advertising content is the sole responsibility of the advertiser and will be run as submitted; ads are not proofed.
- Ads can be camera-ready, however electronic format is preferred. If ads are submitted electronically, accepted file types are jpeg, tiff, eps, doc or pdf. Resolution must also be at least 200 dpi (no screen dumps from the internet, otherwise graphic content is pixelated and doesn't print well. No gifs accepted). Word, Photoshop, Illustrator, PDF or QuarkXpress files accepted. Note: ads generated with logos, images, etc. must include the original linked graphics with the layout file in order to print properly; contact the editor if there are any questions: [editor@fairfaxhog.com](mailto:editor@fairfaxhog.com). Simple ads can be designed for an additional fee of \$25—contact the editor prior to the monthly deadline.
- Payment in full is due with ad; if ad precedes payment, it will not be run until payment has been received. Checks should be made payable to Fairfax H.O.G.

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