

# The Stars and Pipes



August 2020

Fairfax Harley Owners Group



## EDITOR'S COLUMN



### Stars and Pipes

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

August 2020

Volume 22, Issue 7

Bring on the Dog Days of Summer! Of course you know it's called that because the Ancients - anyone born before 1965 - realized that during these days Sirius the dog star rose and set with the sun. The belief was that their combined power made things hotter here on earth. But those two mighty heavenly bodies have nothing on a Harley v-twin on a hot day! My Road King is a cop bike and I am assured by those who know that the plastic heat deflector I have installed under my seat as part of the cop set-up helps cool me off. Frankly, I think it's the difference between having two matches lit under me instead of three - but why complain? Just enjoy the ride no matter what the weather.

Speaking of weather, this July has to be something of a record-breaker. I can't remember so many over 90 degree days in one month. We nearly tied with 1980 and 1988 for 21 consecutive days... but a 89 degree day turned up - followed by a week of high 90s wicked heat. Whew!

There's another Harley rider in the extended Clark Family; my son-in-law bought a used Iron 883 last month. The MSF class comes soon. (I bound him with promises to take care since he's the father of two of my grandkids.) Now when I visit Boise I can rent a bike and we can head off for a day. Cool! It couldn't be anything other than a Harley; I do believe his Harley-loving step-father would refuse to speak to him ever again if he went metric.

As threatened last month, I found a crossword puzzle generator online and have included a Harley puzzle for you to work out in your copious spare time. This probably won't be the last one you see in these pages...

My son is becoming interested in motorcycles. He sent me this: "This might be the one thing that makes me get a motorcycle. It's just so [extremely cool looking](#)." If you are

Tron, maybe.

If you want to *be* Tron consider this: "This TRON style motorcycle is a fully functional and street legal bike that is powered by a Suzuki 996cc engine. While riding on the TRON motorcycle you lay in a flat position akin to the TRON movie. For only \$55,000.00 you can tear up the streets TRON Style." Google it!



Frankly, the closest thing to being on one of those futuristic Tron cycles is the Harley Livewire; I did a test ride recently. Naturally there's an article and a video.

I'm also fond of the "Burbank Scofflaw" piece.

Stay cool, Daddy-O.

*Wes*

COVER: On a cool January day I brought my Canon DSLR into the showroom and, with Kevin Hardy's permission, took some shots useful for covers. I entitled this one "Road Kill's-Eye View of an Ultra Limited."

# DIRECTOR'S MESSAGE

It's August, and, yes, it is certainly summer. The good news is the chapter's scheduled rides are in full swing and F-HOG members are back on the roads and having fun! The new normal of wearing face masks, greeting one another with fist bumps and maintaining our distance is difficult when we haven't seen each other for awhile. I know we all look forward to the day when we can return to our warm hello hugs and handshakes.

Hopefully, everyone has taken advantage of our past several chapter meetings being held off-site and/or electronically. We have had good feedback as we have tried our best to negotiate the pandemic obstacles and keep our members in the loop. Kudos to the officers for thinking outside the box and providing venues and the technology needed to do so. I am happy to announce the August meeting will be held back at Patriot Harley-Davidson. Mark your calendars and I'll see you there!

I want to talk about Membership Renewal. Our annual renewal runs through March and April. Due to the COVID-19 situation, this year we extended the renewal time to run through May. We still have many members who have not renewed. There are many ways to renew your membership. Memberships that are past due will lose their original membership "as of" date if not made current soon. If you have questions about membership or how to renew, please contact one of the membership officers.

As this 90+ degree weather continues, let's remember to keep our fluid levels full on our bikes and in ourselves. I was at the doctor yesterday and when they could not find a vein for an IV I was told I was dehydrated. He also said some of my aches and pains could be related to dehydration as well. We tend to take care of our toys and our people but often forget about ourselves. So drink plenty of water and stay healthy! It was a wake-up call for me!

Be sure to continue to check your email for our blasts so you are kept informed of what's happening. [We have also begun an "unofficial" F-HOG Facebook page](#) to enable us to post non-chapter events and news. Check it out when you have some time.

I am always available if you have concerns, questions or suggestions. You can email me or pull me aside when you see me. I am here for you!

**Until next time . . . Remember . . . We Ride as One!**

**Ray**

How hot was riding in July? In case you are reading this newsletter as a file found on a server in an archeological dig some hundreds of years in the future, it seems worthwhile to describe the situation:

**Washington ties record for most 90-degree days in July and is poised to break it Tuesday (7/28) - Ian Livingston, Capital Weather Gang**

*It's hit at least 90 on 25 days, matching the mark from 2011.*

"The heat this month has kept coming and coming and now has tied a record for its persistence. On Monday, Washington notched its 25th day hitting at least 90 degrees, tying the record for the most such days in a month.

"Tuesday, it seems destined to surpass it.

"The 90-degree milestone is just one of a number of impressive heat records that have been tested or smashed in recent weeks.

*90-degree days pile up and summer has no "chill" at night*

"The 90-degree days have mounted over the course of three heat waves this month (defined as at least three consecutive days hitting 90 or higher). This first heat wave, which began in late June, lasted 20 days, the second-longest on record. The second heat wave spanned July 17 to 23, while we began yet another Saturday.

"The 25 days hitting at least 90 degrees this month matches the record mark from 2011. In addition to being the most 90-degree days in July, it also exceeds the record count in all Junes and Augusts. The number of 90-degree days during this month alone exceeds 35 percent of summers on record.

"When we tack on the nine 90-degree days in June, there have been 34 such days this year, so far, about 12 more than normal.

The 90-degree count is coasting toward its annual average with many weeks of summer remaining. The average is 36 days using data from 1981 to 2010, but that will bump to 40 days next year based on the numbers from 1991 to 2020.

Temperatures have also been persistently warm at night, where a record for duration is in jeopardy.

Monday marked the 31st straight day with lows at or above 70 degrees in Washington. That's the third-longest streak on record, and it seems we should blow by the standing record of 35 days in 2016 based on the forecast."

"Everyone complains about the weather but nobody ever does anything about it." - Mark Twain



# LOUD HORNS SAVE LIVES, or Anthony's Airhorn

by Anthony Rahner

There is nothing like a loud horn to alert drivers that they are venturing into your lane! With the addition of Rinehart headers, mufflers and high-performance baffles which enhanced the sound of my bike, my Harley-Davidson factory horn seemed to drown out with the rumble of my pipes, especially on the highway. With that said, I bought a 130db air horn which you can find online for about \$30 - \$40. It came with the compressor, mounting screws, and a 17" trumpet air horn.

If you decide to install an air horn on your bike, you will also need to install an air horn relay kit with a 30 amp relay which you can pick up from any auto parts store between \$12 - \$25. The great part about the relay wiring kit is that it comes with everything you need to connect the compressor to the battery, including a separate horn button and instructions.



One of the bigger challenges I found was where I should place the compressor and the horn on the Ultra, given that it's very compact. After inspecting the bike, I did find a void under the front of my front seat near the v-twin engine in which I was

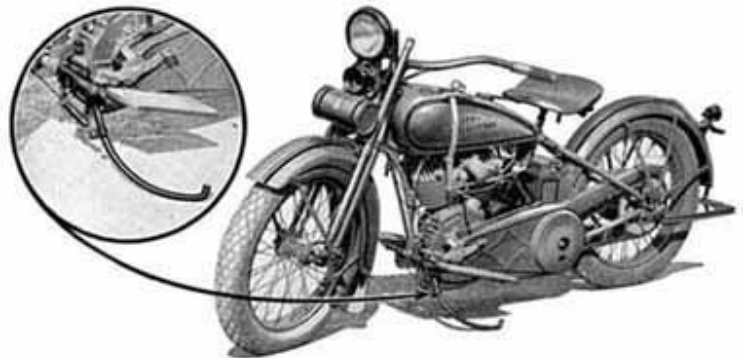
able to attach the compressor. I removed the factory horn and then had to create my own bracket to secure the horn; this is where your artistic and creativity will come in handy. I was able to get a 12" steel rod, a metal "T" rod, and 3" 90 degree L-bracket from the Home Depot, which, when installed together, hooks onto the screw that held the factory horn in place and the back plate of the engine compartment just under the seat. This cost about \$12.

The "t" bracket was used so I could re-install the factory horn just below the trumpet horn, so I have the best of both worlds: one factory horn for normal use and one air horn to be obnoxiously loud.

[Check out the video showing the air horn in action!](#)

I hope you found this article useful as an air horn could save a life.

Or scare an innocent bystander to death.



## Something new~ Motorcycle Jiffy Stand

Why "Jiffy?" It's just a kickstand, right? **WRONG.** [Revzilla's resident well-read author Lemmy has a few things to say about it.](#) There's some cool Harley History to be had here.



A captive rider on the Northern Neck Ride,  
7/11/20.

# Hey, Joe

by Joe Livingood and Wes Clark

**Hey, Joe... Tell us a little about your rig for producing motorcycle videos!**

Sure. [I have a video explaining videos.](#)

**I see a fearsome leather-braided whip hanging from your brake lever. What on earth is that and what is it used for?**

It's called a "Get Back Whip" which attaches to your brake or clutch level with a quick release (panic snap) than can be used in case of emergency. Mine was a gift and is for decoration purposes only.

**Screamin' Eagle - Harley's in-house way to soup up their own v-twin engines! Looks like a lot of guys have done this, Stage One, Two, Three or Four. Have you? Was it worth it? Any complaints?**

Getting enhanced power via stage upgrades is all about personal preference and how many cubic inches you want/need. Personally I've done stage 1 and 2 and found it sufficient for my needs, but some people want more power (just like Tim "The Toolman" Taylor). If you want ultimate acceleration and power, go test drive a Livewire from Harley and you will feel unmatched power.

**Hey, Joe... I-95 South sucks! It seems like whenever I want to head south there's some enormous bottleneck or crash that has the traffic stopped. And Route 1 gets clogged with bail-out traffic at that woody area just north of Stafford Courthouse. Do you have any alternate paths you use to get from, say, the Mixing Bowl in Springfield to Fredericksburg?**

I almost always take back roads toward Manassas or Gainesville or the straight shot down route 29 to Opal and head east on route 17 towards Falmouth. I'd rather take 20-30 extra minutes and enjoy the ride rather than sit on the parking lot called I-95.

**What is the farthest you will go for a day ride? How many miles? I find about 250 miles is a good day's ride for me; I don't have to get up too early and I'm home by dinnertime.**

I've been as far as 1,000 miles in a day ride up and back, but prefer to keep to around 200-300 miles. This distance allows for breakfast, some rest stops for fuel and bathroom breaks and, of course, some barbecue for lunch. If you have a long way to go, I always suggest quick fast food places such as Subway, Chipotle

and my favorite, Chick-Fil-A, where you can dine and dash (with paying your bill) quickly.

**I have heard of one guy who never got into a traffic accident in a bike until his twentieth year riding. (It happened when he was fooling around on an unfamiliar bike.) Is riding without an accident for twenty years all that unusual?**

So much of this question depends on where you ride, your level of experience and the number of angels riding with you. An accident is defined as "an unfortunate incident that happens unexpectedly and unintentionally, typically resulting in damage or injury." Nobody ever plans to be in a accident, but they do happen. My best advice is to eliminate any and all distractions while riding, assume every car is going cut you off, pull out in front of you or do something stupid. Always be prepared to "escape" any situation and ready to come to a quick stop if required.

**Hey, Joe, tell me true... When you ride on hot days wearing nothing more protective on your arms than a tee-shirt, is there a part of you that thinks, "Just watch - today is the day I'll end up on the pavement and get a terrific case of road rash?"**

I never think about going down when I go out, but rather focus when riding on as many of the "What If" scenarios that I face on the open road. I find that if I'm thinking proactively about that car not seeing me, changing lanes without signaling, pulling out in front of me and the hundred other scenarios helps to keep me focused on my surroundings and not daydreaming like people sometimes do while driving. The PPE you choose to wear while riding is a very personal decision, and sometimes mandated by a spouse or loved one. I personally prefer to be comfortable when riding, and dress according to the season and length of trip.

**How about smartphones attached to handlebars?**

[See my video!](#) Personally I could not function without my phone because I depend on the myrouteapp.com GPS and Navigation system. It works both online and offline which is helpful in areas where there is no cellular signal. My bike has a Harley Infotainment system with navigation, but even with the most updated maps, the Harley system often takes you down Bob's gravel road or some hiking trail not fit for man or motorcycle. I mounted my phone angled towards my face so I can see it out of my peripheral vision and never have to take my attention off the road. When I was a teenager and started riding, we didn't have cell phones, and highly recommend all new riders go without installing a cell phone mount for at least their first season or two of riding. Finally if you are easily distracted, put your phone in the tour pack, saddle bags or backpack and keep yourself and others riding with you safe.



## 7/4 - Fairfax City Independence Day Parade



Summary: It was hot.



## JULY CHAPTER MEETING

The Chapter Meeting for July (7/8) was once again held in the capacious facilities of Interstate Moving in Springfield (thanks, J.D.!) Thanks to the miracle of modern technology the meeting was also viewable virtually by WebEX and Facebook streaming. Word has it that next time we meet back at Patriot Harley-Davidson. We discussed a plethora (somewhat less than a myriad) of upcoming rides for July and August. Quizmaster Joe provided us with three mind-boggling questions; I got all of them right, nyahh, nyahh, nyahh.

A highlight of the after-meeting was [Anthony Rahner's demonstration of his newly-fitted air horn](#).

Photos by Walt "the Lens" Herrity.



# Northern Neck (Colonial Beach) Ride

## July 11

I've never been to Colonial Beach, and so was up for this one. (I'm always looking for retirement home possibilities.) The morning was generally warm, and the afternoon turned hot. Road Captain Ed Murphy said he'd get us back to PHD at 3:30, and I am happy to report that's exactly what my clock said when we pulled into the parking lot. Our first big ride of the year - well-attended with 22 bikes - was a lot of fun! [I did a video](#). I put 232 miles on my Road King. - Wes



# What Rhymes With Orange?

## Ride - July 18

The What Rhymes With Orange Ride was hot; in fact, the local meteorologists were calling the weekend "dangerous heat." But, undeterred, our gallant band of Harley enthusiasts ventured out. Everyone got an orange cloth as a souvenir. - Wes



[CLICK HERE](#)

The

# LIVEWIRE

## Harley Heresy or Davidson Daring?

By Wes Clark

I shall begin by pointing out what everyone knows: An electric motorcycle by Harley-Davidson, longtime manufacturer of big gasoline v-twin bikes, is an unusual move. It puzzles the Harley traditionalists... in fact, I have yet to have a conversation with an old school Harley guy who sees this bike the same way that I do, as a bold technological triumph and the first in an inevitable series of motorcycles of the future. For them it's heresy. I do think that there is not only a place for electrical bikes, but I think they make perfect sense and will be here to stay. (Full disclosure: I have a degree in Electrical



Engineering and have always been excited about pushing the technological envelope the way Harley-Davidson has.)

Why the Livewire? That's easy. In 2014 a prototype Livewire was brought to dealerships across the U.S. and riders were invited to take a short cruise on one. The Motor Company asked the question of the riders: *Should we build this bike?* The answer was a resounding Yes.

I have test ridden two electrical bikes before: the Zero S and the Zero FXS. It was an interesting experience, riding without a clutch, transmission or any appreciable sound. Whacking the throttle from a dead stop is not a good idea on an electrical bike as 100% of the torque the battery and motor can produce is available at 0 rpm.

But let's talk about the Harley-Davidson Livewire. We'll start with some specs:

Motor torque: 86 foot-pounds. Horsepower: 105. 0 to 60 acceleration: 3.0 seconds. Lean angle (left and right): 45

degrees. City range: 146 miles. Combined stop and go: 95 miles. DC Fast charge time: 0-80% in 40 minutes. 0-100% in 60 minutes.

[More here.](#) (Check out the Reflex Defensive Rider System - RDRS- and the H-D Connect smartphone link.)

On a hot day in July I took Patriot Harley-Davidson's demo Livewire out for a ride. Upon inspection, the first thing you notice is that the fit and finish is of a very high level—like a Harley! While a Zero bike strikes me as mainly being plastic, a Livewire looks like a premium product. Harley was

unapologetic about the sticker price on this bike; they are targeting the people who purchase premium items like a Tesla. Is the nearly \$30,000 sticker price out of line? I don't know, but I do know this: If there is one thing that I have learned in my over sixty years on Starship Earth it's that you generally get what you pay for.

Mounting it and starting it is unremarkable. Unlike the roar of a big v-twin engine with a gasoline-powered Harley there is nothing that suggests what a rocket this thing is. But, wow, can it ever accelerate! On my test ride I kept fading back from the fellow who took me out only to catch up in an incredibly short amount of time. If the 0 to 60 time is short, the 35 to 60 mph time is

astounding.

The uncanny thing is that it does it with so little fanfare. During my ride I kept thinking of those racers in *Tron*. The way you go from slow coast to very fast is so silent as to be otherworldly. All you hear is the sound of wind on your helmet.

The Livewire weighs 549 pounds but it feels far lighter than that. It is very nimble and agile, traits that are entirely lost upon poky, slow, scenery-observing, touring bike saddle-wanting me. Someone who knows a thing or two about taking curves on two wheels at high speeds can provide a much better assessment of this bike's capabilities.

Perhaps that's you. Stop by Patriot and take a test ride yourself. Don't be so wary. The V-Rod seemed like heresy when it was introduced but it has taken its place as a daring example of Harley technology. So will the Livewire!

[I made a video of my test ride.](#)

# RIDERS' PROFILES

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

**Name:** David Danner

**Nickname:** "Double D"

**How long have you been in the Fairfax HOG Chapter?:**

Something like ten or eleven years.

**How long have you been riding?:** Basically, all my life. But I didn't get my first Harley until 2010.

**Why do you ride?:** It's *freedom*. It's the one thing that makes everything else go away.

**Bike you currently ride:** 2015 Ultra.

**Bikes you have owned:** I had a minibike when I was five years old! Later on, a Yamaha DT-100, a Honda CB350, a Yamaha XT550, "Maxine," my well-known 1990 FLHTC Electra Glide Classic and a 1961 Triumph TR6 Trophy.

**The best ride you have ever done:** That would have to be some of my trips to Sturgis.

**Quote:** "It'll be okay." I got this one from my father, who used to say it a lot.



**Name:** Kim Allen

**How long with FFX HOG?:** About three years

**How long riding?:** About 40 years.

**Why do you ride?:** The freedom. The sights. The smells. It's mindless.

**Bike I currently ride:** 2019 Limited

**Bikes owned:** 1974 Triumph Bonneville 650, 1980 Triumph Bonneville 750, 1981 Yamaha 1100, 2008 Victory Kingpin, 2014 Ultra Classic, 2019 Limited.

**Best Ride:** 1981, I rode from Washington, D.C. up the east coast through MD, NJ, NY, VT, NH, ME to Quebec, Montreal, Toronto, Niagara Falls and back. Once I returned, turned right around and rode to Texas and back. A solid month of riding.

**Quote:** "You're never lost on a motorcycle."



# RIDERS' PROFILES

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

**Name:** William Hesselton

**Nickname:** "Will"

**How long have you been in the Fairfax HOG Chapter?:**

Joined July 11, 2020!

**How long have you been riding?:** 40+ years. My first motorcycle was a new 1978 Honda CR80R 2-Stroke dirt bike which my Dad bought me when I was 9 years old; it was supposed to be for my 10th birthday but he couldn't wait to give it me. I quickly mastered the dirt scene and by 1985 I was riding a Honda CR250R during the weekdays and racing a CR125R on the weekends at Budds Creek Motocross Racetrack in Aquasco, MD. All of that is ancient history. I quit racing motocross after a few serious injuries and turned to sport bikes and a 100+ motorcycles later, I grew up, got married, had two kids and I finally pulled the trigger and bought myself a Harley after my Dad passed away. I used his life insurance money that my brother and I split as the down payment in honor of his memory.

**Why do you ride?:** To release the negative toxins that build up inside of me. My Harley is a catalyst to a better "ME" after a long day at work OR after a "Bad" day at work. Plus, it always takes me back to my youth which was "Awesome!"

**Bike you currently ride:** 2018 Fatboy S with Stage IV SE

**Bikes you have owned:** Too many to list. One of my favorites, though, was my 2004 Honda RC51 Nicky Hayden Edition. It was made to commemorate his AMA win in 2001. It was a 999cc V-Twin with 130HP and weighed in at only 440lbs. It had (in stock form) a top speed of 165mph. Mine was clocked at 183mph at Road Atlanta in Georgia.

**The best ride you have ever done:** Thunderbolt & Lightning racetrack at New Jersey Motorsports Park with NESBA track days. I was on my 2009 Yamaha R1. It was the first time I ever got to race on a closed track with like-minded racers. I hit speeds of over 180mph that day.

**The Worst ride you have ever done:** Being rear-ended in Washington, D.C. sitting at a red light and suddenly flipping back over my bike into the windshield of the car that hit me. I was in the hospital for a week. Suffered a stage 3 clavicle separation, multiple fractures to my left shoulder blade, 3 broken fingers and concussion.

**Quote:** "Never ride a motorcycle in stilettos and a miniskirt."



# AUGUST RIDES!

## Fairfax VA H.O.G. Eleventh Annual Abe Lincoln Gettysburg Ride Saturday, August 1, 2020 (No Rain Date) Closed Ride – 230 Miles

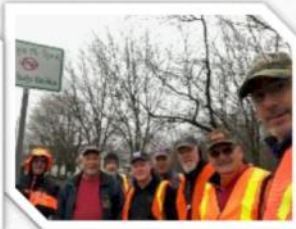


Registration at 7:00 a.m. Start & end at Patriot H-D. All day. Stop at Battlefield H-D. Visit exact spot in Gettysburg where Abe gave the famous Address. Lunch nearby. Loop thru battlefield for brief stop at The Angle. Return thru Washington County, MD, Leesburg & Manassas. Scenic & historic. Two-lane highway, open road (some interstate). Smooth & un-congested. *Itinerary and route subject to change based on road and lock-down conditions on day of ride.*

FHOG Cancellation Hotline: 703.352.0516.

Questions to Boss Hog: John Simpson: [jmsimpson@duanemorris.com](mailto:jmsimpson@duanemorris.com)

## Adopt-A-Spot



Location: Patriot Harley Davidson  
Date: August 1, 2020  
Start Time: 8:00AM  
Boss HOG: Johnny Boaz  
Cancellation Hotline: 703-352-0516



# AUGUST RIDES!

August 22, 2020  
Rain or Shine!

## 7th Annual Healing Heroes Ride



The Annual Healing Heroes Ride East is a 100+ mile, high-stakes poker run through the Virginia byways to benefit Boulder Crest. Boulder Crest offers programs to help combat veterans, their families, and first responders thrive in the aftermath of trauma.

To learn more and register, visit  
<https://bouldercrest.org/hhreastregistration>

REGISTER - \$30 per rider

Start Locations - Berryville VFW  
& Fairfax Patriot Harley

★ Poker run to support combat veterans, first responders, and their families

★ GRAND PRIZE - 200,000 American Airlines Award Miles



## 12th Annual Jill's House Ride Saturday August 29, 2020

REGISTER: <http://jillshouse.org/ride2020>

The Ride for Jill's House is a 100-mile ride to support Jill's House, a full-service overnight respite center, renews families through much-needed breaks while providing a safe, fun environment for children with special needs. This innovative 42,000-square foot, 45-bed respite resort for children ages 6 to 17 with intellectual disabilities and their siblings, in the Washington D.C. metropolitan area.

This is a destination ride from Patriot Harley Davidson to the starting point for the Ride for Jill's House.

DEPARTS: Patriot Harley Davidson  
GATHERING: 7:30AM  
KSU: 8:00AM  
BOSS HOG:  
Jack Causa: [jcausa@hotmail.com](mailto:jcausa@hotmail.com)  
Cancellation Hotline: 703-352-7628



Ride with Purpose  
**ON HIS ROAD**



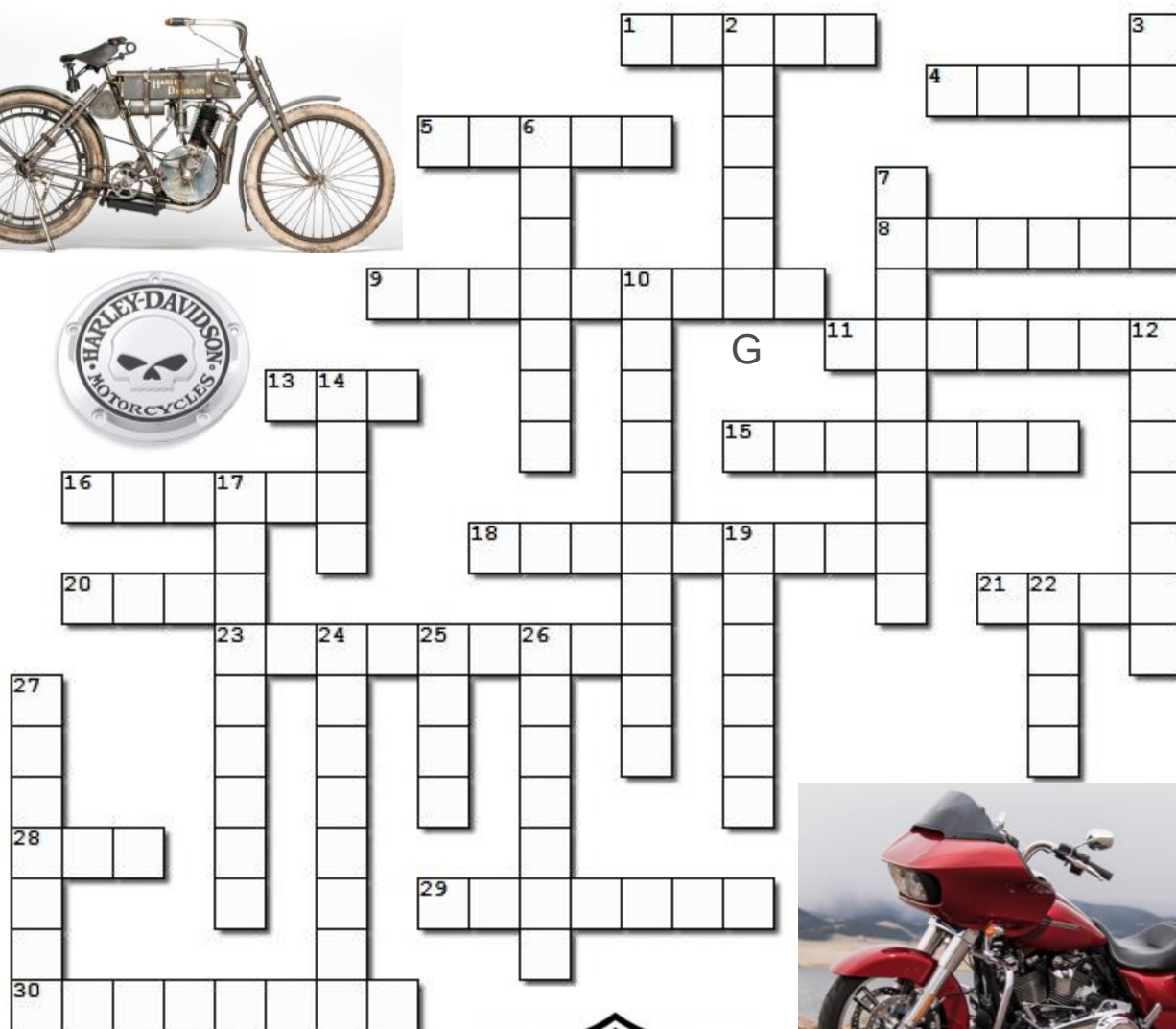
REGISTER

[JILLSHOUSE.ORG/RIIDE2019](http://JILLSHOUSE.ORG/RIIDE2019)

\$35 for a SINGLE RIDER

\$50 for a RIDER & PASSENGER

# Harley Puzzle #1



## Across

1. Popular engine config
4. Sold with Harleys
5. Stand holds up your bike
8. Unit of twist
9. Ladies' bike
11. Our dealership
13. Most expensive
15. Bottom comfort
16. V-twin sound
18. '84-'99 engine
20. Road King abbrev.
21. Lamented FXD models
23. Factory birthplace
28. Us
29. Harley founder first name
30. Bright headlights



## Down

2. Skull designer
3. Road and Street
6. The F in FHOG
7. 1907 Harley
10. Engine from '66 to '84
12. '99-'17 engine
14. Harley/Porsche
17. Italian Harley
19. Harley's scooter
22. Nearby factory
24. 0-60 in 3 secs
25. Tall simian handlebar
26. Before shovels and pans
27. '48-'65 Engine

Answers in back

# VINTAGE HARLEYS:

## The Welbike

*Yes, I know, it's not a Harley but I thought it was cool. I came across a photo of one in a book about World War II I was reading and thought I'd share it with you. - Wes*

The Welbike was a British single-seat motorcycle produced during World War II at the direction of Station IX — the "Inter

Services Research Bureau" — based at Welwyn, UK, for use by Special Operations Executive (SOE). It has the distinction of being the smallest motorcycle ever used by the British Armed Forces. Between 1942 and 1943, 3,641 units (plus a prototype and some pilot models) were built and, although not much used by the SOE, some were issued to the British 1st and 6th Airborne Divisions and some were used at Arnhem during Operation Market Garden.

Powered by a Villiers 98 cc (6.0 cu in) single-cylinder two-stroke petrol (gasoline) engine, the Welbike was designed to fit into a CLE Canister — the standard parachute airdrop container 51 inches long, 15 inches high, and 12 inches wide. Once deployed, they were easily assembled and ready for use as quickly as possible.

The name Welbike comes from the custom that all the clandestine equipment devised at Station IX in Welwyn had names starting with Wel, e.g., Welman, Welrod. There was very limited space in the airborne equipment container, so the Welbike, which was carried in the container at an angle, had no suspension, no lights and just a single rear brake.

The fuel tank was as small as possible and, because its bottom feed point was located lower than the carburetor, had to be pressurised occasionally by a hand pump built into the tank. The range on maximum capacity of 7.8 US pints of fuel was 90 miles at about 30 mph. Tanks were pressurised before the Welbike went into action to save time. The Welbike was then packed into the parachute container with the rear wheel to the base of the parachute canister, which had a percussion head to minimise damage on landing. Once it hit the ground all that was

needed was to twist the handlebars into position and lock them on spring-loaded pins. The saddle was pulled up and the footrests folded out ready to push start the two stroke engine and ride into action.



The aim was that a paratrooper could remove the Welbike from its special green container (which was marked in white lettering with the words Motor Cycle) and its easily identified coloured parachute, and be on the road within 11 seconds. The prototype survived extensive drop testing at the Special

Operations School at Arisaig in Scotland where it was demonstrated to the commando forces.

In combat situations, however, the Welbike could prove a liability as paratroops needed to get under cover as quickly as possible and had to find the Welbike containers before they could even start to assemble them. ... The low power and small wheels also meant that they struggled to cope adequately with the often rough battlefield roads.—Wikipedia



## BLUETOOTH HELMET SPECIAL



# SAVE \$200

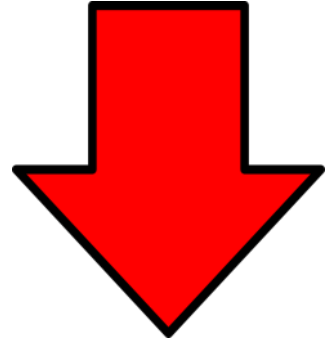
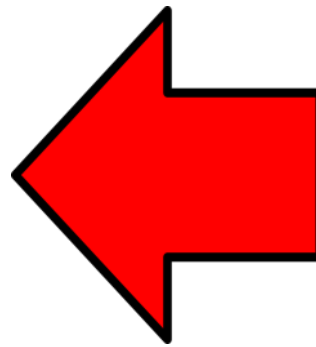
1. GET BOOM! AUDIO NO2 FULL-FACE HELMET
2. GET WIRELESS HEADSET INTERFACE MODULE
3. GET IT INSTALLED AT PATRIOT H-D

## TOTAL \$882 Out The Door



\*Can't be combined with other offers. Helmet sales are final. See Dealer for details.

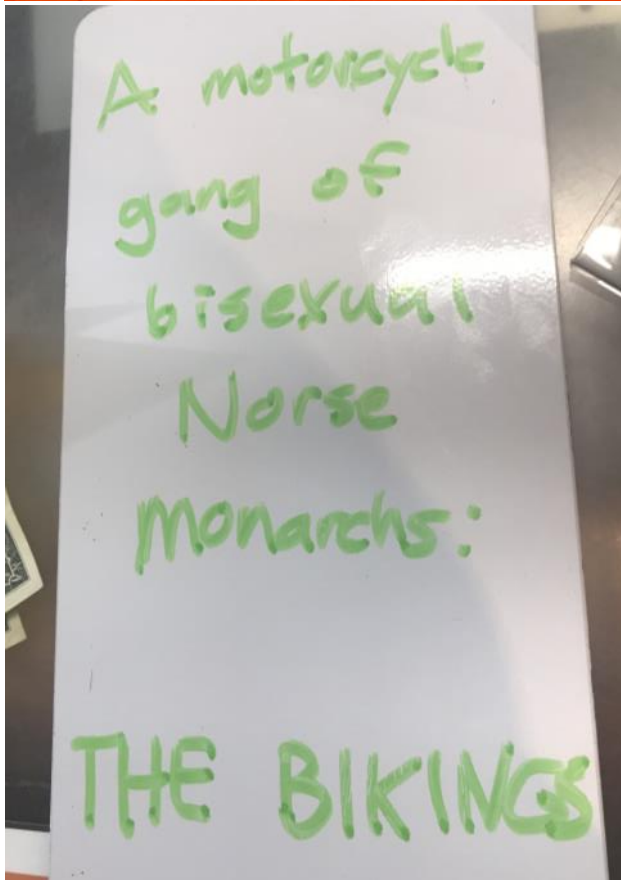
# DEALS



SELECT IN-STOCK V&H, RINEHART, S&S,  
KROME WORKS, AND RC XHAUST ARE  
**UP TO 60% OFF**

**VANCE  
HINES**

**RINEHART  
RACING**



Seen in the Clifton Pub, 7/16/20



## BURBANK SCOFFLAW

When I'm not doing newsletter pages, in my copious spare time I run a content-rich website about my hometown of Burbank, California called "[Burbankia](#)." It's quite popular with people back home and I've published three books from it. My co-author and high school pal Mike finds lots of old photos for it, as he works for the City.

Recently he found one I really like. The caption is, "*October 12, 1953: No Riding Double! Officer Bill Catlin shows cycle to Mrs. L.J. Osbourne and her son Monte, Miss Evelyn Goga and daughter Grace, who got her ticket for riding double [on a bicycle]. They will attend Saturday session.*"

Check out the look Mom is giving young Monte. That is *not* the Look of Love. And check out the look Monte is giving that cop's Harley. I know what's running through that young miscreant's head: "*Someday - someday - I'm gonna get a Harley like this cop's and take Grace all sorts of places and nobody's gonna stop me!*" Grace, half-smiling, looks like she's up for the ride.

We also have a photo of one of those dreary Saturday remedial sessions. By the time 1956 rolled around, Walt Disney Studios, located in town, came out with a Jiminy Cricket cartoon especially for police departments to show to young bicyclists running afoul of the law. It's annoying as hell ([watch it yourself](#))

and I have seen it about five times as a kid on my precious Saturday mornings.

Strangely enough, the experience of riding my Harley around town (and to various destinations in the state) reminds me a lot of being on my 1964 Schwinn Sting Ray. I swear there are times I'm on my Road King and, mentally, I'm a twelve-year-old again, pedalling around Burbank. It's a wonderful feeling, being free and able to go anywhere I want to go out in the breezy open air.

In fifth and sixth grade I used to get in trouble a lot; let's just say that my teacher and I didn't like one another. I used to have to stay after school nearly every day for some offense. But when I walked across an empty playground to the bike racks where my Schwinn Sting Ray was awaiting me, I felt jubilant and my heart leapt a little. There it was, ready to take me wherever I wanted to go. I loved that bike.

And that cop's Harley! The very minute I stepped into my first Harley-Davidson dealership I knew right away which bike I liked the best and made a beeline for it: A standard Road King, with the three lights, the windshield and the chrome braces on the windshield - as shown in the photo above. That, to me, is what a motorcycle is.

Nowadays I even have a Grace of my own to ride it with me. - Wes

# 1940s HARLEY ADS

By Wes



**MORE VICTORY MILEAGE**  
WITH  
**Harley-Davidsons**

With today's gas, oil and tire shortages, Harley-Davidson Motorcycles assure faster, more convenient miles-per-dollar than any other kind of motorized transportation. Dependable Harley-Davidsons long have been famous for unmatched economy. That's why their owners are extra fortunate these days. Whether using their sturdy motorcycles to ride to and from work — or in volunteer civilian defense — they're always sure of top performance — just like the courageous riders of Harley-Davidsons with America's armed forces. While there are no new Harley-Davidson Motorcycles available now for civilian use, your dealer may have some good values in reconditioned models . . . See him today.

1942: Nobody was fooling around in the first half of the decade, and riders didn't just ride because it was fun - they were riding to save gasoline compared to cars. Gasoline was a wartime-rationed product, and you can't defeat Hitler and Tojo without it. What isn't mentioned in the ad copy is the fact that motorcycles wear out tires faster than cars. But in the 1940s people commonly purchased used tires or retreaded them! Wear out, make do.

**ON THE FIRST LINE OF DEFENSE**

Harley-Davidson Motorcycles are not only establishing outstanding records of performance in motorized units of the U. S. Army — but are enabling police departments throughout the country to better meet the vital need for protection of rapidly growing defense industries. And all this time Harley-Davidson Motorcycles are continuing to serve the police of America on the first line of defense against loss of lives in traffic accidents.

**HARLEY-DAVIDSON MOTOR COMPANY, Milwaukee, Wisconsin**

**HARLEY-DAVIDSON**  
THE POLICE MOTORCYCLE

AUG 1941

Left: 1941: Some issues ago we looked at Harley's contribution to World War II, but during the war they also called their bikes "The Police Motorcycle." Is this The Man laying down the law on hapless citizens? No. He's protecting rapidly-growing defense industries. (Actually, he looks like he's making a point in a meeting.) Another version of police use of the Harley in ads is below.



**Proving Ground**  
FOR YOUR NEW  
**HARLEY-DAVIDSON**

**BUY WAR BONDS NOW**  
and be all set to get  
a new Harley-Davidson  
when peace comes.

On far-flung battle fronts, Harley-Davidson Motorcycles are proving their rugged dependability. Out of today's great wartime experiences will come still better Harley-Davidsons for red blooded Americans to ride when Victory is won!

**HARLEY-DAVIDSON MOTOR COMPANY**  
Department MI MILWAUKEE, WISCONSIN

**HARLEY-DAVIDSON**  
**MOTORCYCLES**

Left: 1943. Harley-Davidson is for red-blooded Americans! This rider is obviously expecting a gas attack.

Below left: I like the simplicity of this ad design. "The Motorcycle Supreme" - that's how they used to advertise beers.

Below right: This is the photo original of the ad above, apparently. "Front Line Hero!" And a lot more mobile since he's on a bike. But, wow, that must have been a sweaty ride. And this fellow looks nothing like Captain America.

**HARLEY-DAVIDSON**  
*for 1940*

The 80 TWIN shown with 5.00 x 16 tires

**HARLEY-DAVIDSON MOTOR COMPANY**  
MILWAUKEE, WIS. U.S.A.

**The MOTORCYCLE SUPREME**

**Front Line Hero!**

Makes way in your hearts for another hero—Uncle Sam's motorcycle soldier. Outside his throbbing mount, he symbolizes the modern, mechanized forces fighting for freedom. . . . Not only is he out far ahead securing for priceless information about enemy positions, enemy strength, bridges, roads, tank traps, but he is also engaging in actual combat. Through enemy lines he breaks and leaves confusion, fear and terror in his wake. The skillful, daring riding of many of our army motorcycle platoons learned in competition on hill, road and track in days of peace is serving them well in these strenuous days of war. Their service to freedom's cause is beyond price. We salute our brave motorcycle soldiers . . . are proud of them and their deeds.

**HARLEY-DAVIDSON MOTOR COMPANY, Milwaukee, Wis., U.S.A.**

**BACK HIM UP WITH BONDS!**

**HARLEY-DAVIDSON MOTOR COMPANY**  
MILWAUKEE, WIS. U.S.A.



**You can't beat  
riding a  
HARLEY-DAVIDSON!**

It's freedom! It's fun! It's the lure of the open road that leads to faraway places. It's the thrill of exciting race meets, hill-climbs, endurance runs. It's the delight of "gypsy tours" and sightseeing trips. It's a wonderful way to say "Goodbye, care!

Here comes happiness!" It's the world's greatest sport — and it's yours with a Harley-Davidson! Owning a Harley-Davidson Motorcycle is easier than you think. See your Harley-Davidson dealer today. Fill out and mail the coupon now.

By 1948 the motorcyclist's uniform had settled down to a military-styled crush cap with a winged HD insignia, a long-sleeved shirt with tie (why?!?) and tie clasp, a winged HD pin on the shirt and a mildly goofy, satisfied smile. You might think them airplane pilots were it not for the jackboots.

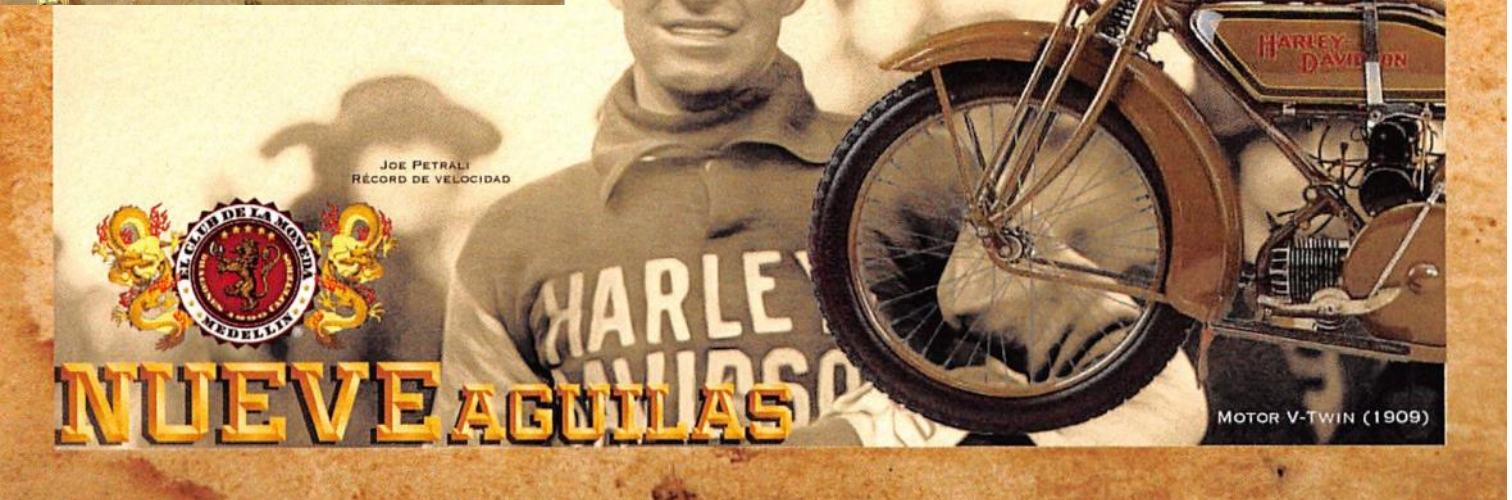
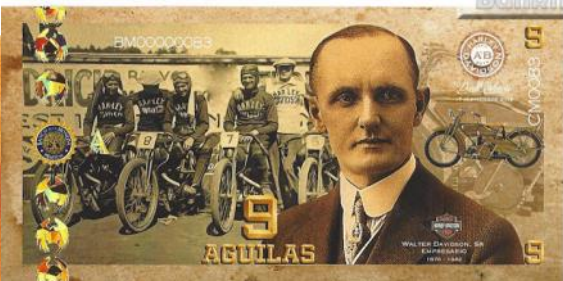
I haven't yet tried riding a motorcycle without some kind of eye protection like these folks. It seems unsafe and uncomfortable. Based on the number of big bugs going BONK off my helmet, I don't want to try.

*"Goodbye, care! Here comes happiness!"* That part is actually legit...

Back in 2018 I was transacting some, uh, business in Medellín, Colombia. My business was almost finished when I expected to be paid in good old American greenbacks - dollars. "No, señor," my associate said to me, "We use the Banco de la Moneda here in town for our Aguilas. I think you will like the banknotes I give you, Yankee," he insisted. The situation being as it was I was in no position to argue. Turned out the notes were very distinctive, indeed. I *think* they're legal tender. - Wes



Below: "Smokin'" Joe Petrali (1904 –1973) was an Italian-American motorcycle racer, active in the 1920s and 1930s. Petrali was a Class A racing champion who competed in board-track and dirt-track racing circuits, speed records, and hillclimbs. Petrali won a record 49 American Motorcyclist Association national championship races.





**FHOG is committed to compliance with COVID 19 Guidelines**

*Are You at Risk for COVID-19?*

Question 1 - Have you come into close contact (within 6 feet) with someone who has a laboratory confirmed COVID -19 diagnosis in the past 14 days?

Question 2 - Do you have any of the following: fever or chills, cough, shortness of breath or difficulty breathing, body aches, headache, new loss of taste or smell, sore throat?

If you answered yes to either question, please respect other chapter members and do not attend our August chapter meeting. We look forward to your attendance at the September chapter meeting!

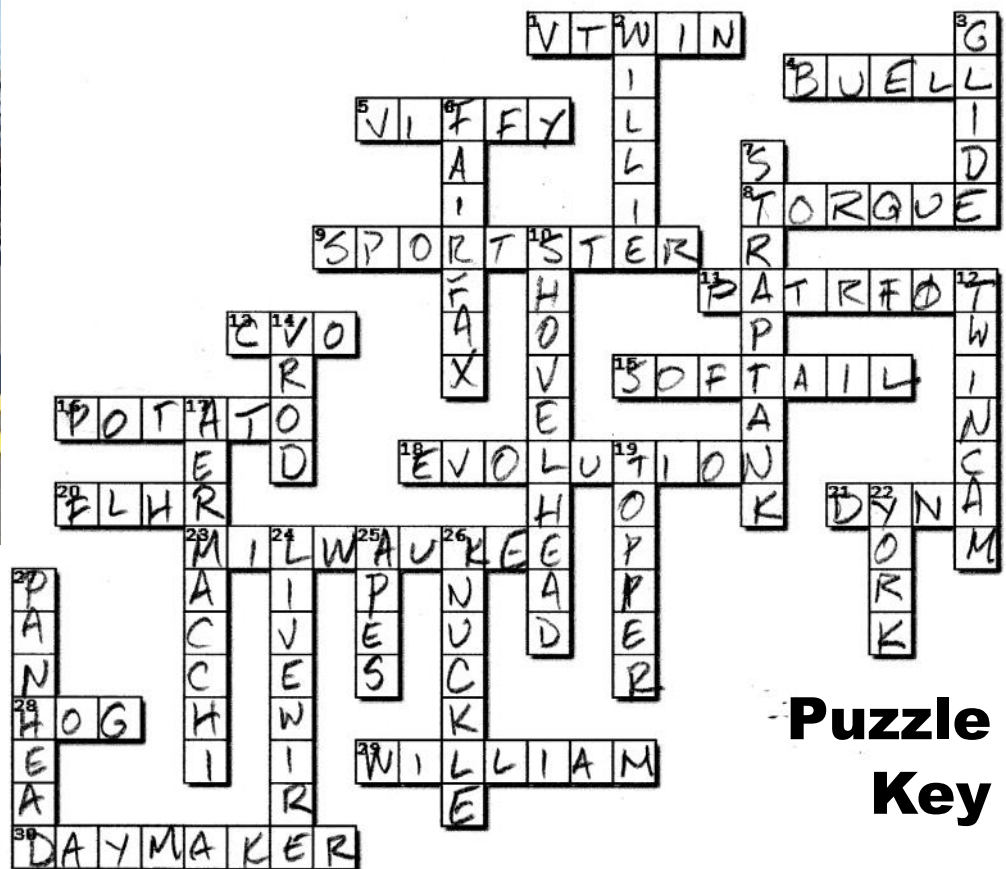
Charles  
Clyde E.  
Andrew  
Douglas R.  
John  
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Richard  
Thomas C.  
Allen aka Philip  
Alan  
Lenny  
Daniel  
Chris  
Bruce

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Hanscom  
Iannarelli  
Larson  
Ledbetter  
Lee  
LeMessurier  
Peterson  
Rosen  
Shores  
Swan  
Wynn

**The tires are a bit worn, there's some rust here and there, parts creak and perhaps the styling is a bit out of date.**

**But there's still plenty of go left in the engine...**

From Kevin Hardy: "For the August meeting here at Patriot I am hoping to have a few new showroom surprises for you all you guys that will complete the remodel."



**Puzzle Key**

# THANKS TO:

**Out of the Blue Crab and Seafood**  
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Gainesville, VA 20155  
571-284-6350

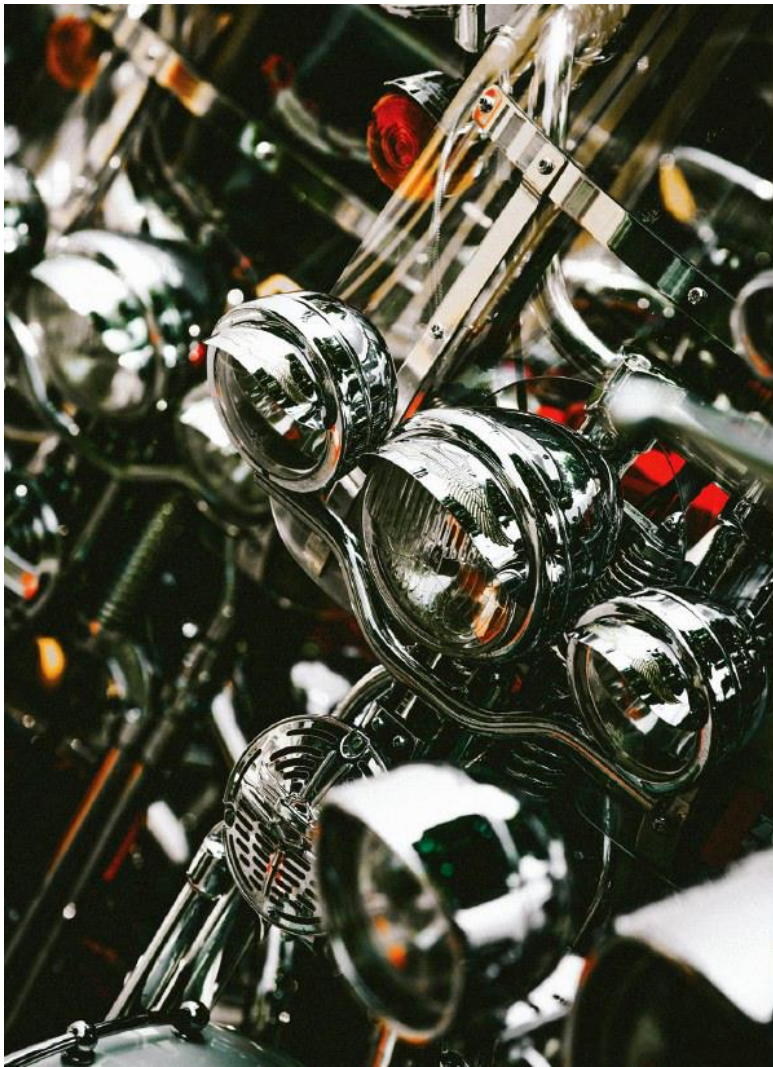
**Road Runner Towing Service**  
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# PATRIOTS

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### FAIRFAX, VA

Website: [patriotspubandgrill.com](http://patriotspubandgrill.com)

Phone: (703) 865-8111

Address: 10560 Main St, Fairfax, VA 22030

*10% off for FHOG  
Members with this  
ad.*

# stars & pipes

Newsletter of the Fairfax, VA H.O.G. 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.

## Newsletter Ad Sizes and Rates

Size	1/2 Page	1/4 Page	1/8 Page
Measure*	7 1/4" w x 5" h	4 3/4" w x 5" h	4 3/4" w x 3" h
Price	\$ 100	\$ 50	\$ 25
<b>SPECIAL OFFER—BUY 10 ADS &amp; GET THE 11th FREE!</b>			

\* NOTE: Height of ad can be shorter; please advise editor of trim size when submitting ad.

## Fairfax H.O.G. Advertising Order Form

Please complete all information. Payment must be sent with this form to address below.

Date: \_\_\_\_\_

Advertiser Contact Name: \_\_\_\_\_ E-mail: \_\_\_\_\_

Advertiser Business Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Phone #: \_\_\_\_\_

Advertiser's Signature: \_\_\_\_\_

**Newsletter advertising submissions are due by the 15th of each month.** Make checks payable to: FAIRFAX VA H.O.G.  
*Stars & Pipes* is published 11 times a year (there is a combined January–February issue)

**Mail to:** Fairfax VA H.O.G. Advertising, c/o Wes Clark  
7442 Shepherd Ridge Court, Springfield, VA 22153

**Questions?**  
Contact Wes at: [editor@fairfaxhog.com](mailto:editor@fairfaxhog.com)

E-mail artwork files to: [editor@fairfaxhog.com](mailto:editor@fairfaxhog.com). Camera-ready artwork should be sent with the check to the address above.