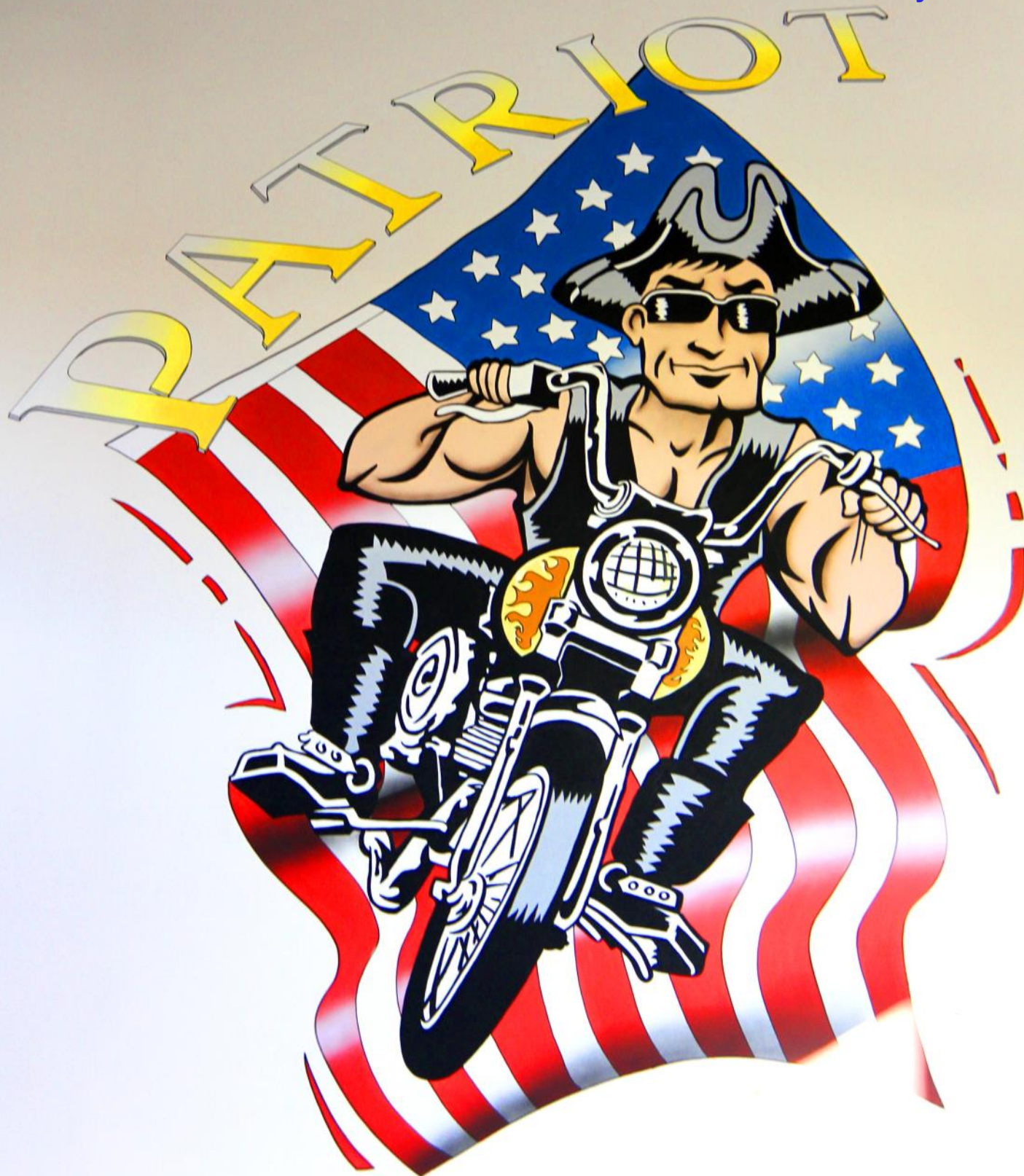


The Stars and Pipes

July 2020



Fairfax Harley Owners Group



EDITOR'S COLUMN



Stars and Pipes

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

July 2020

Volume 22, Issue 6

A flu pandemic, economic upheaval, rioting in the streets, murder hornets... and the beat goes on. I have nothing to offer save some Harley-Davidson-themed entertainment in these pages and recommending the peace and tranquility gained by being seated above the engine thrum of a v-twin along some great local road. It brings peace to my soul, anyway.

I'm obviously not alone. When I do those Rider's Profiles and ask, "Why do you ride?" most of the time I get a blank stare that says, "Duh - Why *wouldn't* I ride?" It is apparently something that is much more easily felt than described. I may stop asking that question!

And speaking of local roads, it is a continual surprise to me that I keep finding Civil War sites I didn't know about. I've lived in Virginia for 33 years and spent much time reenacting the war in the Union Army, but the act of getting on a Harley and heading out on obscure roads has really filled me in on what was taking place between the big battles everyone has heard about. And as is often pointed out, when you're on a bike you feel like you are much more a part of the passing landscape than being in a car and being more or less disconnected and distracted.

And the road! We all know it's much more of a tangible thing on a bike. I used to drive from High Street to the Catholic church in Harpers Ferry up Church Street without thinking anything of it in a car. But make that left turn on a bike sometime; there's a gully and a compound angle that is really twitchy - and then blind corners. Sound horn!

(That Harpers Ferry reference was for the benefit of Derrick Gonzales, who recently bought a house there.)

A friend of mine who used to ride complained that the problem with living in our area was that it took at least an

hour to ride somewhere interesting and away from the D.C. suburban traffic. While I take his point, I have still found all sorts of interesting little roads and areas not far from my house. Clifton - the little Fairfax County hamlet in the woods - is an example. I find myself there often. On the second Sunday of each month starting about 8 AM is a biker event, "Bikes and Breakfast." In good weather you can see hundreds of bikes on the Clifton streets. Best of all, somebody always brings out an especially interesting bike. Go sometime! (As usual, I took a video.)

We did our first in-person chapter meeting in June; wasn't it nice to see everyone again? As I write this it's late June. I know we're all looking forward to July when we finally get out on the road as a group again. I miss that a lot.

Does this newsletter look a bit different somehow? It should. My graphic artist son tells me that the 12 point Arial font I've been using is needlessly large and that I should be using 10 point font. So this newsletter is in a smaller font. Yes, I'm aware of how the ages in the F-HOGs skews towards the... *mature*, but I thought I'd give it a try. Do you prefer 12 or 10 point font? Let me know.

Also, I asked the officers at a meeting and there was some support for a shorter newsletter (and my wife thought these longer ones were somewhat "daunting"), so I'm cutting back to about 28 pages a month instead of 33.

As always, I enjoy publishing your writing! Send it on!

Wes

COVER: Gone with the recent dealership redecoration but not forgotten, it's the Patriot Harley-Davidson Patriot! Happy 4th of July!

DIRECTOR'S MESSAGE

F-HOG's Riding Season Opens July 1st just in time for the July 4th Wave Parade! There is no excuse now; disconnect that Harley from the battery tender, dust it off and go ride! F-HOG has many rides this month and lots more coming, or, create your own ride and submit it as an activity.

Last year for the July newsletter I was writing about the great gathering we had at the Canaan Valley "Iron Horse Roundup" - as we know we had to cancel for this year.

The IHR Committee has chosen a new location for 2021: Robbinsville, NC "Iron Horse Roundup" and, yes, it is Tail of the Dragon territory. Resort information and dates all can be found on the website or Facebook. Be sure to reserve your room or even a cabin now since they are going fast! Here is a paragraph that was posted last year that sums up the roundup:

"We are a group of Harley-Davidson riders getting together to enjoy a weekend of camaraderie and fun involving the love of our American-made "Iron Horses," the sound of roaring engines and the laughter of good friends both old and new."

We are also getting close to our F-HOG Holiday Party in January 2021; we are looking at several venues once again to keep things exciting. If there are any members that would like to get involved with this fun event do not hesitate to reach out - everyone is welcome to participate.

Chapter meetings have taken a twist. The norm was their being held at Patriot Harley-Davidson, but when COVID struck we went to webinars instead. Now the rules have changed a little more, so we are lucky to have our donor Interstate Moving provide us meeting space not only for June but our July meeting. The officers appreciate all those members that have attended the past webinars and our temporary hosting location. We will probably be back at Patriot in August - stay tuned.

As we fire up the Harleys and fire up those charcoal grills always remember safety. Be smart in both areas and have a safe and happy holiday season!

We Ride as One

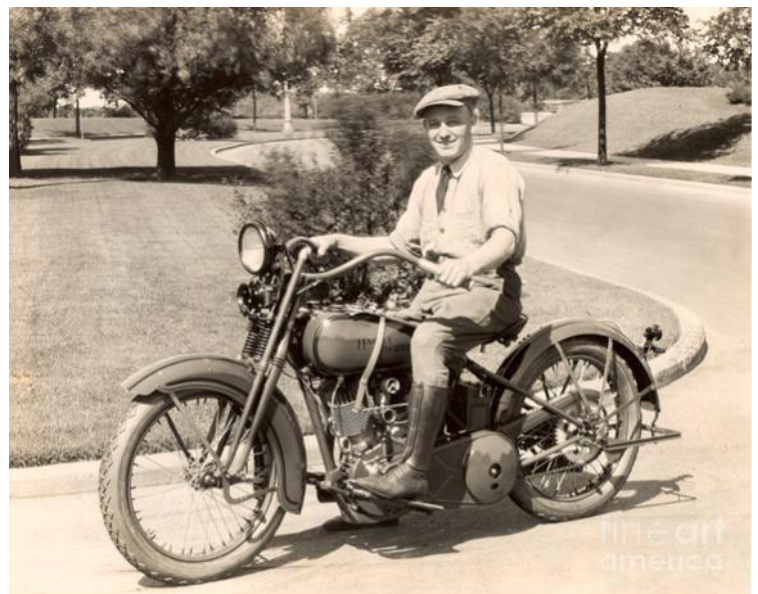
Ray

(I told you about my sarcastic graphic artist son in the makeshift teleworking office with me. After I finished editing Ray's piece I wondered aloud, "I have half a page left. What do I do?" He cheerfully replied, "Put in a crossword puzzle!" Believe it or not I actually once came up with one for my Civil War reenactment group's newsletter, but, no. They're a pain to assemble. But, hold! My son tells me that there are websites that assemble them for you. So be warned: You may very well see a Harley-Davidson-inspired crossword puzzle appearing in these pages at some point. - Wes)



**"Motorcycling is not,
in itself, dangerous.**

**It is, however, extremely unforgiving of
inattention, ignorance, incompetence
or stupidity." - Anonymous**



Above: This is what's known in the newsletter trade as a filler photo. Just a cool vintage photo of a guy on a Harley. I'm guessing 1930s. The boots and the flat hat are cool...

Memories: Our Journey to Laconia Motorcycle Week

By Linda Collins

The gang - Kurt and Holli Hurst; J.D. and Sheri Morrisette; Lorrie and Billy Branch; Liz Conrad and John Sarnosky and Linda Collins - met up on a nice early Friday morning, June 7, 2019 at a 7-11 to start the journey north. Kurt was the lead, J.D. was wing and Billy the tail gunner with everyone else in between. After getting out of the Washington Metro Area the roads were not as crowded and the riding was great. We would typically stop every two hours for fuel and/or stretch and bathroom breaks.

On the first day we rode through Virginia, West Virginia, Pennsylvania, Delaware - oh, so briefly - and New York. The scenery was breathtaking and some of those roads had nice twisties. We ended our day in upstate New York (Newburgh, NY) where we spent the night and found out that Orange County Choppers, OCC, was literally a half mile away from our hotel.

The next morning we got up, packed the bikes, had breakfast then went to visit OCC. What a cool place, and Paul Teutul, Sr.'s sister, Elaine, was there working the store. You can certainly tell they're related; she favors him a lot. The gang looked at the bikes on display and the merchandise, pondering what to buy. We were the only ones there at the time with the exception of another couple. I overheard Elaine tell the couple she could give them a tour of the shop for \$10 per person since the shop was closed. A little while later she dropped it to \$5 per person as more people were showing up, then J.D., our savior, spoke to her and then the tour was free!

The tour was incredible; she was explicit about every piece of equipment, the offices, how the show started and the current bike they were building. After the tour we realized it was getting later in the morning and we needed to head out to make it to our next stop while daylight was still burning. We made our purchases of shirts and memorabilia and headed out on the road again. Billy did not get an OCC shirt while we

were there, however, after we got back Lorrie got her man his OCC shirt.

Back on the road and heading north we go... more amazing open roads riding through the Catskills - we lost track of the states we rode through, but lots of fun it was.

We made it to New Hampshire on Sunday, June 9th to our home away from home, The Steele Hill Resort. We unpacked the bikes and Kacy Hurst met us there. The guys rode up to check out the general store and Kurt told the guys his bike was not handling right. Billy and John checked it out and agreed, so our first stop on Monday was to the local Harley-Davidson dealership where there were service lanes open, vendors and lots of stuff to see. Kurt and Holli had the bike checked out and a major problem was found. It could have been a disaster with all the riding we were doing; guardian

angels were surely riding with them.

Thank goodness for warranties! This got them fixed up and back on the road.

While Kurt and Holli were getting the bike fixed the rest of us did some riding and rode around the infamous pond where the movie *On Golden Pond* was filmed. We met up with Kurt and Holli and rode down to Weirs Beach where the main event is held. There were lots

of sights to see, people watching and tons of vendors to shop.

One great ride we did was through the White Mountain National Forest, with lots of twisties and signs warning about moose - although we didn't see any. On one of our rides there was a moose on the side of the road, dead unfortunately. I was the only one to spot it with its head hanging over the guard rail. Sure glad we did not encounter any live moose on our journey!

During our stay in Laconia we got to see a one percenter group riding in and out of the town. There were about 40 bikes - 4 across and at least 10 deep - the sound was like one bike roaring. They were riding almost tire to tire. My thought was if one of them had an issue, they were all going down. I had never seen a group ride like that.

All in all, the road to Laconia Motorcycle Week was a memorable, fun, exciting time with over 1,800 miles logged round-trip!



Live Free or Die! F-HOGs in New Hampshire...





JUNE CHAPTER MEETING

The June F-HOGs Chapter meeting was held on June 10th in a capacious building in Springfield used by Interstate Moving (thanks, J.D.!). It was perhaps a sign of the times that instead of a motorcycle item or a vase of flowers used as a centerpiece, many individual rolls of toilet paper in the form of an "HD" (my idea) were stacked in the middle of the table. And it wasn't just any toilet paper, either, it was Tork. (Get it? Torque?)

We were happy to once again meet physically, and were cheered to learn that while it may be arriving late and will be shorter than usual, there will be a riding season after all. Hurry, July!

We ate pizza and drank sodas, were briefed on a number of promising rides being planned for the near future, and Joe Livingood presented a couple of what are quickly becoming his trademark quizzes.



As we concluded, members grabbed toilet paper rolls as dark thunderclouds gathered quickly overhead. I hope everyone riding in got home safely. - Wes



Above: "Hi! It's me. Don't be concerned. I just came for the pizza and a toilet paper roll or two."



Left: Social distancing. It's 2020 and that's the way it is.



FAIRFAX CHAPTER MEMBERSHIP

Membership Renewal Options

- **Pop-Up Sites**
Renew membership during Membership Meetings
- **Chapter Website**
Download On-Line, Print, Sign and Mail Application with Payment
- **Electronic Membership**
Send email request to membership and renew over the phone
- **Contact Dealership *Out of State Only!***
Renew over the phone by contacting Patriot Harley Davidson Dealership and talk to Kevin Hardy, Marketing Director, HOGs Liaison at (703) 660-0112
Contact membership@fairfaxhog.com

It's all about the Membership!



RIDERS' PROFILES

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

Name: Chad Simonds

How long have you been in the Fairfax HOG Chapter?:
Since October 2019

How long have you been riding?: I started when I was 13 with dirt bikes.

Why do you ride?: To leave the rest of the world behind!

Bike you currently ride: '07 Street Glide in Denim Blue.

Bikes you have owned: Honda XR80, a Chibi when I was young and a borrowed Honda Magna. (My friend's mother didn't approve of motorcycles so he kept it with me.)

The best ride you have ever done: 2011 Iron Horse in North Carolina

No quote - but note the woman who photobombed his photo.



Name: Justin Glass

How long have you been in the Fairfax HOG Chapter?:
Over a year.

How long have you been riding?: Six years

Why do you ride?: I like the freedom!

Bike you currently ride: '16 Road Glide Ultra in blue

Bikes you have owned: '06 Yamaha V-Star 1100, '09 Road King, '16 Road Glide Special

The Best Ride you have ever done: The next one! 2018 Tail of the Dragon. And I'm ready to do it again.

Quote: "Damn!" (He couldn't think of one.)

JULY EVENTS!

2020 Activities will start back up on July 1st

We are very excited to get back in the saddle again!

We ask all BOSS HOG's/Road Captain's to start rescheduling your rides in the coming months.
We have a lot of catching up to do!!

If you do have an event scheduled in July 2020,
please be sure to send your event flyer and route sheets to activities
ASAP!

Please note:

- All events will follow CDC social distancing guidelines. All riders should feel safe! Masks may be required in closed areas.
- Events may be canceled, if timing/destination is deemed unsafe.
- If your leading an event that is at a restaurant, Please call restaurant in advance to understand their COVID-19 guidelines.

Please contact: Activities@FairFaxHog.com for more information
Cancellation Hotline: 703-352-0516

Let's get
out and
Ride!!



**Fairfax City
Independence Day
WAVE Parade**

Saturday, July 4, 2020

(no rain date)

Parade theme:

"There is no place like home"

**Meet at Patriot H-D
at 3:45 pm**

(KSU at 4:15 pm)

for a short ride to our designated
staging area.

Parade kicks off at 5:00 pm.

Saturday, July 4, 2020

(no rain date)

Parade theme:

"There is no place like home"

**Meet at Patriot H-D
at 3:45 pm**

(KSU at 4:15 pm)

for a short ride to our designated
staging area.

JULY EVENTS!

FAIRFAX HOG RIDERS SEMINAR

July 18, 2020
9:00am – 10:30am

12700 Sunrise Valley Drive
Suite 300
Reston, VA 20191

Seminar Participants must register at:

[CLICK HERE!](#)

For Additional Information Contact:

Joe Livingood
roadcaptain@fairfaxhog.com
703-283-4851

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, July 11 at Patriot Harley Davidson, 7:45 am Safety Brief

Lunch: Dockside Restaurant –
OUTDOOR BEACH DINING
SOCIAL DISTANCING GUARANTEED
docksidetikibar.com

Boss Hog: Ed Murphy 703-244-1972
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: 8:00 am
Return: 3:30 pm

Cancellation Hotline: 703-352-0516

JULY EVENTS!

What Rhymes with Orange Ride



All
Day
Ride

- ✓ Twisters
- ✓ Highway
- ✓ Hills
- ✓ Curves
- ✓ Wildlife
- ✓ Fun
- ✓ Food
- ✓ Ice Cream



Meet at Patriot Harley Davidson
8:30am
Kickstands Up
9:00am



Dining might be
outside, plan
accordingly.

Saturday July 18, 2020

200 + miles

T-Clock your bike & be prepared to ride.
Ride will end at Moo Thru in Remington



Harley Owners Group
Fairfax VA Chapter # 3698

FHOG Cancellation Line: 703-352-0516

BOSS HOG: Ray Riddle 703-967-5136 fhogdirector@gmail.com

From genius.com: "It's a common misconception that nothing rhymes with 'orange.' According to the Oxford English Dictionary, the only word that perfectly rhymes with 'orange' is 'sporange,' an uncommon botanical term for a part of a fern." If you point this out to Boss Hog Ray maybe he'll give you a roll of toilet paper.

Assistant Director's Ride July 18, 2020



Meet at 12700 Sunrise Valley Dr. Reston, VA
(This ride follows the Rider's Seminar)

Kick Stands Up at 10:30 AM

Boss Hog - Jack Causa (703.626.2248) Jcausa@hotmail.com

Cancellation hotline: 703-352-0516



FAMILY BIRTHDAY DINNER

CELEBRATING ALL BIRTHDAYS SINCE
FEBRUARY!!

Thursday (Jul 23) - 6:30 pm



12980 Fair Lakes Shopping Center, Fairfax, VA

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



JULY EVENTS!

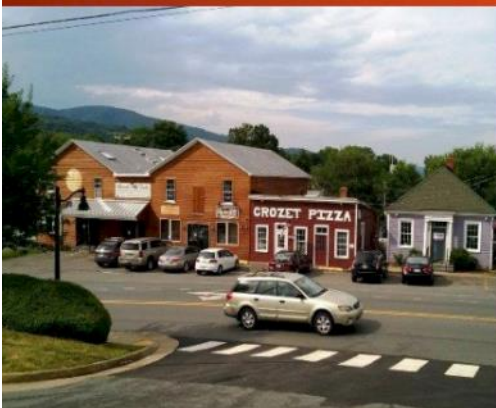
Best Pizza in the World!

TOSSIN' DOUGH SINCE 1977

"Best in the World" — National Geographic

"A Destination Restaurant" — Washington Post

"Best in State" | "Best in USA" — Fodor's Travel Guide



Event: Crozet Pizza

Where: 5794 Three Notched Road, Crozet, VA

Leaving from: Patriot HD

When: July 25, 9am

Miles: 113 Miles to the Pizzeria

Stops: 1 - Gas



Harley Owners Group
Fairfax VA Chapter # 3698

BOSS HOG: Anthony Rahner (Anthony.j.Rahner@gmail.com)
Cancellation Hotline: 703-352-0516

Hey, Joe

by Joe Livingood and Wes Clark

Hey, Joe... Are heated grips a good investment?

YES... best add-on next to getting a heated jacket. It makes all the difference in the world, and even in coldest of winter, I ride with light riding gloves.

I have a house with a garage, and, what's more, I'm one of those people who think that garages are for cars, not boxes. So I can keep two cars and my Harley in a 400-square-foot space. But lots of people in this area live in townhouses without a garage. Do you have any advice about storing a bike outside?

If you have to store your motorcycle outside... get a cover. Your bike will rust quickly so it's important to keep it clean and well waxed.

We're all about Harleys and 'MERICA in the HOGs. I love the fact that Americans use American steel in an American factory to build American bikes. But what is your feeling about foreign bikes? Is one brand better than another? German vs. Japanese? I liked my Suzuki Boulevard M50 starter bike...

Anyone who rides a motorcycle is cool by me :). Now that Harley Davidson is selling the 2020 Softail V-twin for under 14k, the price gap has narrowed considerably between metric and American bikes. Personally I'm a Harley guy as the metric bikes don't work well for us 6'3" tall guys. I once rode a BMW R1200 for about 180 miles (traded a friend on a trip) and it handled amazingly well, but my hips were killing me due the position of the pegs.

Hey, Joe: Belt, shaft or chain? Do you have any opinions here?

No opinion here as all are good and make the wheels go 'round and 'round.

The motorcycle wave. You seem like a friendly sort of guy. I expect you wave back at other motorcyclists. Or do you just wave back at Harleys? Do you wave at three-wheelers? Scooters? Little kids on trikes? Do you feel guilty if you didn't see the biker fast enough to wave back? I do.

I wave at everyone no matter how old, young or what they are riding (except scooters... they drive me crazy on the road). I try not to miss anyone, but it's okay as I'd rather have riders be focused on the road in front of them than who is going the other way.

How about running lights or fog lights? Do you use 'em in a group?

My answer is always yes, as I want as many lights as possible to make a group visible to other vehicles. If a Road Captain does not have the ability to communicate to his/her tail and is having to rely on visual indicators, then I can understand him asking the group to turn off running/fog lights. Note that three lights (odd number) make the brain/eyes look again and also allows for better calculation of distance between you and other vehicles on the road.

Hey, Joe... I keep an H-D rain suit in my saddlebag and know to keep off the wet painted surfaces on roads and to avoid the lane centers where oil, etc. gets washed off. Do you have any other riding-in-the-rain tips?

You bet! Here are a few: First, get a pinlock visor for your helmet which prevents fog during rain or cold weather seasons. Second, keep your bike in a higher gear as necessary to reduce amount of torque between your rear tire and the pavement. Finally, if you have to ride in the rain, maintain a safe distance from the vehicle in front of you and ride your motorcycle in the lane where their tires have been. This provides maximum tire-to-pavement contact during difficult riding conditions.

Ugh, keeping my rear wheels clean is a pain. It's not just the saddlebags that have to be removed, but the pipes get in the way, too. Any tips?

It's really difficult to keep the rear wheel clean all the time, so what I do is spray the Harley Wheel & Tire Cleaner on the rims/tire as best I can and rise off dirt and grime with a high-pressure hose. About once per month, I'll put my bike on a bike stand, remove the saddlebags and give the rear tire a thorough cleaning. The higher you have the bike on the lift, the easier it is to clean and the better the health of your back.

Joe is sort of the Oracle of the F-HOG Chapter. If you have any motorcycle-related questions you can relay them to me and I'll ask. Or ask him yourself. Note: Joe will only handle motorcycle-related questions. For health-related questions it's always best to consult a medical professional. My grandfather Clark once had a friend lance a boil on his neck and he died of blood poisoning. But I digress. - Wes





PETE SCHWAB

H.O.G. Regional Manager - Southeast/West
414-406-9601 (cell)

A Message from your Regional Manager

I sincerely hope you and your chapter members are enjoying the fresh air and putting miles on, whether in groups or solo, because riding motorcycles is why we joined H.O.G. We are having great weather here in Wisconsin and I have been enjoying some time riding with my wife on weekends, which has been really nice. Working from home these past few months has also allowed me to mentor a few friends in their riding journey, which is also a blessing.

In the past few weeks we began a series of informational sessions with dealers and officers. The first one was dedicated to Ride 365 and helping everyone understand all the programs that fall under it. The plan is to conduct more of these in the coming months and to keep them short, about 30 minutes or so, and to the point. If you or any of your fellow officers missed this one and need a follow-up, let me know and we will set something up.

I also want to say "Well Done!" to all the chapters that are flourishing with new ideas, challenge rides, using Ride 365 rewards, online meetings, etc. to keep members motivated, connected and out riding, this is super exciting and your chapters are enjoying it, I can tell from the pictures on FB!

In closing, follow the federal, state and local and dealership policies related to COVID-19, riding and socializing. That is all we require of you. No special permission from us needed, just do the right thing as always and let your dealer guide you.

I look forward to getting back on the road with all of you. Thank you for all you do for H.O.G. and your chapters.

**Movie Review: *Motorcycle Gang* (1994)
starring Gerald McRaney and Jake Busey,
Directed by John Mileus**

Motorcycle Gang (1994) - A rated-R made-for-television movie directed by John Mileus (*Conan the Barbarian*), a director who spares not the theatrical blood in trademark violent sequences. *Motorcycle Gang* is actually a remake of a 1957 film of the same name. When asked why he chose to remake *Motorcycle Gang*, Mileus said "Why not? I never saw it. I just took a story that was kind of endemic to the period. What happened in those movies is that they always had a family crossing the desert and the family is beset by giant ants, cannibals or a hot rod or motorcycle gang. So in this one I have a dysfunctional family beset by a

motorcycle gang."

The plot: An Army veteran character played by Gerald "Major Dad" McRaney wants to get his somewhat slatternly wife and reckless sixteen year-old daughter safely from Texas to California. He's a cautious, quiet fellow who doesn't look for trouble. Unfortunately, it's what looks like the late Fifties and there's a murderous and psychopathic four-man drug-running gang of motorcycle hoodlums who have targeted his family; they are led by Jake Busey, who sports blond, greasy hair, a toothy grin and a black leather jacket. He is especially murderous. They ride what look like vintage Harleys - one has a springer front end - but it's somewhat hard to tell as the bikes all appear to be flat black and are not really shown much. At one point three of the bikers surround the wife left in a locked car after Busey abducts the daughter. Why didn't she fire up that tank-like vintage Ford and simply mow them and their bikes down? Because we have to get to the bloody and violent conclusion, where McRaney and wife display hidden grit and fighting skills to rescue the daughter, that's why.

This film is no masterpiece, but it's fun. And I am happy to report that, by and large, bikers have learned to behave themselves somewhat better than they did in the late Fifties when they were the scourge of the roads. This movie is available via Netflix DVD.
- Wes



KNOW YOUR



STAFFER!

A feature spotlighting our friends at the dealership...

Name: Tom Thompson

Title: Service Advisor

How long have you been riding? 47 years!

Why do you ride? I enjoy the solitude; the freedom of it.

Bike you currently ride: 1994 Electra Glide Classic.

Bikes you have owned: Dirt bikes! Kawasaki 100 in 1974 for dirt biking in strip mines. Also: '72 Harley Sprint 350 (a re-badged Italian job), '75 Suzuki 550GT, '79 Suzuki RM400. But I'm also a hot rod guy with cars.

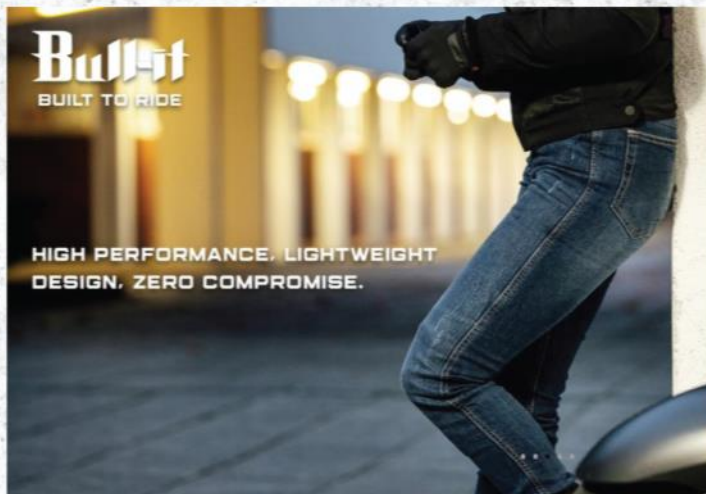
Best ride: The first time I rode Phil Petersen's Annual Florida Keys Poker Run from Miami to Key West, back in 2005.

Worst ride: A few years later on the same poker run, coming back on a friend's bike. I rode through a typical South Florida downpour thunderstorm and made it to Key Largo. I stopped to put his bike back into his trailer alongside U.S. 1 and got attacked by Florida swamp mosquitoes while putting the bike inside the trailer. Geez!

Quote: "Inspect what you Expect!"



Bull-it JEANS FOR RIDERS AVAILABLE AT PATRIOT H-D



COVEC VS KEVLAR

Bull-it Jeans use Covec fabric withstands heat significantly better than several other protective liners typically used in motorcycle clothing. The Covec lining will not melt, like its competitors, including many implementations of Kevlar, which is sometimes combined with synthetic yarns like nylon. This combining of materials with Kevlar is done for comfort reasons and because Kevlar can degrade with repeated washings.

Buy a Pair of Bull-it Jeans and Get Any Licensed Dealer T-Shirt 50% OFF

*In-stock items only. No other discounts apply. Select items only. Clearance final sale. See General Merch Associate for details.



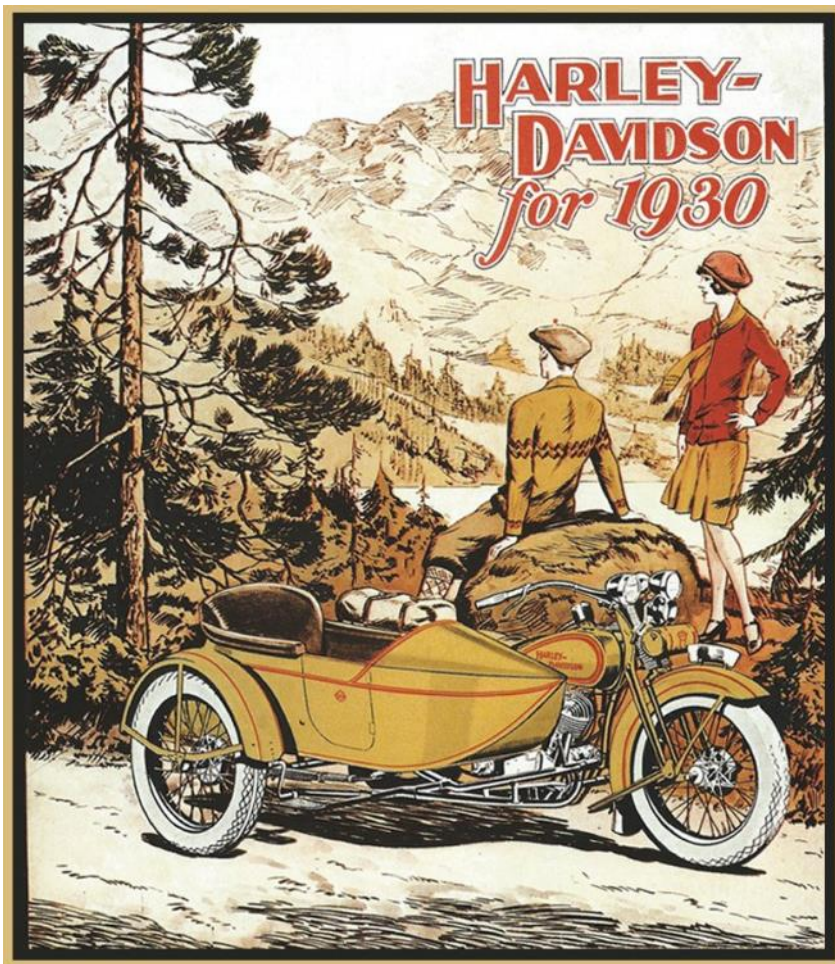
1930s HARLEY ADS

By Wes

Right: 1930: I like the simplicity and the color scheme in this one. If ever there were a Harley ad designed unintentionally as decoration for a garage or a room in a house, this is it.

Bottom left: Another excellently-rendered illustration. Why plunk your lass on a tiny seat in back when she can get her own sidecar? I like how the two of them look perfectly clean and tidy. No bugs up in the pine woods, I guess.

Bottom right: Sadly, the text copy is too hard for me to read. Something about "hard riders." Everyone was riding hard in the depths of the Great Depression.





Riding the PONY EXPRESS!

HARD riders — those men of the pony express. Urging foam-flecked ponies over winding trails, "Make time" — was the watchword of those daring men of other days. And "make time" is the slogan of Harley-Davidson riders today. Their tireless mounts the new '35 Harley-Davidson takes you wherever you want to go after hours. It's got away — speed — stamina — and light-stopping. No need longing to own one. Ask your Harley-Davidson dealer about his Easy-Pay Plan. Then have your Harley-Davidson NOW — when you want it most!

1935 HARLEY-DAVIDSON

Mail this coupon

Write writing to advertisement please mention Popular Mechanics

☐ Harley-Davidson Motor Co., Dept. P., Milwaukee, Wis.
☐ International and 2nd Street, Chicago, Ill.
☐ Harley-Davidson Motor Co., Ltd., London, England
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HARLEY-DAVIDSON
POLICE MOTORCYCLES

FOR 1931

CONSTANT improvement over the years has been the keynote of Harley-Davidson popularity with the leading police departments of the country. And every feature on this new 1931 Police Model is an outstanding improvement--tried and tested to guarantee greater reliability and better performance than ever before thought possible.

These new Police Models are built from the ground up for the Mounted Officer. Low, easily handled because they are perfectly balanced, they enable the officers to perform their work with a minimum of fatigue. Safe, comfortable, these splendid machines offer advantages no other motorcycles provide.


One glance at the sturdy, rugged lines of these 1931 Models and you can tell they were meant to stand up under the most rigorous demands of police service. Producing and selling more police motorcycles than all other manufacturers combined, the experience and facilities of the Harley-Davidson organization, make these new models unsurpassed for police work.

Some of the features for 1931 are DeLeon-Remy disc type horn; solo headlamp; Burgess muffler; improved spring seat post--these are just a few of the highlights. Mail the enclosed postcard today for your specially reserved copy of the 1931 Catalog that will give you full details of the new police motorcycles.

Above: 1931: I love that olive-colored cop bike! Bottom left: Wow, that guy riding the Harley looks really young! Bottom right: If you're going to sell motorcycles during the Depression you have to get creative with finance plans.

HARLEY-DAVIDSON

for 1938



The open road is calling -- the magic of mountains, plain, and seashore awaits your exploration. Happy motorcycle club boys and girls welcome you to their tours and runs and invite you to take part in their good times. Back and forth to work, evening trips, weekend jaunts, vacation tours -- your Harley-Davidson brings you healthful outdoor sport and economical transportation. Swing into the saddle and enjoy Motorcycling -- The World's Greatest Outdoor Sport.

Tell Your Pal and Friends this Good News

\$250 down

buys a

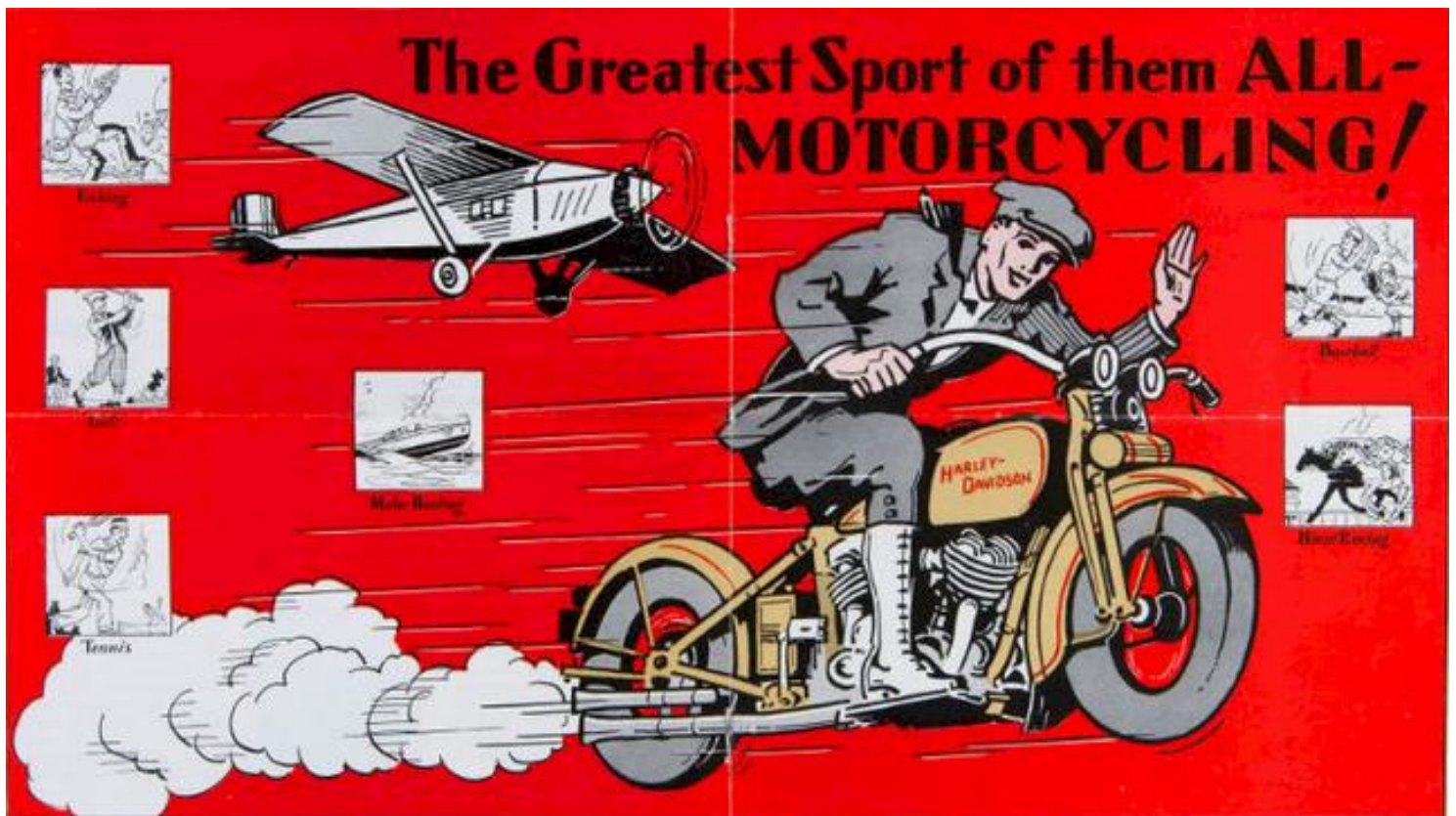
HARLEY-DAVIDSON

on the new, easy

Club Plan of

Your Harley-Davidson Dealer





Above: 1930s - As shown, compared to motorboating, fishing, golf, baseball, horse racing, or tennis, motorcycling is best!

Bottom left: 1930, for the Asian market. Clean, attractive graphics. But can anyone translate, please?

Bottom right: The sport of a thousand thrills in the 1930s. Nowadays it's an even more exciting sport since car drivers are all looking at cell phones instead of the road.

The Most Dependable—
ハーレー・ダビッドソン
 -ever built!
 The **1930 HARLEY-DAVIDSON**

ハーレー・ダビッドソン1930年式は、各型を通じて数多く劇的な改良を施され、御愛顧者各位の望まれる體で完成致しました。スポーツ時代の代表車としての誇りである。その點をすべて備へた視座こそは、同様な新式と試練の結果の發表であり、又自信ある主要諸特徴は、各型ともその御愛顧の價値より更に増入致し賞讃を得得致して居ります。

The HARLEY-DAVIDSON 1200 c.c. Twin
 Motorcycle for 1930 . . . view of right side.

1930年式ハーレー・ダビッドソン1200 c.c. ツイン型(右側面)

**SPORT OF
 A THOUSAND THRILLS**

EAGER power under instant control — speed that leaves the car-parades behind — lightning response to throttle and brakes — these are just a few of the thousand thrills of motorcycling. Ask any Harley-Davidson rider—he'll tell you of dozens more. And they are all yours at low cost, in a Harley-Davidson "45"—the wonderful Twin at a popular price.

Let your dealer show you the 1930 features of this motorcycle — try the comfortable, low-sprung saddle — get the "feel" of this wonderful Twin. Ask about his Pay-As-You-Ride Plan.

Mail the Coupon!
 for literature showing our full line of Singles, Twins, and Sidecars. Motorcycle prices range from \$219 f. o. b. factory.

**RIDE A
 HARLEY-DAVIDSON**

The Davidson Family Shed

Everyone knows that the very first Harley-Davidson facility was a shed behind the Davidson home on 37th Street and Highland Boulevard in Milwaukee, Wisconsin, right? Of course. The 1903 shed is where the very first Harley was constructed.

But what is this site like today? The Internet being the Internet, Randy Wilson, an enterprising Road King owner, took a ride out to find out and put up a web site. It's here, on [Southside Harley-Davidson's site](#). Check it out! - Wes



Above: Where it all began: Walter Davidson's 10' X 15' shed in 1903.

Below: The exact site nowadays at 37th and Highland in Milwaukee. It's now a Miller Brewing Company parking lot!

Any F-HOGs up for An Original Davidson Shed Ride? I think I know the answer to that...



VINTAGE HARLEY: THE TOPPER

It's hard to believe since the name Harley-Davidson is associated with big, heavy, powerful, two-fisted, he-man v-twin bikes, but the Motor Company once produced a scooter. It was (charmingly) called the Topper, and was sold from 1960 to 1965.

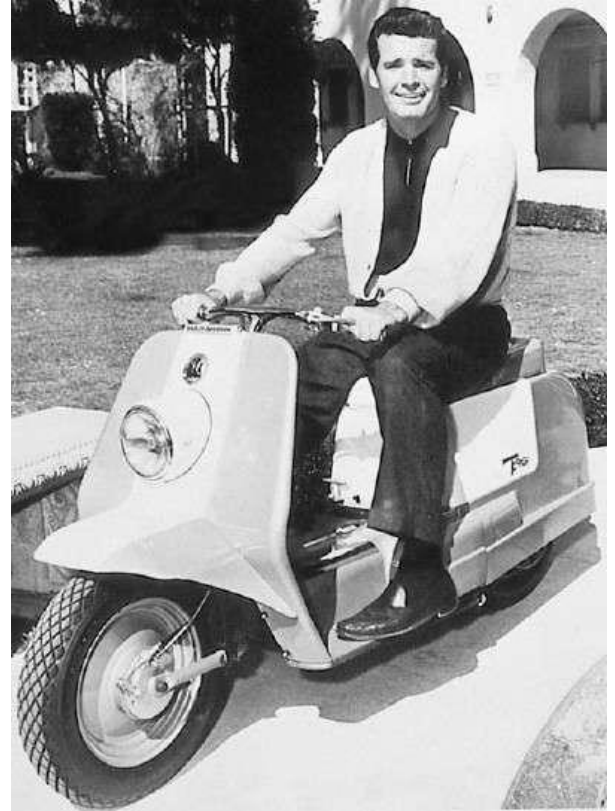
Why on earth would Harley ever want to build a scooter? I took Economics 101 so I know: to make some money. It remains the only scooter that Harley ever built, and will probably remain so unless you re-designate the term to include some of the portfolio of electric two-wheeled vehicles Harley has promised in coming years. Or maybe those will be marketed as "e-Scoots" or something – I don't know. (If they are, you read it here first.)

The Topper was a cute little thing with an adorable 165cc (10.1 cubic inch) single cylinder two stroke engine with a 1.7 gallon gas tank. Forget about kick start or electric start: the Topper started like you'd start your lawnmower, with a rope-recoil arrangement. The engine didn't have a cooling system, but, rather, depended upon a low horizontal mount and passing air. (Surprise! Some Toppers overheated.) The Topper transmission was called a "Scootaway Drive." Forget about burning rubber starts: the transmission included a safety device, keeping it from moving off at engine speeds of over 1,800 rpm.

The Topper was chain-driven, had front and rear drum brakes and the whole thing was made of steel and fiberglass. Customers complained about the Scootaway Drive which wouldn't scoot away when road grime got into the works, causing the belt to slip. The "hot" Topper (and I use that term loosely) was the H model of 1961 which had an upper compression ratio of 8:1. A detuned five horsepower U model was developed in order to get around various state laws to allow young budding enthusiasts to ride.

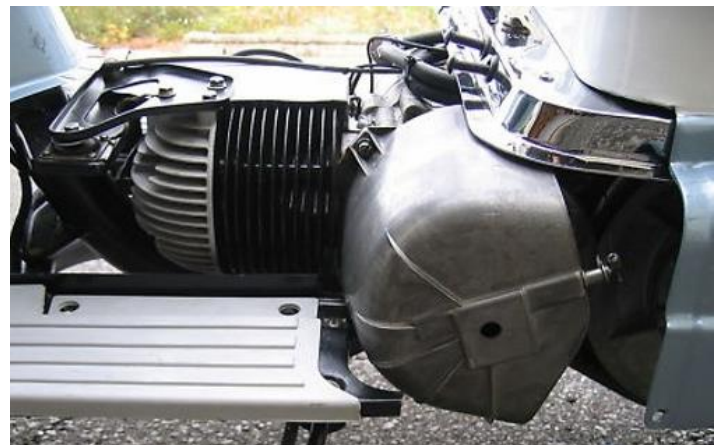
In what surely must have been a tedious endurance run to end all tedious endurance runs, in 1959 a Topper was once ridden from Bakersfield, CA to Death Valley and back – over 550 miles. People did weird things in 1959.

Here's [a video showing a Topper I encountered in Utah](#).

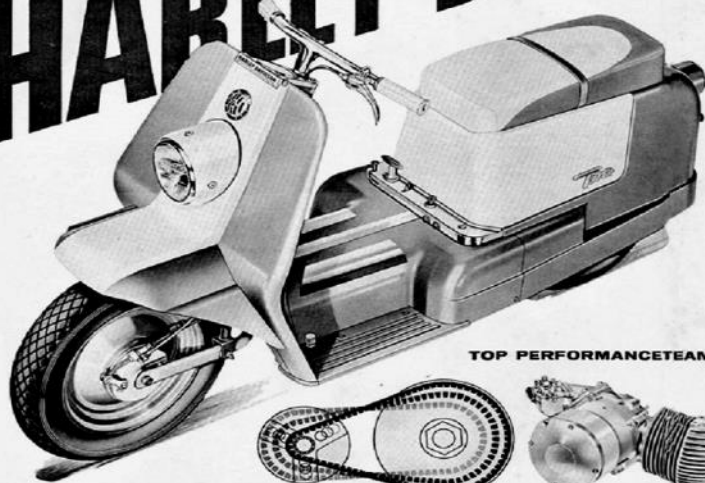


[Wikipedia's Harley-Davidson Topper page](#).

Above: Long before he drove a Firebird in *The Rockford Files*, actor James Garner reportedly used to tour around Hollywood riding a '63 Topper. Does it diminish his coolness? Or was he cool for doing this? I'll never understand the subtleties of coolness. - Wes



New! A Scooter by HARLEY-DAVIDSON



SCOOTAWAY DRIVE

No shifting... no clutching! Topper's Scootaway drive does all the shifting for you. Just twist the throttle and away you go. Power to the rear wheel is automatically controlled by this infinitely variable drive system. Scootaway drive makes it easy for anyone to ride a Topper!

10 CU. INCH ENGINE

The smooth, rubber-mounted Topper engine is horizontally mounted—tops the center of gravity low and forward for handling ease. Engine features a revalve intake for smooth idling and gas economy. The Topper stretches your transportation dollars—you get up to 100 miles per gallon.



Large Wheels
Large diameter wheels take you over rugged surfaces, safely... give you smooth handling performance.



Large Lights
Safe night riding with large headlight and tail-light. Headlight is 5 1/4 inches in diameter.



Dependable Brakes
Heavy brakes, front and rear, are 5 inches in diameter... for safe, sure stops, everytime.



Dual Suspension
Real comfort! Leading link front fork is hydraulically damped. Rear suspension is swing-arm type.



Fiberglass Body
Modern fiberglass body and engine cover are durable, lightweight and dent resistant.



Instrument Panel
Convenient, chrome instrument panel is right at your fingertips. Features key ignition.



Rewind Starter
Convenient, modern, automatic rewind starter turns the engine over with effortless ease.



Rubber Mounts
No vibration! Topper engine floats on four rubber mounts for smooth performance.

... IT'S THE

HARLEY-DAVIDSON TOPPER

**TOPS THEM ALL IN BEAUTY!
TOPS THEM ALL IN PERFORMANCE!**

No other motor scooter offers you so much—smooth handling... comfort... safety... modern design! The new Harley-Davidson TOPPER combines sleek, new lines with the latest in mechanical advancements. Automatic Scootaway transmission eliminates shifting and clutching... makes riding a breeze. Low and forward center of gravity makes handling a dream. Large diameter wheels give you easy maneuverability and safe scootering on any surfaces. The TOPPER is tops for economy, too—up to 100 miles per gallon. Have fun, see and ride an exciting, new TOPPER at your Harley-Davidson dealer's showroom.

HARLEY-DAVIDSON MOTOR CO., Milwaukee 1, Wisconsin



Top: I like how the kid is flying over the "Davidson." The ad claims the Topper got up to 100 miles per gallon!

Above: A blue 1960 model. Frankly, I would have loved one of these things when I was a kid.

Right: An ad from April 1960. "My dad's the greatest!" It's been a long, long time since that sentiment has been seen in an ad for anything.



and so is my new HARLEY-DAVIDSON **TOPPER**

Like father, like son... happy with the new Topper.

What a ride—gentle as a billowy summer cloud... with dual suspension and large foam rubber saddle. Dependability—plenty of get-up-and-go. Automatic Scootaway transmission—no shifting or clutching needed.

Dad is sold on safety features like the large diameter wheels and sure-stop front and rear drum brakes. Tells everyone about Topper economy—up to 100 miles to the gallon.

Mom's a Topper fan, too! She likes its good looks: sharp, clean

lines molded in tough beautiful fiberglass... two-tone color styling... chrome-plated instrument panel.

See your Harley-Davidson dealer. He will arrange a fun-filled demonstration ride. Or send in the coupon for literature.

HARLEY-DAVIDSON MOTOR CO.
Dept. P, Milwaukee 1, Wisconsin

Send me more information on
the Harley-Davidson Topper

Name..... Age.....

Address.....



Harley-Davidson is not just coast-to-coast, it's worldwide. We know that. But there's a funny article on motomoto.su entitled "[6 Rules of Harley-Davidson Etiquette](http://motomoto.su)" that I find interesting. Why? First of all, the .su domain is Russian; the "su" stands for "Soviet Union."

(Fun fact: The .su domain was established by The Elders of the Internet in September 1990 – a mere 15 months later the Soviet Union ceased to exist. The domain remains, however, as a relic of the electronic geopolitical past.)

As you might expect, the moto culture in Russia is somewhat different than here in the good ol' USA. It's worth summarizing the article's six rules:

Give the two-fingered wave. Sure. Nothing odd about this one. With American bikers it's almost instinctive. Two fingers down means keep both wheels down. (A

one fingered wave means something entirely different. Don't throw that one at other bikers.) Hey, joke: Question – Why don't Honda Goldwing riders wave back? Answer – They're looking for the button that does that! HAW!

The Ride-Along. Apparently in Russia when two Harleys approach going in the same direction it's poor etiquette for a rider to simply zip by. He's expected to pull alongside and motor along beside the other Harley for a hundred feet or so. (Maybe yell "Dasvidaniya!") I wouldn't feel comfortable with that, but then, Russians are kind of nuts. Have you ever seen those photos of young Russian men climbing very high antenna masts and taking selfies?

Getting on from the "Right" Side. In Russia this is defined as being the kickstand side. But I find that on bikes with saddlebags and tour packs, it's better to mount from the high side, or the right (front brake) side by putting your right boot on the floorboard and throwing the left boot over the seat. That way is less likely to produce heel scuffs on that expensive Harley paint finish. But that's just me.

Rev Rev! "When you come across a fellow Harley brother in the parking lot or at a traffic signal, you give them a few revs. It's just a way of letting them know how you're just as proud, as they are, to be riding this amazing bike!" This amazing *American* bike, Comrade.

Share the Hate. They recommend treating guys riding plastic-clad sport bikes as "stupid little brothers." See, that kind of arrogance lost them the Cold War. We American Harley bikers are like Volkswagen Beetle owners: All love, all the time, for everyone. Peace out, Bro. Okay – perhaps not.

Stop to Help. "This is one of those things you can very often see Harley riders doing, for they are men of respect and compassion." Indeed. As the German Army learned in 1943, Russia is a land of vast, bleak distances – often cold. Helping out a fellow rider isn't just a matter of courtesy, it might be a matter of survival! We do it, too. Yanks and Russians: Perhaps we're not so entirely different after all. - Wes

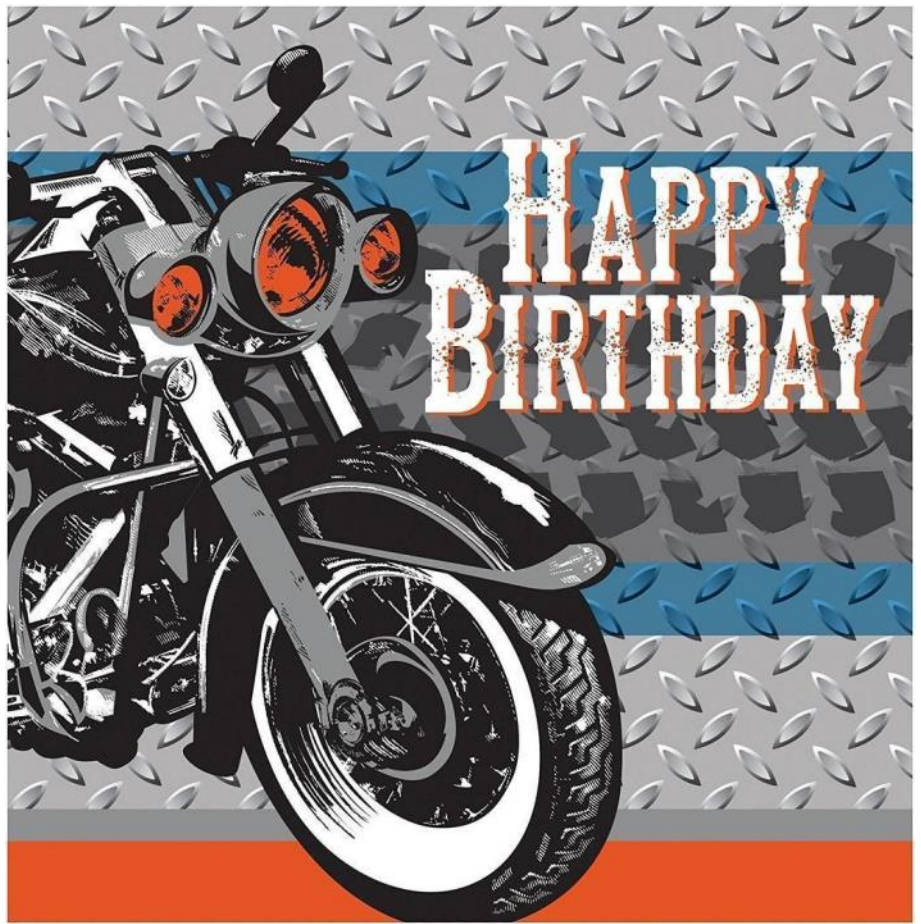
More About Russian Motorcycling: The Night Wolves

How's this for an opening paragraph: "The president of Russia's most infamous motorcycle club emerges from a purifying swim in the still waters of a former slurry pond. He cuts a striking figure: tall, tattooed, plated with muscle. His hair, a leonine mane, clings to his back in dark ringlets. A silver crucifix dangles from his neck. 'He goes to the lake, swimming for an hour, to maintain himself in a moral state,' says one of his lieutenants, a stout, chain-smoking Kazakh named Arman. The leader's name is the Surgeon, and he is the president of the Night Wolves, the largest motorcycle club in Russia."

[Putin's Angels: Inside Russia's Most Infamous Motorcycle Club](http://www.rollingstone.com/music/putins-angels) (*Rolling Stone*, October 8, 2015)

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You're only as old as the v-twin you feel.

A line drawing of a Harley-Davidson XPR 750 motorcycle, shown from a side profile. The motorcycle is white with orange accents on the fuel tank and fenders. The text "XPR 750 HARLEY-DAVIDSON" is visible on the fuel tank.

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When it's important that pizza gets sliced with style.

Movie Review: *Motorcycle Gang* (1957) Directed by Edward L. Cahn. Starring Anne Neyland, Steven Terrell and Carl "Alfalfa" Switzer. Plot: A troublemaker returns to town only to find his old tearaway pals have joined a supervised motorcycle club. Friction erupts between him and the new leader about this goody-goody setup, culminating in a cross-country race and four drunken motorcycle hoods abducting small-town Americans. [You can watch the entire movie on YouTube!](#)

A very dated but somehow still fun and engaging look at motorcycling in America in the Fifties. Anne Neyland is the hotsy-totsy girl in the tight sweater, Steven Terrell is the blond, all-American type and, fortunately for us all, Alfalfa doesn't sing. He does eat a lot, however, wisecracks, and introduces us to his own hip jargon like "miger" ("mad tiger") and "sholl" ("sharp doll"). Everyone also pronounces "cycle" like "sickle."

1957 was clearly a long time ago.

I didn't see any Harleys; it looks like everyone in this is riding British bikes, Triumphs and BSAs. - Wes



A grown-up Alfalfa leers at a Sholl—and she isn't Darla

R.I.P.

It is with a heavy heart that we report that beloved F.H.O.G. member, Joe Pounder, passed away this past Friday (6/12). Though constrained by the need for constant oxygen, Mighty Joe was still able to participate in many Chapter events and activities alongside his loving wife, Eileen. His memory will not soon be forgotten.

Joseph James Pounder, III, 69, born in Tampa, FL passed away on Friday, June 12, 2020 in Fredericksburg. As a Major, Joe was honorably discharged after 17 years of service from the U.S. Air Force. While serving he flew a UH-60 Black Hawk and his favorite, the HH-1H "Huey."

Should anyone be so kind as to wish to memorialize Joe, donations in his name can be made to the American Lung Association. Or if you prefer to send a card to Eileen directly, her address is as follows:

10711 Rollingwood Dr.,
Fredericksburg, VA 22407



THANKS TO:

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571-284-6350

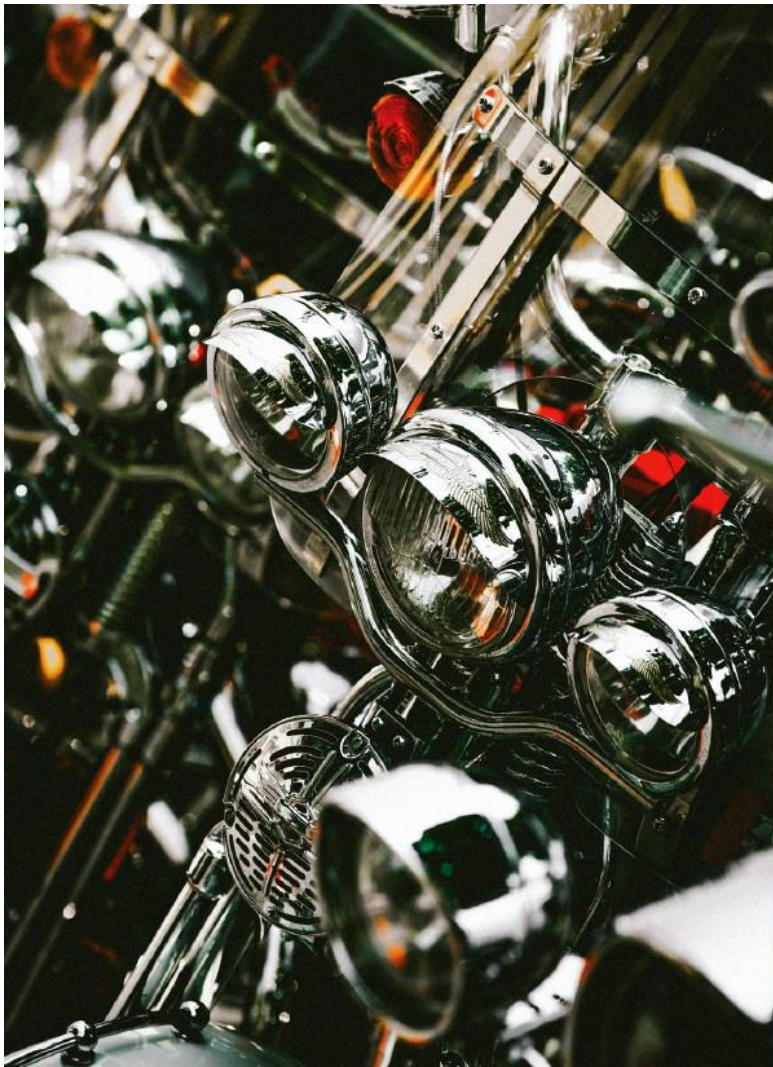
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Newsletter of the Fairfax, VA H.O.G. Chapter



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