

# The Stars and Pipes

June 2021



Fairfax Harley Owners Group



## The Stars and Pipes

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

June 2021

Volume 23, Issue 5

## EDITOR'S COLUMN

Ready or not, here they are, crunch, crunch, crunch...  
BROOD X! Yuck! Flying, mating, dying... on the ground,  
underfoot, in your face! (Put that way they're not really  
different than our fellow human beings.)

Last seen in 2004, they made the biggest impression on me  
back in 1987, when I was doing Civil War reenacting a lot. We  
camped around the smelly, loud things. Pretty disgusting.

Here's some lore passed on to me by a wizened old Harley  
Bro: "Don't let them mashed-up cicadas last too long on your  
painted surfaces! They mess up paint! Get 'em off as soon as  
you can!" Perhaps keep some Windex in the saddlebag?

Looking for cicada-related material on the Internet, I tried  
"cicada motorcycle" as a search term in Bing (I refuse to use  
Google) and this came up:



That, my friends, is "...the Brennan Apollo 'Cicada,' a modified  
version of the standard Apollo, a motorcycle manufactured  
by Brennan in *Cyberpunk 2077*." Well, that's the description  
from [its page](#), anyway. I'm not sure I want to investigate  
further. You will note that while most baggers have  
saddlebags with room for tools, gloves, etc., the Brennan  
Apollo "Cicada" has enough storage space to transport a  
household. A Bekins truck has nothing on this bike. Or  
perhaps it's named the Cicada because at the electronic push

of a button those cases fly open and a swarm of insects fly  
out to plague a post-Apocalyptic humanity!

The other cicada/motorcycle thing that popped up on a search  
is a gal's moto blog, "[cicadawheels.com](#)."

Speaking of lady bikers, British Pathé wishes to call to your  
attention the case of one Rene Bennett of Hounslow,  
London, who is mostly a suburban housewife - but has  
another, more exciting life when she dons her rose-bedecked  
helmet and mounts her Creeves competition motorcycle to  
race up hills. [An interesting video from 1965](#).

The monthly rides section of the newsletter, wherein I  
reproduce information found elsewhere in multiple forms, is a  
thing of the past. Of all the forms of communication that F-  
HOG uses, this newsletter is the hardest to keep up-to-date.  
So we're not. Find ride changes, cancellations, etc. via the  
Facebook page, the HOG Scan smartphone app (you *do* have  
this, don't you?) or the website. Use the website!

On tap this month is another look at Hollywood bikes  
("Celebrities... is there anything they *don't* know?" - Homer  
Simpson), a library book review, another foray into the subject  
of neutral gear at lights, my Iron Man fantasy, the Silent Gray  
Fellow, more great old vintage magazine covers, an account  
of the Unison Ride and D.C.'s Sally Halterman. Hope you  
enjoy this stuff!

Wes

COVER: 6 May 2021. I rode into Clifton, VA, as I often do, to  
have a nice little ride among the trees on my way to the pub to  
get a soda, which I drank on the front porch. I noticed that my  
position on the bench and my handlebars were in exactly the  
right place to reflect the American flag fluttering on the  
telephone pole nearby. Cool, huh? That flag  
isn't Photoshopped in there - it's an actual  
photo! I submitted the photo to *The*  
*Enthusiast*...





# DIRECTOR'S MESSAGE

Hello F-HOG... Can you believe it is May already?

When this month comes around, we remember Memorial Day, honoring and mourning the military personnel who have given everything within their performance of their military duties while serving in the United States Armed Forces.

Memorial Day is an emotionally complex holiday. On this day, we remember those who laid down their lives in the service of their country, their community, their values. We honor their sacrifice by remembering their names, their stories, and the freedoms we enjoy because of their bravery.



We also celebrate life on Memorial Day, gathering with friends and family to relish the sun-soaked joy of time spent together. For some, there is a straight line between the loss of those whose memories we hold close on Memorial Day and the barbecues and beach visits we look forward to sharing with others. For others, the military aspects of the day take a back seat to the positive feelings we get when we come together to enjoy free time and camaraderie.

May is also Motorcycle Safety Awareness Month. I will not

bore you with the latest statistics of accidents, crashes and fatalities pertaining to bikers. They are easily found on the web if you are interested. But we all know how vulnerable we are when we are riding. We know not all drivers respect motorcyclists and some refuse to "share the road." We have seen reckless operation of motorcycles often by young riders. We have had friends or acquaintances who have gone on a ride and never returned. We have heard countless horror stories and thought, "that could have been me."

So, what do we DO about it? Day after day, week after week, we get on our bikes and head out. We might say a prayer or have a ritual we use prior to putting up the kickstand. Hopefully, we practice proper and safe riding techniques. We keep our motorcycles in good and safe condition. But do we do anything to bring the message of motorcycle safety awareness to others? In recognition of this month's focus, I am challenging everyone to spread the word to at least ten people. Do a little research and talk to drivers about what they can do to make the roads safer for bikers. Talk to bikers about what their responsibilities are to ensure they arrive to their destinations safely. And then challenge each of them to carry

the same message to another ten people. Imagine what an impact we could have if each of us accepts this challenge.

While we are educating our families, coworkers, and friends, let us not forget to do a little introspection. There is no such thing as "safe enough." We need to ask ourselves what we can do better. Maybe taking advantage of F-HOG's Safety Training Class as a refresher makes sense for some of us. Friends Helping Friends is a class provided to make riders more proficient. Show up, spend a couple hours, and see what you learn. Information empowers us to be our best.

We Ride as One

Ray



## A Message from your Regional Manager

Spring is in the air and riding season is upon the entire country. We recently kicked off Rally season or as I call them Family Reunions. We are holding the first ones in Texas, Arkansas and Missouri as I type this. Hopefully, you have been able to get out and put some miles on your Harley-Davidson. One of the first things you and your members should do is ride over to your dealership and get your first Ride 365 mileage reading for 2021. Once that is done, continue to stop in multiple times during your riding season to get your mileage entered. See below for more about how important this is.

Now for some awesome news: we have announced the winners of the Ride 365 2020 Chapter Challenges. Despite the pandemic of 2020, overall participation and miles ridden were on par with 2019 and that is awesome! Officers like you did an awesome job of putting together rides and challenges for your membership to participate in despite the unusual challenges we all faced. Congratulations to the winning chapters and Thank You to everyone who participated. Now let's get it on for 2021!

We appreciate the time and effort you put into the roles you have stepped up to fill. Check-out the H.O.G. rallies for 2021 and I hope to see you at one of them or just out on the road enjoying the thrill of riding our Harley-Davidson motorcycles.

Thank you!

PETE SCHWAB

H.O.G. Regional Manager - Southeast/  
West

Email

414-406-9601 (cell)



# JUNE RIDES AND EVENTS!

Note: Starting with this issue the *Stars and Pipes* will no longer be in the business of filling you in with the details about upcoming rides. That's the job of the Boss Hogs in the monthly Chapter meetings, the new website (you should go there), various e-mail blasts, the Facebook page and the HOG Scan smartphone app. The problem is that events get canceled, postponed or changed in some way, and it's not really feasible to keep changing the newsletter to keep up. - Wes

## June 2021

Sun	Mon	Tue	Wed	Thu	Fri	Sat
30	31	1	2	3	4	5
					TGIF Ride - 11am	Adopt-A-Spot - 8am
6	7	8	9	10	11	12
	Fairfax HOG Officers Meeting - 6:30pm		Monthly Chapter Meeting - 6:30pm			Ride to Jill's House - 7:30am Lazy Susan Ride - 10am
13	14	15	16	17	18	19
Friends Helping Friends (Short Ride After) - 9am			Easy 1 Day Ride to the Roundup - 6am 3rd Iron Horse Roundup (Day 1)	3rd Iron Horse Roundup (Day 2)	3rd Iron Horse Roundup (Day 3)	3rd Iron Horse Roundup (Day 4)
20	21	22	23	24	25	26
				Legends and Lore HOG Rally FHOG Family Birthday Dinner - 6:30pm	Legends and Lore HOG Rally	Mountain View Ride - 8:30am Legends and Lore HOG Rally
27	28	29	30	1	2	3

### Event type:

- ☒ Closed Chapter Ride
- ☒ Open Chapter Ride
- ☒ Closed Event
- ☒ Open Event
- ☒ Dealer Events
- ☒ Other Events

## June 2021



**Fairfax Harley Owners' Group**  
TGIF RIDE  
Friday, June 4, 2021

Join us for June's TGIF Ride to the 4th & 5th Street Roundup in Charlottesville. Ride along beautiful scenic roads and enjoy the view.

Meet us at Patriot Harley-Davidson at 10:00 for a 1.5 - 2.0 hour ride. Closed Ride.

If you like to ride with your friends and lots of fun, you'll love this place.

It's your chance to ride a great road with your friends. No ride rules or stress.

Boss Hog - Steve Pross, [stevepross@hogs.com](mailto:stevepross@hogs.com), 703-999-2865  
Contact the Activities Manager for the latest info at 703-999-0516

TGIF Ride - June 4th



**Adopt-a-Spot**

Join us for the Adopt-a-Spot ride to the 4th & 5th Street Roundup in Charlottesville. Ride along beautiful scenic roads and enjoy the view.

Meet us at Patriot Harley-Davidson at 10:00 for a 1.5 - 2.0 hour ride. Closed Ride.

If you like to ride with your friends and lots of fun, you'll love this place.

It's your chance to ride a great road with your friends. No ride rules or stress.

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Contact the Activities Manager for the latest info at 703-999-0516

Adopt-a-Spot - June 5th



**Ride to Jill's House**

Join us for the Ride to Jill's House ride to the 4th & 5th Street Roundup in Charlottesville. Ride along beautiful scenic roads and enjoy the view.

Meet us at Patriot Harley-Davidson at 10:00 for a 1.5 - 2.0 hour ride. Closed Ride.

If you like to ride with your friends and lots of fun, you'll love this place.

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Contact the Activities Manager for the latest info at 703-999-0516

Ride to Jill's House - June 12th



**Friends Helping Friends**  
Learn How to Slow Ride

Join us for the Friends Helping Friends ride to the 4th & 5th Street Roundup in Charlottesville. Ride along beautiful scenic roads and enjoy the view.

Meet us at Patriot Harley-Davidson at 10:00 for a 1.5 - 2.0 hour ride. Closed Ride.

If you like to ride with your friends and lots of fun, you'll love this place.

It's your chance to ride a great road with your friends. No ride rules or stress.

Boss Hog - Steve Pross, [stevepross@hogs.com](mailto:stevepross@hogs.com), 703-999-2865  
Contact the Activities Manager for the latest info at 703-999-0516

Friends Helping Friends - June 13th



**Fairfax Harley Owners' Group**  
Easy Ride to the Iron Horse Roundup  
Wednesday, June 16, 2021  
Depart 6AM from P.O.

Meet us at Patriot Harley-Davidson for a Closed Destination ride to the Iron Horse Motorcycle Lodge in Robbinsville, NC. Ride will be 4-5 hours, 1400-1400.

We will ride only 30 minutes between breaks.

Boss Hog - Steve Pross, [stevepross@hogs.com](mailto:stevepross@hogs.com), 703-999-2865  
Contact the Activities Manager for the latest info at 703-999-0516

Easy 1 Day Ride to IHR - June 16th



**Fairfax Harley Owners' Group**  
3rd Iron Horse Roundup  
June 16 - 20, 2021  
Robbinsville, N.C.

Join us for the 3rd Iron Horse Roundup ride to the Iron Horse Motorcycle Lodge in Robbinsville, NC. Ride will be 4-5 hours, 1400-1400.

We will ride only 30 minutes between breaks.

Boss Hog - Steve Pross, [stevepross@hogs.com](mailto:stevepross@hogs.com), 703-999-2865  
Contact the Activities Manager for the latest info at 703-999-0516

3rd Iron Horse Roundup - June 16th-20th



**Mountain View Ride**  
2021

Join us for the Mountain View Ride ride to the 4th & 5th Street Roundup in Charlottesville. Ride along beautiful scenic roads and enjoy the view.

Meet us at Patriot Harley-Davidson at 10:00 for a 1.5 - 2.0 hour ride. Closed Ride.

If you like to ride with your friends and lots of fun, you'll love this place.

It's your chance to ride a great road with your friends. No ride rules or stress.

Boss Hog - Steve Pross, [stevepross@hogs.com](mailto:stevepross@hogs.com), 703-999-2865  
Contact the Activities Manager for the latest info at 703-999-0516

Mountain View Ride - June 26th

Bat cicadas away

Clean up cicadas



## RIDERS' PROFILES

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

**Name:** Paul Taylor

**How long have you been in the Fairfax HOG Chapter?** Joined in 2021.

**How long have you been riding?** Not long enough! 40+ years. Still learning!

**Why do you ride?** It's still legal.

**Bike you currently ride:** 2019 Road Glide Ultra

**Bikes you have owned:** Started on a Honda and matured. I'm currently riding my 5th Harley.

**The Best Ride you have ever done:** 2017 Cross country tour of America – 24 of 48 contiguous states, Atlantic Ocean, Pacific.



And now, a message from Patriot Harley-Davidson...

A promotional advertisement for Patriot Harley-Davidson. It features a rider in a black leather suit and helmet on a Harley-Davidson motorcycle, kicking up a large cloud of white smoke. The background is dark. In the top left corner is the 'GUARD-DOGS' logo with a dog head icon and the text 'AGGRESSIVE EYEWEAR'. Below this, the text '30% OFF' is written in large, bold, orange letters. Underneath that, 'June 1st - 30th' is written in bold black letters. At the bottom left, in smaller text, it says '\*In-stock items only. While supplies last. See associate for details.' On the right side, there is a large, stylized orange number '1' with the word 'PATRIOT' written vertically inside it, and 'H-D' at the bottom.



KNOW YOUR

**PATRIOT**  
**HARLEY-DAVIDSON**

STAFFER!

**Name:** Craig Freeland

**Position:** Sales associate

**How long have you been with Patriot Harley?** 2 1/2 years

**How long have you been riding?** 11 years.

**Why do you ride?** (After some thought): It's weird. The air, the scenery, the mental release. The feeling of freedom. It's a no-judgment zone.

**Bikes you currently ride:** 2006 Road King, 2008 Road Glide, 2006 Street Glide, 2002 Softail Heritage.

**Other bikes you have owned:** 2003 Yamaha R6, 2006 and 2013 Suzuki 750 GSX, 2015 Suzuki Hayabusa

**The best ride you have ever done:** Oooh, wow. (Thinks about it.) The mountains of South Korea, gorgeous. In the States it would have to be a ride from El Paso, TX to Philly.

**The worst ride you have ever done:** In 2012 I rode from Fayetteville, NC to Killeen, TX on a 2006 750 GSX. Rain... various mechanical problems. It was my 2nd solo long ride.

**Quote:** "It's not about the destination, it's what you're going to do when you get there."



**CELEBRATING THE RETURN OF  
KING TONY'S BUSTED KNUCKLES ROAD SHOW**

**30% OFF**

**All Merch by REBEL's Den  
& Busted Knuckles Stunt Tour**

**JUNE 1-30 WHILE SUPPLIES LAST**

**NEXT SHOW AT PATRIOT H-D  
SATURDAY JUNE 19, 2021**

**2020 BUSTED KNUCKLES STUNT TOUR  
KING TONY'S WILD RIDES  
PRESENTED BY TRASK PERFORMANCE**

**PATRIOT H-D**

\*In-stock items only. See associate for details.

A motorcycle stunt rider is performing a wheelie on a black Harley-Davidson motorcycle. The rider is wearing a black shirt and a helmet. A large crowd of people is gathered in the background, watching the stunt. The scene is outdoors on a paved area.



# WE WANT YOUR HARLEY!!!

## WE WILL BUY YOURS EVEN IF YOU DON'T BUY OURS!

GET YOUR APPRAISAL TODAY  
CALL 703.352.5400  
EMAIL [SALES@PATRIOTHD.COM](mailto:SALES@PATRIOTHD.COM)

\*CLEAN, LATE MODEL HARLEY'S WANTED



## THE SILENT GRAY FELLOW

From Wikipedia: "The Harley-Davidson Model 7D of 1911 was the first successful v-twin from Harley-Davidson, inaugurating a motorcycle engine configuration that has continued unbroken from the Milwaukee motor company ever since. In 1909, Harley had made a few examples (27 units) of another v-twin, but the design was flawed and they did not try again until two years later. In 1911, 5,625 Model 7Ds

were manufactured. The Model 7D's motor was the F-head IOE engine, in use until 1929. It sold for U.S. \$300, which with inflation would be \$8232 in today's currency.

Ignition was via a magneto, and the engine was started using bicycle-style pedals. Instead of a conventional clutch, a pulley belt tensioner could be moved, allowing the leather drive belt to slip. Touting its effective muffler, Harley-Davidson advertised the 7D, and the other Harleys of this era, as "The Silent Gray Fellow." **The latter moniker was also in reference to William S. Harley, who was known for his quiet personality.**



Engine: 49 cu in 45° v-twin, bore x stroke 3 x 3½"

Top speed: 60 mph

Power: 6.5 bhp

Transmission: Leather belt w/pulley tensioner clutch

Suspension: Coil springs in front fork tubes, sprung saddle only in rear

Wheelbase: 56.5 in.

Weight: 295 lbs. dry



# Neutral or Not?

Hey Wes,

A great (May) chapter newsletter as always. You asked about in gear or not at a light and wanted a reply, so here is one:

*The safety benefit of leaving your bike in first gear at a stop light is clear: if a car is approaching behind you at speed and not stopping, you have the potential ability to get out of the way. However, this benefit only exists if you take advantage of it - if you are two feet behind the center of the car bumper in front of you, there is no escape possible, and if you are not looking carefully in your review to see said car approaching, you are unlikely to be aware of a problem until it is too late to take action. If you wish to be safe: 1) stop in a way that leaves you an escape plan, 2) leave your bike in first with clutch pulled in, and 3) keep an eye in your mirror to see what is approaching at what speed. If you can't do all three of those things, being in gear may not give you any benefit. Also worth noting that after a car pulls up behind you at the light it is often difficult to see who might be coming up too fast, so your ability to take advantage of #3 can be pretty compromised. Good news is, that car also provides a decent amount of protection so your risk is that they get hit and are pushed into you... which is a lower risk and another conversation.*

*Benefit of putting your bike into neutral at a stop: it frees up your left hand to rest, scratch, move your glasses, rub your passenger, or whatever you need to do, along with reducing wear and heat on the clutch. With the bike in gear and clutch pulled in, the clutch plates are separated but there is some drag that creates friction which creates both wear and heat; with enough of that friction, over time the plates expand a bit and that creates more drag which increases the friction, wear, and heat... and over time making it harder and harder to find neutral. On Harleys there can also be increased wear on the throw out bearing. When in neutral with clutch out, the plates come together and they cool off a bit which is better for clutch health and generally makes it a bit easier to find neutral. None of that is wear and tear that should cause much concern, so if you can take advantage of the safety benefits you should.*

*All the best sir,*

*Biker X*

And here's another opinion:

*I don't care much either way. Sometimes I keep it in neutral and sometimes I don't. Who the hell cares? - Unnamed biker friend*

I attended an F-HOG Officers meeting the other night and asked the others if they sat at a light in neutral or in first. One persistent answer was "It depends," but the general opinion was that they usually sit in first with the clutch level squeezed.

Safety Officer Larry Zabel pointed out that the proper form is to sit in first with the left leg down and the right leg depressing the rear brake, checking the mirror to see if a cage driver is about to pull up and clobber you from the rear so you can execute your escape plan. The best comment was Holli's: "I can't find neutral!" - Wes

## I AM IRON MAN

**The Past:** When I was a little kid my mother used to buy pantyhose that came wrapped around pieces of cardstock, which she would give to me. After awhile I had a lot of this stuff, and wondered if I could make a suit of armor out of it like that of one of my favorite super-heroes, Iron Man. I would use the felt tip markers I used for my own comic book covers to make it red and gold - but after some tries, I gave up. (I gave up easily in those days). Cardstock was not iron, tape not rivets.

**The Present:** The other day I was watching random YouTube videos and happened upon [this one](#), of an exciting sequence in an *Iron Man* movie where Tony Stark's Malibu home/lab/factory is under siege by guys in helicopters. Stark is without his armor (he heroically directed it to suit up his girlfriend Pepper to protect her) and is getting battered and thrown around, probably feeling incomplete. A few minutes later I jumped on my Harley and went to lunch in Clifton.

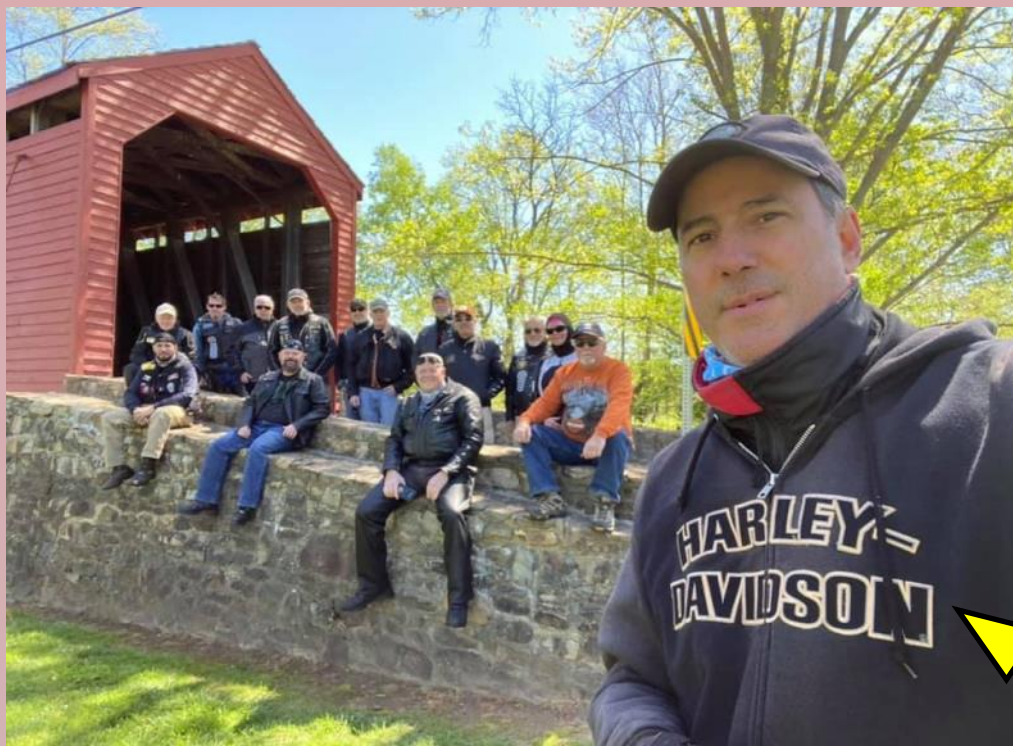
It was then that it occurred to me, blasting down the Fairfax County Parkway: *When I'm on my Harley I'm like Iron Man.* I'm faster and can go further, and I feel stronger and more invincible. This is an illusion, of course. Even a Prius can do a number on a motorcyclist (too bad they don't mount repulsor rays on bikes). But there it is: I feel heroic on my bike. The augmentation of my body with that magnificent hunk of steel and rubber completes me in a way that Tony Stark must feel when he's in his armor. It's a little like flying. (Although I must say that the motorcycle that gave me the most complete feeling of flight was the electric Livewire. Whack the throttle on that and you fly, the only sound being wind noise.)

There's more: I own good clothes, suits, lots of silk ties and even a tux, but catching an occasional glimpse of myself in a store window I see that my black and chrome Road King makes me look better than any clothes I wear. I look *good*. (If I say so myself.)

Being an adult is great. I don't have to settle with cardstock from Mom's pantyhose anymore! - Wes







*Joe's  
Covered  
Bridges  
Ride,  
Saturday,  
1 May 2021*







**Monthly  
Chapter  
Meeting  
5/12/21**



# Monthly Chapter Meeting 5/12/21







Above: Rider and Road Captain training in Steve Fred's garage, 5/8/21. His trusty 1942 WLA accompanies him in instruction.



Left: This came in the mail to Ray Riddle's address - a trophy for winning the Knucklehead Division of the VA HOG Chapter Challenge last month.

The award for each division winner will be passed on for a 5-year cycle with the winning chapter engraved on the award. This year just happens to start a new cycle with F-HOG being on the top spot. Now we must keep the success going for the upcoming four years.

Knucklehead Division - 151 to 400 members - Fairfax HOG Chapter, Patriot Harley-Davidson

Below: Shots from the Floozies Pie Shop Ride, 5/15/21.







More Floozies Pie Shop  
Ride photos...





# GRAVEL, GRUB AND GRIPING

The Unison Ride, 14 May 2021 - by Wes Clark

I consider myself a charter member of the Menu Riders subsection of the F-HOGs, so I try to make all of Kurt and Holli's Friday rides. I arrived at Patriot Harley-Davidson in time for the Menu Riders ride to lunch at Philomont when my handy-dandy Hog Scan smartphone app told me the ride would start, 9 AM. I pulled into the parking lot at 8:55 AM. No HOGs in sight. Uh-oh. Where's the Boss Hog? Just as I was leaving a phone message on Kurt's phone he pulls up: human error. The gathering time was really 9:30 AM. Oh, well. Such things happen.



At Unison

Four others, including our beloved Safety Officer Larry "Fuhgeddaboudit" Zabel, arrived. As Kurt had prepared a long, roundabout path to get to Philomont we discussed the current gasoline shortage issue. While everyone was tanked up, the fact was that gas stations were still experiencing problems and closures. Would we possibly get into a situation where we rode out only to find that we couldn't tank up to get home - let alone do Ray Riddle's ride the next day? So Kurt suggested that perhaps we take a shorter path to Philomont, or even dine in nearby Occoquan.

Now, I have been considering becoming a Boss Hog and Road Captain in order to flesh out our schedule with some rides during November to February, when the weather becomes cold and rides become somewhat more scarce. I have lots of subcutaneous fat on me and the cold really doesn't bother me much, so I'm a year-round biker, as long as the roads are good. Plus webmaster Derrick has been mounting a relentless *Wes-needs-to-lead-a-ride* campaign, so, feeling the pressure, I mentioned to Kurt that I wanted to become a Road Captain and had already tailgunned for him at the last Menu Riders ride. Why doesn't Wes lead the ride, then? Okay - I will.

I mentioned that I had planned to scout out the roads to

Unison, Virginia, where a 1862 Civil War cavalry battle was fought. Have you been ever been there or heard of

the place? I bet not. I've been there a couple of times, but on my previous two trips there I had to take a nasty gravel road full of pot holes. I wanted to see how passable the alternate Unison Road was with an eye to planning a future F-HOGs ride. After mentioning this to Larry and Kurt a discussion ensued about alternate paths, etc. I mentioned that there would be a couple of miles of gravel/unpaved/badly paved road on this route but everyone signaled that this would be okay. I repeat: Everyone signaled that this would be okay.

I'm a visual communicator, and I always have problems when people are giving me directions strictly by voice. It just confuses me. I need to see a map. But Larry decided to

suggest some local roads to take. What I heard was, "Lime Kiln Road, *fuhgeddaboudit* it, Route 50, *fuhgeddaboudit*, take a turn on Snickersville Turnpike, *fuhgeddaboudit*, Route 15, *fuhgeddaboudit*," and so on. It would have been impolite for me to ask him to stop talking, so I took a mental note that if we take the Snickersville Turnpike to Lime Kiln Road we'll end at the St. Louis Road, where I want to be to get to Unison. Good. (Larry swears that he gave me correct directions, and I suppose he did. But we have arrived at Road Captain Pro Tip #1: Thoroughly map out your route beforehand.)

With Larry as my Number Two rider and Rick Pishalski as the Tailgunner, we

headed out. There I was, saddled with the awesome responsibility being what the Shangri-Las called The Leader of the Pack.

My style is to find my lane and to stick with it, but at one point we got behind a truck of some kind. I was asking myself, "Should we pass this guy?" when I saw the Tailgunner Rick was reserving the other lane to pass, so I took the hint and executed a lane change. Road Captain Pro Tip #2: When leading a ride you can't just think about your own preferences - you have to think about the other riders, too. (And if you're the Road Captain there's a line of critics riding behind you.)

We proceeded - single file - to the beautiful Snickersville Turnpike without problems, and as it was a nice day the ride was very pretty and scenic. Ah, there's the right for Lime Kiln Road just ahead. That's what Larry mentioned, right? Let's take that. So under my bold leadership we took that scenic and pretty country road. At the end of it we sat at the intersection to Route 15. Route 15? Hey, this isn't the St. Louis Road! A quick discussion with Larry ensued; the safe thing to do was to head back to Aldie and once again take the Snickersville Turnpike, but this time take the left instead of the right at the Lime Kiln Road intersection.





Larry picked out the lunch destination in Middleburg, a hamlet not known for budget dining. He led us to the Salamander Resort, a very nice venue where he had dined previously. As we sat at the table I came into my share of comments/tips and jibes regarding the very different F-HOG ride I had led us on: the overlong following of a truck, the wrong turn, the backtracking and, most of all, the gravel road and dust. (Indeed, when we were seated at our table we all felt like cowboys after a dusty cattle drive.) And people wonder why we have a hard time recruiting new Road Captains.

Nevertheless, undeterred, I plan on leading the HOGs on an much-improved and more professional

(I might note that a number of riders had CBs and were thus in communication with each other. I do not own a CB. So I can just imagine the radio conversations: "Why aren't we passing that truck?" "Weren't we just on this road?" "Why are we backtracking?" "Is Wes heavily sedated or something?" etc. Under my full-face helmet my ears were definitely burning. Road Captain Pro Tip #3: Get a CB. People will be more polite if they know you are listening.)

Unison ride later this year.

Assuming I get the nod to become a Road Captain, that is. There is always the *fuhgeddaboutit* vote.

We finally arrived at the St. Louis Road/Unison Road intersection, and I took my right onto the semi-paved/unpaved road. Follow me, everyone! What I got instead was a cluster of halted bikes and a horn blast from the Larry the Safety Officer. He wanted to look over the road before everyone headed down it. Fair enough. Larry decided that it was okay, and so, with me using the rear brake only and maintaining a sensible 10-15 mph speed, we moved out and kicked up a lot of dust. Some of us had cleaned our bikes prior to the ride - they would need to be cleaned again.

Unison, Virginia, is a very pretty little hamlet - we all agreed upon this - and is representative of what much of Virginia was like during the Civil War. After riding through the Unison Historic District and pulling into the Methodist Church parking lot to read the battlefield plaque, we discussed where we would head for lunch: Back to Philomont General Store for sandwiches, to the original lunch destination in Bluemont or somewhere else? We opted for somewhere else.

It looked like the Unison Road might be paved heading off to the left. Should we take that? But Kurt's on-bike route finder indicated that Foxcroft Road, which we had passed, was paved. But the prior two times I rode it, it wasn't. We voted to take the route that nobody had ridden, the Unison Road towards Route 50. We didn't get back before we realized that it quickly turned into gravel/unpaved road - worse than the section by which we arrived - and we made our way to Route 50.



Above: Larry the Safety Officer with an example of what *not* to refresh oneself with prior to a ride. Road Captain training, 5/8/21.

Seriously: I enjoyed riding with Larry on this trip. As the Safety Officer he did a great job of instructing me with bits of lore and information to be aware of. His counsel was to take a ride with an experienced Road Captain as the number two man to observe habits and practices, which I intend to do.



# BOOK REVIEW

by Wes Clark

*Harley-Davidson - The Ultimate Machine* 100th Anniversary Edition 1903-2003 by Tod Rafferty (Courage Books, 176 pgs., 2002) The Fairfax County Library system has this book!

Feel like reading an eighteen year-old book? Oh, why not? "Many a good tune played on an old fiddle," as my Brooklyn father used to say. (But he was talking about women.)

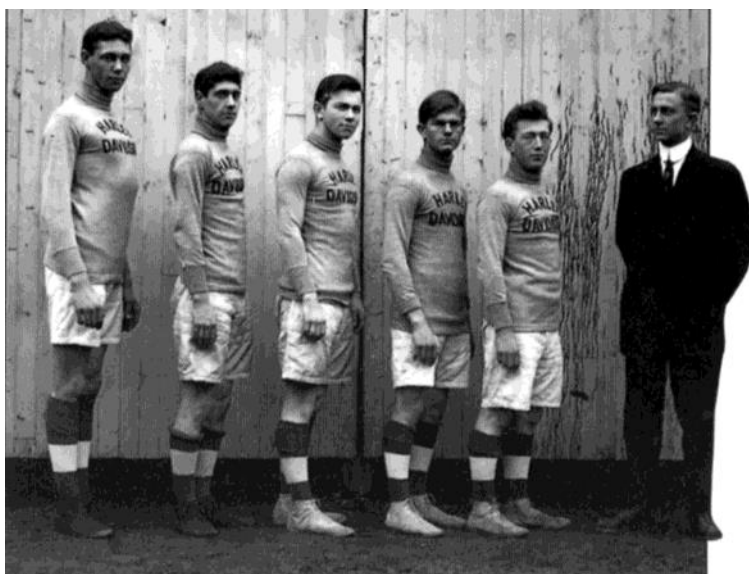
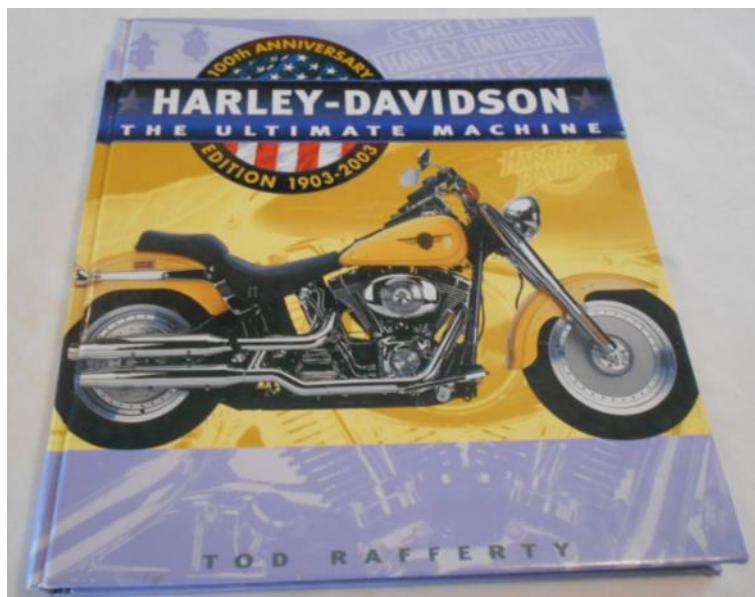
This is obviously a coffee table book to celebrate the history of our favorite motorcycle manufacturer. As such it is heavily illustrated with glossy, 22" wide two-page spreads of the Motor Company's products through the eras. But it also covers rallies, people, leather, dirt biking, racing, customization - everything. The end of the book is a handy "Milwaukee Milestones" listing of what was introduced in what years.

The writing style is appropriately irreverent: "Daytona Beach is like Sturgis with an ocean. Or maybe Sturgis is like Daytona with mountains. Whatever." Here's another funny quote: "According to Peter C. Reid in *Well Made in America*, 'Almost 96 percent of Harley buyers are male, and even under the best of economic circumstances they often have to overcome intense spousal resistance before they feel they can make the plunge without serious domestic complications.'" Hahahaha!

You can put this book on hold via any Fairfax County library and pick it up nearby - easy! It's a pleasant read or skim-through. You'll enjoy it.

Above: All right, guys, line up. By height...

Below: Check out the rolling dumpster!







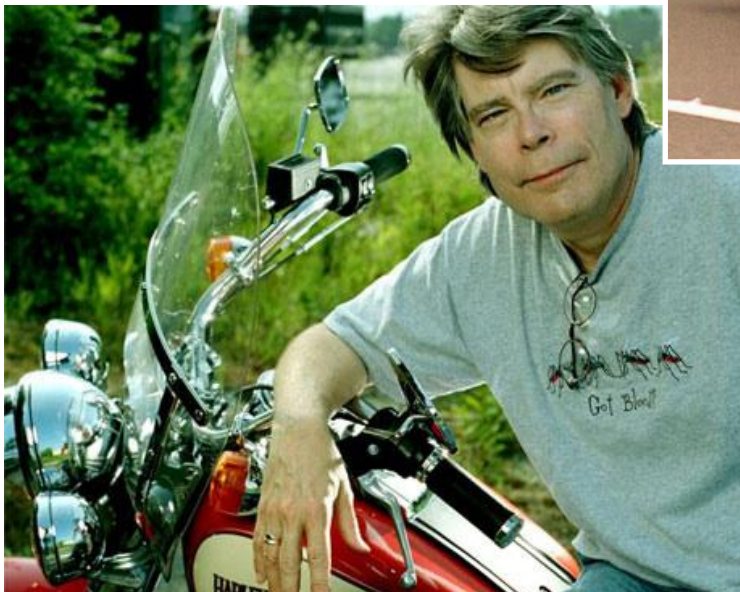
**Left:** Ponder the career of Van Johnson (1916-2008), the IMDb credits him with 126 appearances in film and television. He was a major MGM film star during and after World War II, and epitomized boy-next-door wholesomeness. Midway through a film production in 1943 he was involved in a serious car accident that left him with a metal plate in his forehead and a number of scars on his face that the plastic surgery of the time could not completely correct or conceal. He used heavy makeup to hide them for years. His choice of bike? Well... I don't know. I suspect that's an Indian. That looks like a warbonnet on the front fender, maybe.

## HOLLYWOOD BIKERS 4

Cher (below), however, is a fan of big v-twin Harleys. She

wrote that she's "always loved bikes and bikers," and that she took her first Harley ride at 14. What bike is she riding here? You figure it out. I'm not a big Cher fan.

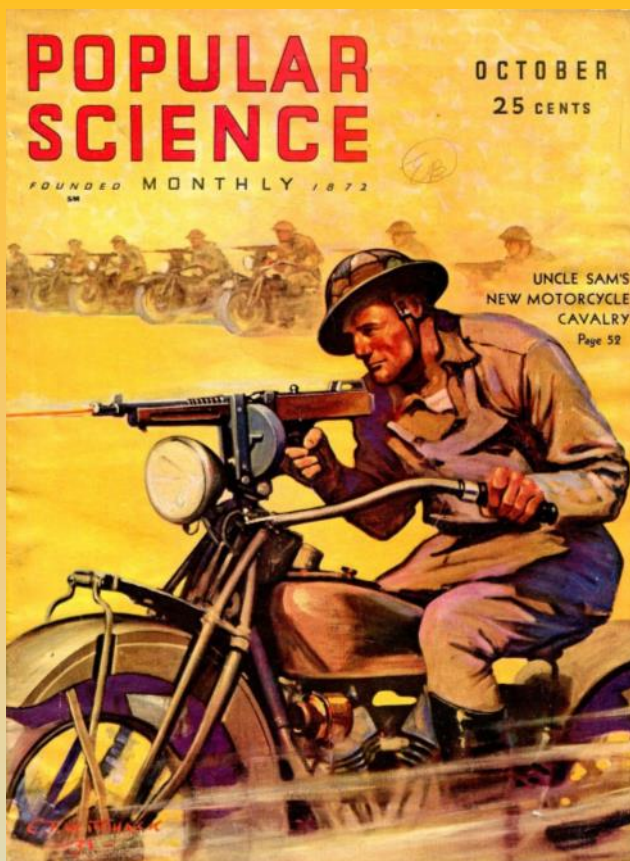
**Below:** Stephen King? Yep, Stephen King. Here's the introduction to an article about him in a 2004 *Guardian*: "Stephen King pulls up on a red Harley Davidson Heritage Softail and removes his rather geeky helmet. ... The bike is improperly pristine and there are only 10,589 miles on the clock, most of them accumulated when he rode from Maine to



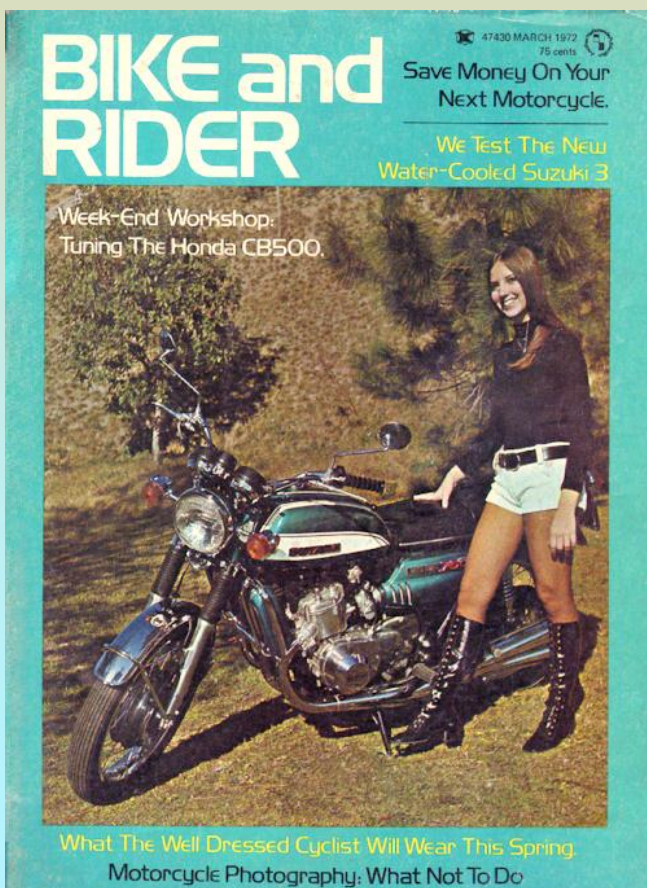
California in the mid-90s on a book tour to promote his novel *Insomnia* (1994). "I haven't ridden this thing for five years, since the accident," he says, gingerly lifting his injured leg over the saddle. King has the stiff gait of an older man (he's 56) and the diffident stoop of a too-tall adolescent (he's 6'4"). "I haven't ridden it because I have trouble working the brake with my right leg. Today, though, I thought I'd give it a try." King rummages in his saddle bag. "I haven't looked in here for five years," he says, producing a bin bag from its interior. "What's in here? Body parts, I guess. That's what you'd expect me to say." - Wes



## More Vintage Motorcycle Magazine Covers! by Wes



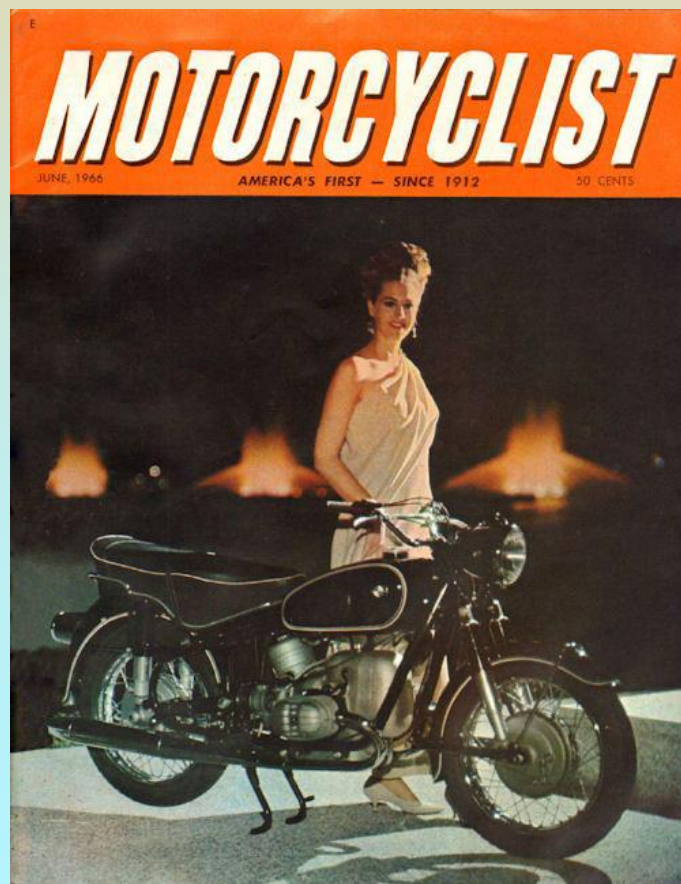
From 1931. Try as you will, you will never be as cool as a G.I. with a Tommy Gun mounted on his bike.



1972. Hot pants, fondly remembered from high school.

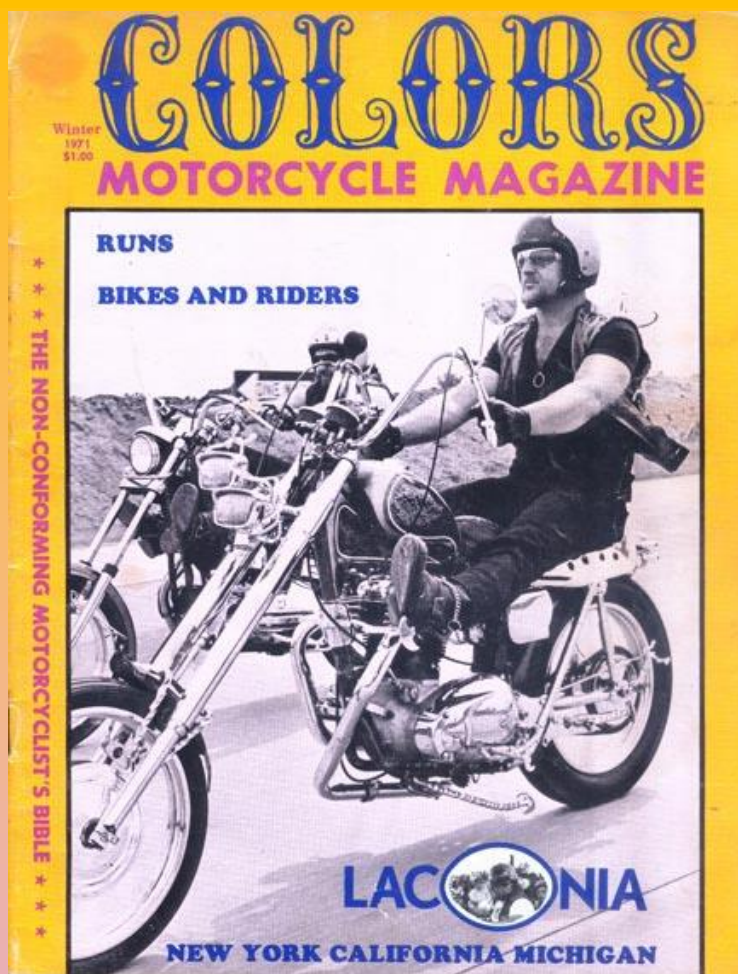


300 miles per hour? Nahhh. Not in that.

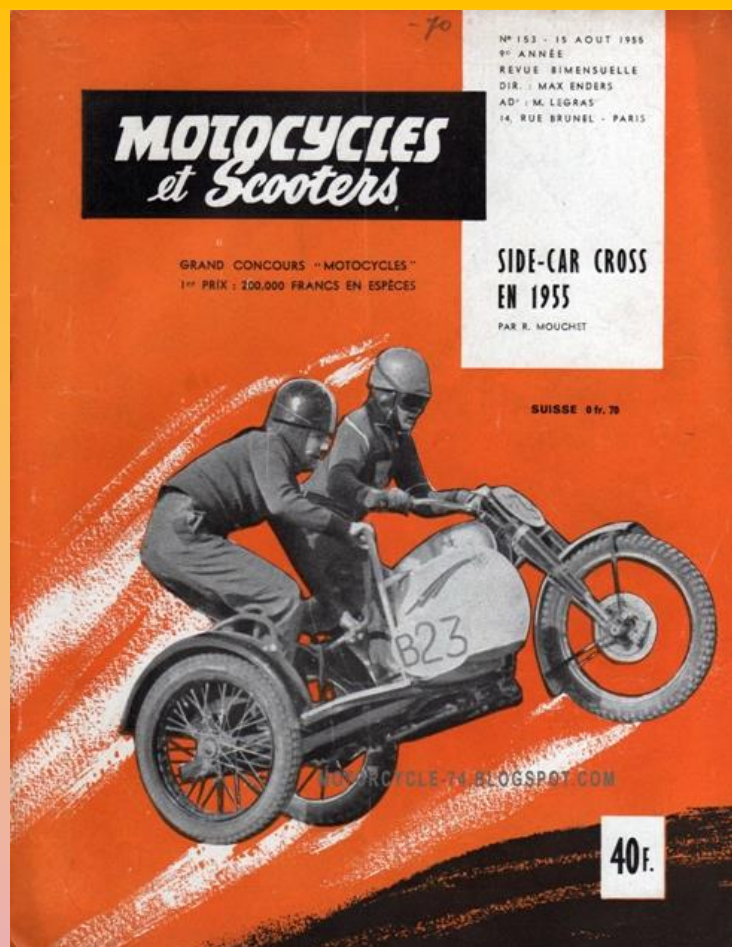


From 1966. If you think she's going to hop on that bike for a ride you're crazy. That hair took hours.

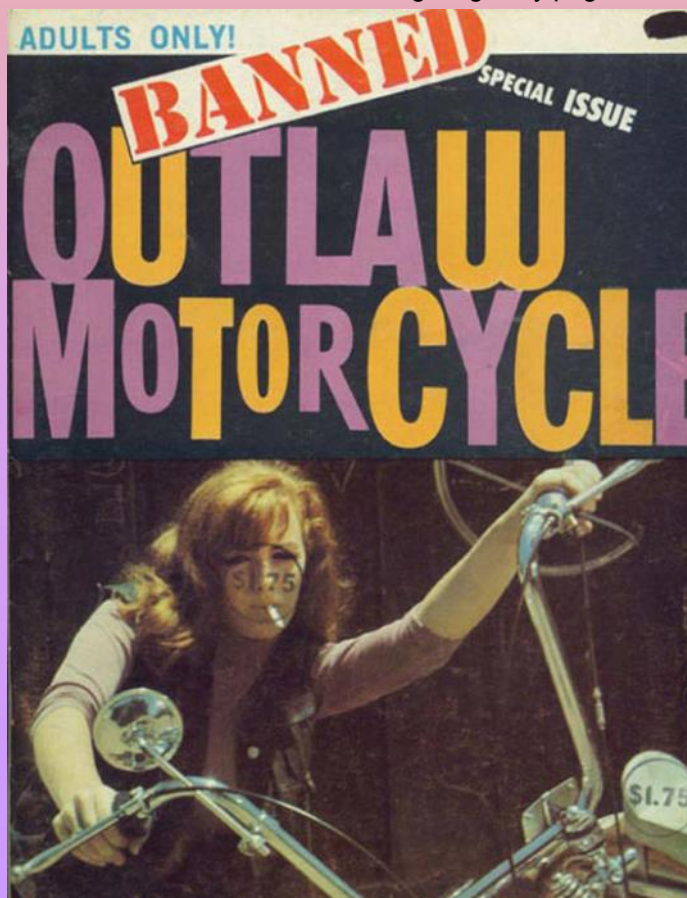




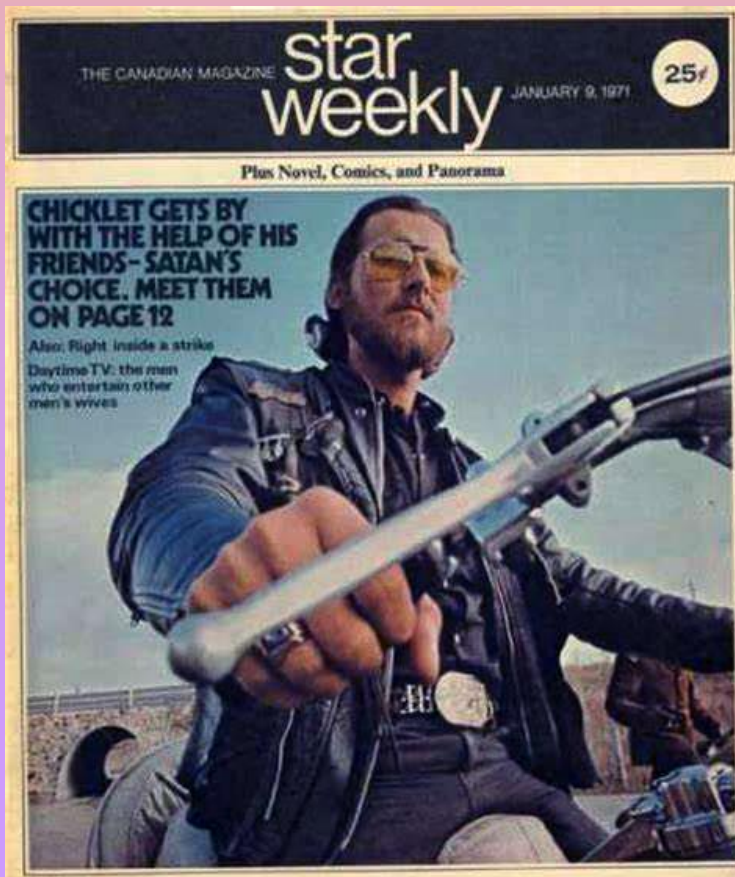
1971: Geez, those are some high highway pegs!



1955. Frenchmen reenacting the Ben-Hur chariot race.



I like how an outlaw grocery store employee stamped "\$1.75" across her face.

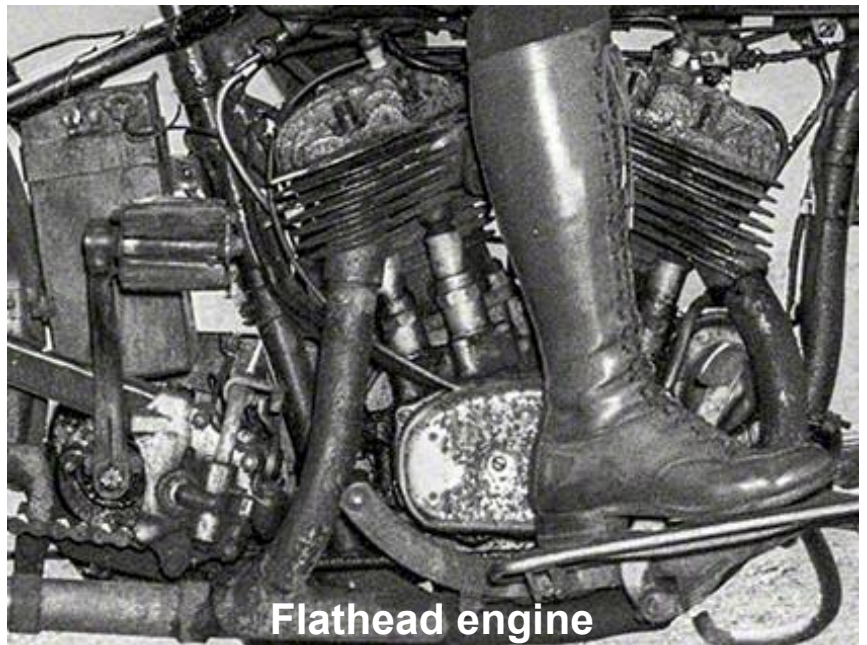
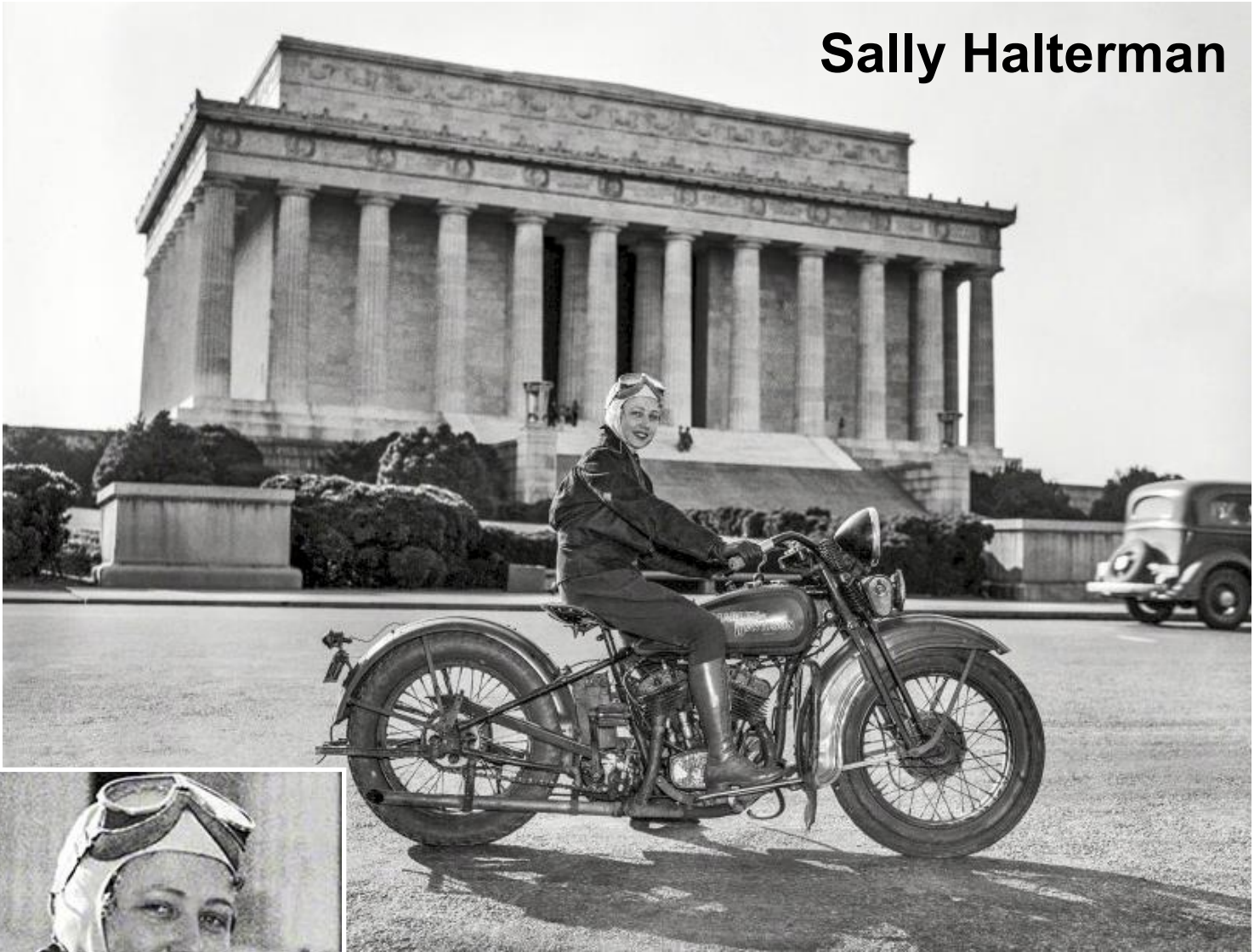


Canadian, 1971. Meet Chicklet and his front brake lever.



Another great historical image from [shorpy.com](http://shorpy.com)! "Sept. 15, 1937 - Although she weighs only 88 pounds -- one-third of the machine she rides -- Mrs. Sally Halterman is the first woman to be granted a license to operate a motorcycle in the District of Columbia. She is 27 years old and 4 feet, 11 inches tall. Immediately after receiving her permit, Mrs. Halterman was initiated into the D.C. Motorcycle Club -- the only girl ever to be accorded this honor." By the way: This is the same gal who graced the cover of the May 2020 *The Stars and Pipes*.

## Sally Halterman





# HAPPY BIRTHDAY BIKER

# YOU SEXY THING!

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# The Stars and Pipes

The Newsletter of the Fairfax HOGs Chapter



## Who we are

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

## Advertising Guidelines

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

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