

# The Stars and Pipes

May 2020



## Fairfax Harley Owners Group



## EDITOR'S COLUMN

May is the month for Mothers Day, so I'm going one step further and making this the special issue honoring lady riders - whether they are gripping the handlebars or gripping the person gripping the handlebars. All right? Okay.

It never, ever occurred to my mother that there was something she couldn't do simply because she was a woman. Home moving, carpentry, crafts, demolition, hefting 160 pound beer kegs... Actually, I'm a bit surprised she never took up motorcycling (or roller derby). I think she would have enjoyed it as she loved to take car rides and explore places. But she was a working woman; a waitress who eventually bought a [café](#) (selling beer and cheeseburgers to the Lockheed crowd) and became a successful small businesswoman. Plus she was raising me, so there were limits upon her hobbies. She would have done well on a Trike as upper body strength was not an issue. I describe my mother [here](#) - take a look!

I also honor my wife of 39 years, with whom I have three lovely children (one of whom is a Harley Chick). Cari has a three-wheel endorsement; perhaps when we're retired we'll be riding out together, me on Paladin and her on a Trike!

So, F-HOG Gals, whether you wrench or not or whether you ride or not—we honor you!



### Stars and Pipes

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

May 2020

Volume 22, Issue 4



Photo above: I don't know who she was, but she greatly resembles my mother-in-law!

I'm giving *Hey, Joe* the month off; this time it's *Hey, Holli*. Other good stuff follows. Ride safe and don't skimp on the hand sanitizer! And *Don't Do Fear*.

*Wes*

COVER: You have to love the look of amusement and confidence on this 1930s lass!



## DIRECTOR'S MESSAGE

No one could have imagined a few months ago how our world would change drastically in just a few weeks. The images we witness these days of masked folks in lines waiting their turn in the grocery store, of empty highways where gridlock was the norm and of "closed" signs on our neighborhood businesses, just to name a few, are unbelievable. People don't die by the hundreds every day from a rogue illness.

This is America - these things don't happen here! How do we adapt to something so foreign to our very being? The answer: We just do!

Many have likened this scourge to the influenza pandemic of 1918. The H1N1 virus also spread worldwide infecting 500 million people and killing 50 million with 675,000 of them being Americans. The people of that time did not have the luxury of the technology we enjoy today.

There were no vaccines, no antibiotics, no diagnostic testing and non-existent medical technology. In addition, televisions, home computers, mobile phones, social media, around-the-clock news coverage —communication as we know it — was nowhere on the horizon.

Today we are informed. Our technology allows us to communicate at all levels, get the word out, prepare and act. Americans have united to thwart the spread of Covid-19. We could not have acted so quickly without these things we take for granted. Like never before we need to embrace forward thinking, we need to embrace technology.

As bikers, these spring days are what we wait for all winter long. We want the opportunity to get out and blow off the dust, reconnect with our Harley friends and enjoy the "wind therapy" we all love. But riding solo has its merits. It's the perfect way to social distance. It's a great time to explore new roads, new

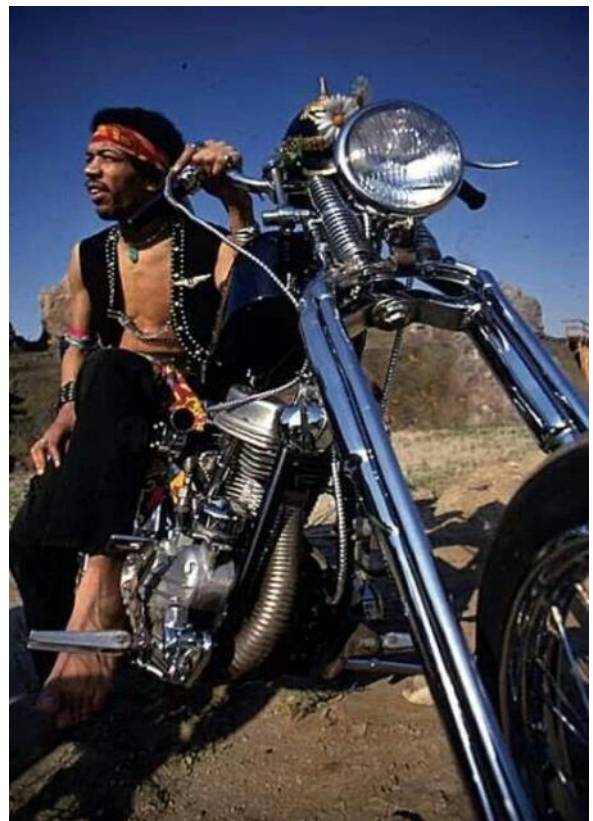
destinations, with an eye to creating new rides to share when all this craziness is behind us.

This is also a great time to perform some routine motorcycle maintenance. Change the fluids, brakes, and battery. Check the tires. Replace bulbs. And don't forget about your riding gear. Patriot Harley-Davidson is open and ready to supply whatever you need.

We will get through this hard time. And until we do, remember...

We Ride as One!

I needed to fill the space below with something, so I Googled "outrageous harley-davidson photo" and wound up with a shot of Jimi Hendrix on a panhead chopper. Works for me! - Wes



## SOME GOOD NEWS!

### **F-HOG Helps Salvation Army Distribute Food During Covid-19 and Support to Other Charity Partners**

F-HOG reached out to our partner charities to see how we could help during this time of crisis and we answered the call. Johnny Boaz, Larry Larson, Tommy Lee, Rick Thorton, Richard Louie and Linda Collins assisted the Salvation Army in distributing food to families and persons in need over 3 days – April 7 through 9. J.D. Morrisette donated the use of Interstate Van Lines refrigerated trailer to house perishable food donated by Sysco, enabling the Salvation Army to provide this food instead of it going to waste. John Wood of the 29 Diner, who is providing meals for free to distressed families, first responders and medical personnel at local hospitals, came and helped and was able to get food to continue his great work supporting the community.

Many members have also gone to INOVA Blood Services to donate blood and platelets which is in great demand in our area. Keep donating as the need is high!

F-HOG is also providing what we can to support The Lamb Center who provides support to the

homeless population in our community during this crisis.

**We are all in this together and it takes a village to support a village. Be well and stay safe!**

- Sent to the newsletter by Linda Collins



## **INTERSERVICE CLUB COUNCIL – CITY OF FAIRFAX**

During this critical time The City of Fairfax through the Interservice Club Council is looking for volunteers to make grocery runs for vulnerable residents who need this assistance. If you are willing and able please send Larry Larson an email at [larrylarson1942@gmail.com](mailto:larrylarson1942@gmail.com) with your information. They will match up volunteers to those residents in need.

All volunteers and help are greatly appreciated.

**We Are All In This Together – Be Well and Stay Safe**



# FHOG Photo Contest

- Fairfax H.O.G. is conducting an all member (Rider and Non-Rider) photo contest.
- The intent of the contest is to have members share their Harley Davidson quarantine experiences with others via photography. Photos will be grouped into categories. The best photos in each category may be published in the monthly newsletter, at Patriot Harley Davidson dealership and on our social media platforms.
- We hope this to be a fun way of communicating how you and your Harley are weathering the quarantine.

## Rules

- Photo must include a Harley Davidson motorcycle somewhere in the photo
- Including HOG members in the photo is encouraged
- Photo should be taken between February 1<sup>st</sup> and current date
- You can submit multiple photos
- Photos cannot display any violation of the Safe Distancing guidelines
- All people in photo must agree to let the photo be published or displayed by FHOG and/or Patriot Harley Davidson
- Every participant receives (1) credit for their photo contribution on the membership rewards program

## Photo Categories

- Action
- Artistic
- Funniest
- HOG pride (examples would be photos that include your HOG vest, flag, pins, etc.,)
- Nature

## How to Submit Entries

- Please email photos as .jpg files only
- Email to [photographer@fairfaxhog.com](mailto:photographer@fairfaxhog.com)
- Limit one (1) photo per email (If you have multiple entries, please send them in individual emails)
- Email must include the submitter's name
- Photos to be considered for June Newsletter are due by May 29<sup>th</sup>





# HOG Activities in Quarantine

What better isolation and social distancing can there be than on a motorcycle? Various HOGs responded to the challenge to take photos of themselves apart and away—here they are.

Right and below: Scott Collin (Lifetime HOG member) provided a couple of evocative still life images from the National's Capital.

Below: Highlighting the red-eyed skull art.



Scott writes: "Attended the online chapter meeting last night. My first. I re-upped membership through the mail a few weeks ago. So not sure if my paperwork and check have been received/entered yet. But I can assure you it has been sent.

"I wanted to submit a couple of photos. I wish I could have been in them, but what a trying time. And yet we find these moments, such as these I came upon on this day.

"I've lived in the area since 1994 and never during that time have I had a chance to park my bike in this location and, without traffic-- foot or cage -- be able to take photos like this. Hope you enjoy."





Above: "We rode two Saturday's ago out to Cooter's. Derrick Gonzales (head of the cow), Ed Murphy (cow's rear-end), Ben Nakhavanit (Center), Anthony Rahner (Doing the selfie). I would say between category; funniest or artistic (Its picturesque)."—Anthony J Rahner (Orange cow? Funny.—Wes)

Below: This was taken on 4/11/20 during one of my COVID-19 social distancing rides in Flint Hill, Va.—Troy Bowling



I rode over to Patriot Harley-Davidson and did some shopping. A guy got a flat on the road the week before on a ride I was on; duly warned, I bought a small saddlebag air compressor. And some mesh gloves for summer riding.—Wes



"Above: I rode all 525 miles down to the Tail of the Dragon thinking I would spend the night, rest up and tackle the beast first thing in the morning ... not realizing that to get to the 'resort' where I was staying, I had to ride the beast. So that was an interesting 11 mile run. Did it again early in the morning with very little traffic (I believe I saw one car and was passed by one sports bike) ... and the 2019 Road Glide Special handled things like a champ." - Scott Collin





Out for a ride with Larry Zabel.—  
Jack Causa

Excerpt from a 3/18/20 Open Letter from American Motorcyclist Association President Rob Dingman on the COVID-19 situation: “I’m sure you’ve seen the meme on social media by now. Under the ominous warning ‘Be Advised’ it repeats much of the safety guidance we’re getting these days, appended with some smart, specific advice:

*Avoid crowded spaces: Ride motorcycles. Do not use public transportation: Ride motorcycles. Well-ventilated spaces are virus free: Ride motorcycles. Wear gloves: Ride motorcycles. Keep at least six feet from other people: Ride motorcycles. Keep a positive attitude: Ride motorcycles!”*

# WE DON'T DO FEAR

OVER THE LAST 117 YEARS IN THE SADDLE, WE'VE SEEN WARS, CONFLICTS, DEPRESSION, RECESSION, RESISTANCE, AND REVOLUTIONS. BUT EVERY TIME, THIS COUNTRY HAS COME OUT STRONGER THAN BEFORE. BECAUSE CHROME AND ASPHALT PUT DISTANCE BETWEEN YOU AND WHATEVER THE WORLD CAN THROW AT YOU. FREEDOM AND WIND OUTLAST HARD TIMES. AND THE RUMBLE OF AN ENGINE DROWNS OUT ALL THE BLAH, BLAH, BLAH ON THE EVENING NEWS. IF 117 YEARS HAVE PROVED ONE THING, IT'S THAT FEAR SUCKS AND IT DOESN'T LAST LONG. TOUGH TIMES DON'T LAST, TOUGH PEOPLE DO.



TAMPA . BRANDON . NEW PORT RICHEY . PANAMA CITY BEACH



**May Event!**



# FAIRFAX HOG RIDERS SEMINAR

## Online!

**REGISTER BY  
CLICKING HERE!**

**MAY 2, 2020  
9:00am – 10:00am**

**For Additional Information Contact:**

Joe Livingood

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

703-283-4851

Seminar Participants must register at:

<https://attendee.gotowebinar.com/register/3798802084979125772>

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.

**PATRIOT  
HARLEY-DAVIDSON®**

# 2 HOUR FAST LANE



**FAST LANE**

**SERVICE ITEMS**

- Oil & Filter Change
- Tire Install
- Accessory Install 2 Hour Limit
- Front & Rear Brake Pads
- Brake Flushes
- 14 Point Inspections



# Hey Holli...

## Hey, Holli! Tell us a little about yourself!

Howdy! My name is Holli Hurst. I was born and raised in the Seattle area where I grew up riding on



the back of my mom's motorcycle. After I graduated and began working downtown my mom would occasionally save me from having to ride the metro home and pick me up on her motorcycle. There were many days I would be on the back of her bike in a skirt, high heels and without a helmet. She taught me the thrill of the ride.

Later I settled with my husband in Oklahoma. Because we had twin boys, my husband and I put off riding for a long time. We would take short rides on my mom's Harley if we were home for a visit, but we decided it was not our time to ride. As the boys got older, they got a dirt bike and created a race track in our front field. Once in a very rare moment they would let me have a turn riding it around the track. I was only allowed once or twice around before they wanted it back. It was then that we decided if my dad ever decided to sell his Harley, we wanted it.

In 2014 we moved from Oklahoma to the D.C. area. Two weeks after arriving I received some test results from my doctor back in Oklahoma that indicated I had breast cancer. Over the next year I fought like hell, lost all my hair, was injected with chemo and radioactive isotopes and was burnt to raw hamburger with radiation. I had no energy to do anything extra.

Finally and thankfully, I received a clean bill of health. We decided it was time to really start living again. My husband and I reached out to my dad who was actually ready to sell his Harley.

My husband flew to Seattle, picked up the Harley Road King, and rode it across county in five days, Washington State to Washington, D.C. He had a fabulous trip. He rolled into town on a Friday, we practiced riding together on a Saturday, and rode in our very first Ride of the Patriots and Rolling Thunder on Sunday. We were hooked. I was completely happy being a passenger, but the more we rode, the more I kept thinking I needed to know how to ride... just in case.

So in July 2018, I took, and passed, Patriot Harley-Davidson Riding Academy class #325. I didn't have the normal fears one would expect, but, honestly, I knew I could do this once I got some time in on the bike.

I have dropped my bike more than once. My husband dropped the bike with me on it; we were riding together and swerved to avoid a deer on a curve and ended up in a ditch. It wasn't a matter of if I (we) would ever have an issue on a motorcycle. It is a matter of when. We wear boots, long pants, and long sleeves (usually) just for these reasons. With a "plan for the worst, hope for the best" outlook, we ride a lot. My goal is to get as comfortable, skilled, and experienced on the bike, on my own, to be prepared for anything that happens. Proactive vs. reactive is always the key.

Once I was officially licensed I began riding the 2003 100<sup>th</sup> Anniversary Edition Road King we had bought from my dad.





I rode it just fine, but it was not a “relaxing” ride.

Eventually I participated in a demo day ride through Patriot Harley-Davidson and rode a Softail Heritage. I knew immediately that was the bike I needed. I was able to relax and actually enjoy the ride vs. white knuckling the ride. It took a while, but in December 2019 I found *my* bike, a 2018 Harley-Davidson Softail Heritage. I love it. Everything fits perfectly: handlebars, clutch, pegs, all of it. The only thing we changed was to add a heel/toe kick. That made a world of difference once I got used to it. Now it is a completely different ride for me. I still love riding on the back as a passenger, but having the right motorcycle makes being the driver much more amazing.

People who knew me a while were not shocked when I actually got my own license. People I don't know so well are shocked when they see me in my vest or actually on the bike. I don't think much about how people react to me in any situation, but one time I did: I was walking into a restaurant for lunch with another female rider. We were both wearing leather as it was cold, and as we walked to the restaurant door, a couple younger than us literally looked down their noses at us as if we were riffraff. I was amazed at such an obvious objection to us entering the restaurant. They were seated away from us, but on the way to the restroom before we left, I ended up walking past them again. Again, they looked down their nose and made a somewhat disgusted look directed at me. I am probably one of the most approachable people anyone will ever meet, so this really surprised me. On my way back to the table, as I passed their booth again, it was all I could do not to plop down in their booth and just start chatting with them. I am pretty sure it would have had them with their jaws hanging, but decided it was their issue, *not mine*.



I recommend trying different styles of motorcycles if you have the opportunity. Though I started on my Dad's 2003 100<sup>th</sup> Anniversary Road King, and even though I could ride it, it was not enjoyable. I did not realize how much of a difference that extra weight was affecting my ride. The Softail Heritage was so much lighter and made the world of difference in riding and enjoying the ride.

As for the question of should I or shouldn't I? Absolutely do it and don't look back! Sign up and take the course on their bikes, work

with the instructors on areas you might struggle with, even take the class more than once if needed, but do it. You may never ride as a passenger again, or you may be completely happy being the passenger at all times. Either way, it is such an accomplishment to have passed the class. Now the choice is mine. I love being the passenger, *but* the option to ride your own is a thrill all in itself.

Besides, who *wouldn't* want to be the girl with the great bike?





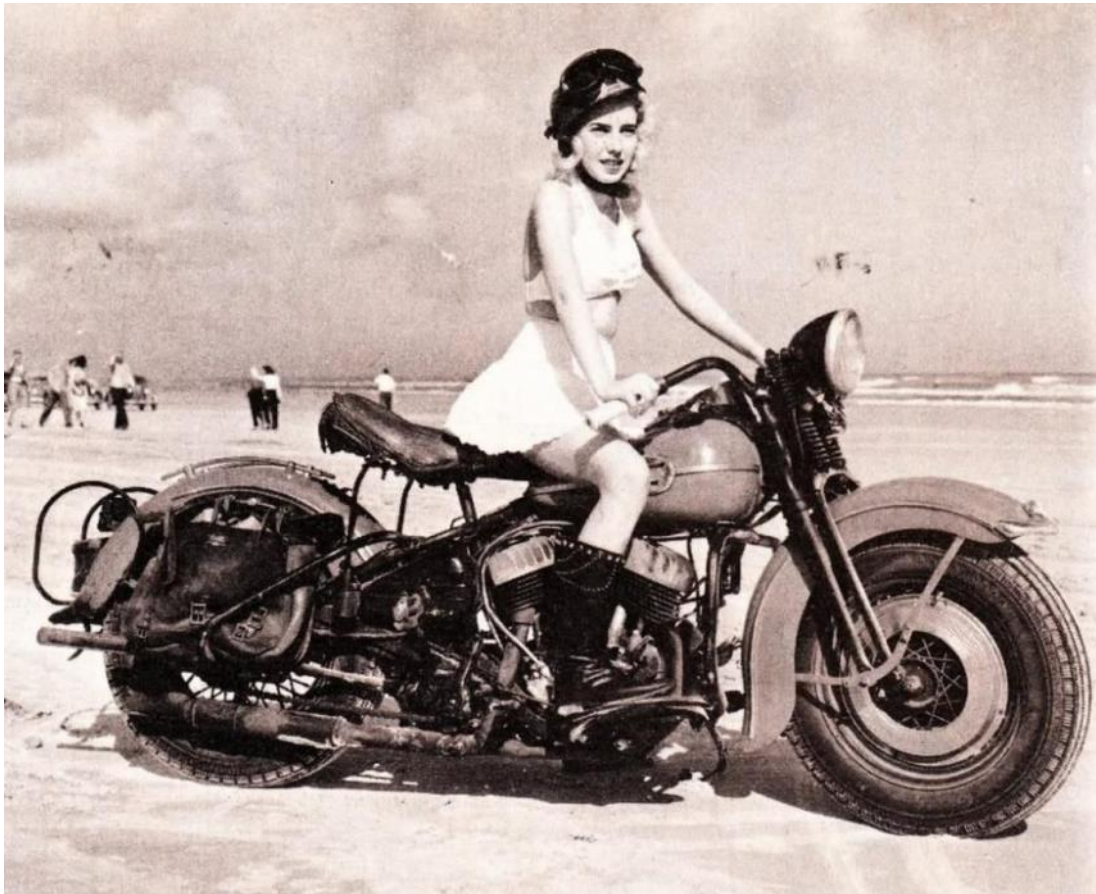
# Photographic Survey of Cool Lady Bikers



**Top left:** An exhibition of some kind. The background is blurred so that suggests that the bike is indeed moving.

**Top right:** Whoa! No helmets. Biking back in the day was *risky*!

**Below:** The coolest girl in town.



From "How to Attract that Guy you want? Buy a Motorcycle!"

"A lot of girls are intimidated by guys because they think they're too cool to give them a second of their time. Owning a motorcycle stops that from happening. The moment you own one you are the coolest girl in town. You take control when and where, and if a guy thinks too much of him self you can just take off. You take full control of the situation."



# Photographic Survey of Cool Lady Bikers



**Top left:** Golf clubs *and* a motorcycle!

**Top right:** Navigating a tire obstacle course

**Middle left:** See ya next week! (Is that a lower fairing?)

**Below left:** Yikes! I won't even do this hand's off stuff on a modern bike on the freeway!

**Below right:** Rarin' to go...





# Photographic Survey of Cool Lady Bikers



**Top:** Dot Smith, ace lady motorcyclist from the 1930s. She was 5'2" tall and weighed only 115 pounds. Dot entered many endurance runs, and won her first race in 1930. At the Flint, MI 100 mile endurance race, she not only won but received a perfect score. So tell me again how ladies of smaller stature can't handle big, heavy bikes... ([Read more about her here.](#))



**Left:** A different era - a different motorcycle. Choice lady biker on a chopper on San Fernando Boulevard in Burbank, CA - my hometown - in late 60s/70s. My mom used to take me to Rico's Pizza on Mondays - but I never saw her outside! - Wes





# HOGs ON FILM

## 2019

Okay, it's not film at all. I mean video, and YouTube videos at that. Sometimes when I do rides I like to bring a GoPro along and make a video. What follows are my videos of HOGs rides I have taken as of this date. More to come as soon as we're out again. - Wes

**My first HOGs ride:** [New Member Ride, 15 June 2019](#) - It was about a 2 1/2 hour ride from Fairfax to Linden, VA by way of Manassas, Route 50 and the Snickersville Turnpike. I've lived in Virginia for 32 years and I never knew about this very scenic road... So my F-HOG dues paid off!

[HOGs Ride to Gettysburg, 19 July 2019](#) - Six F-HOG members took a ride to Gettysburg, PA on a hot Friday morning and afternoon. I did 237 miles total. I've done Civil War reenacting activities at Gettysburg since the 1980s (namely, Gettysburg Remembrance Days in November) but have never been on the battlefield on a Harley. It was fun! Hot, but fun.

[HOGs at the Pohick Library, 17 August 2019](#) - A show and tell/photo op thing for kids and parents, mostly. I enjoy these. I've been a Pohick library patron for the last 33 years, so it was nice to add memories here.

[HOGs Ride to New Market, 7 September 2019](#) - Called the "Asphalt Rollercoaster." At one point we gathered at a gas station and there was a rather somber instruction to ride your own ride and be mindful of safety going into some challenging twisties, etc. At that point Kevin Hardy decided to walk into my viewline wearing a helmet with "*Don't*

*F---in Die*" emblazoned in script on his helmet which caused me to crack up laughing. I blamed him for my lack of solemnity.

[Dee's Ride, 11 November 2019](#) - I couldn't think of a more appropriate place to be on Veteran's Day.

[HOGs Christmas Lights Ride, 15 December 2019](#) - I had a great time but my wife less so. She gets cold easily and being out on a Harley in 39-40 degree temps was just not her thing. Sorry for the smeary GoPro. I should have cleaned it off better! It also doesn't seem to be well set up for night photography, so no more of that. Live and learn.

**If you enjoy wind noise, shaky visuals, senile pronouncements and Civil War sites there's a lot more [here](#).**



**If you are going to binge-watch TV during quarantine, at least do quality binge watching.**

**Are you aware that there's such a thing now as *Harley-Davidson TV*? [Click here!](#)**

**There are four "channels": Main, Racing, Factory and Garage.**



# ONLINE APRIL CHAPTER MEETING

Due to Covid-19 restrictions against meeting in large numbers in person, the F-HOG leadership put together an innovative, first-ever online virtual chapter meeting on April 15th. Special times call for special solutions to problems!

Selected officers gave presentations to viewers via the Internet. Joe Livingood kept things rolling—the man is a natural emcee. For a first time thing, I thought it went very well indeed.

Interwoven through the presentation were poll questions:

(1) *What is your pandemic toilet paper of choice?* Charmin topped the poll; as Mr. Whipple (remember him?) could assure you, it's squeezably soft! A question came in from the audience: "But where do you find it?" I can tell you from a recent Friday ride that an enterprising grocery store on Route 55 on the way to Front Royal was selling TP at \$2 a roll. I passed on the deal and found some instead at the

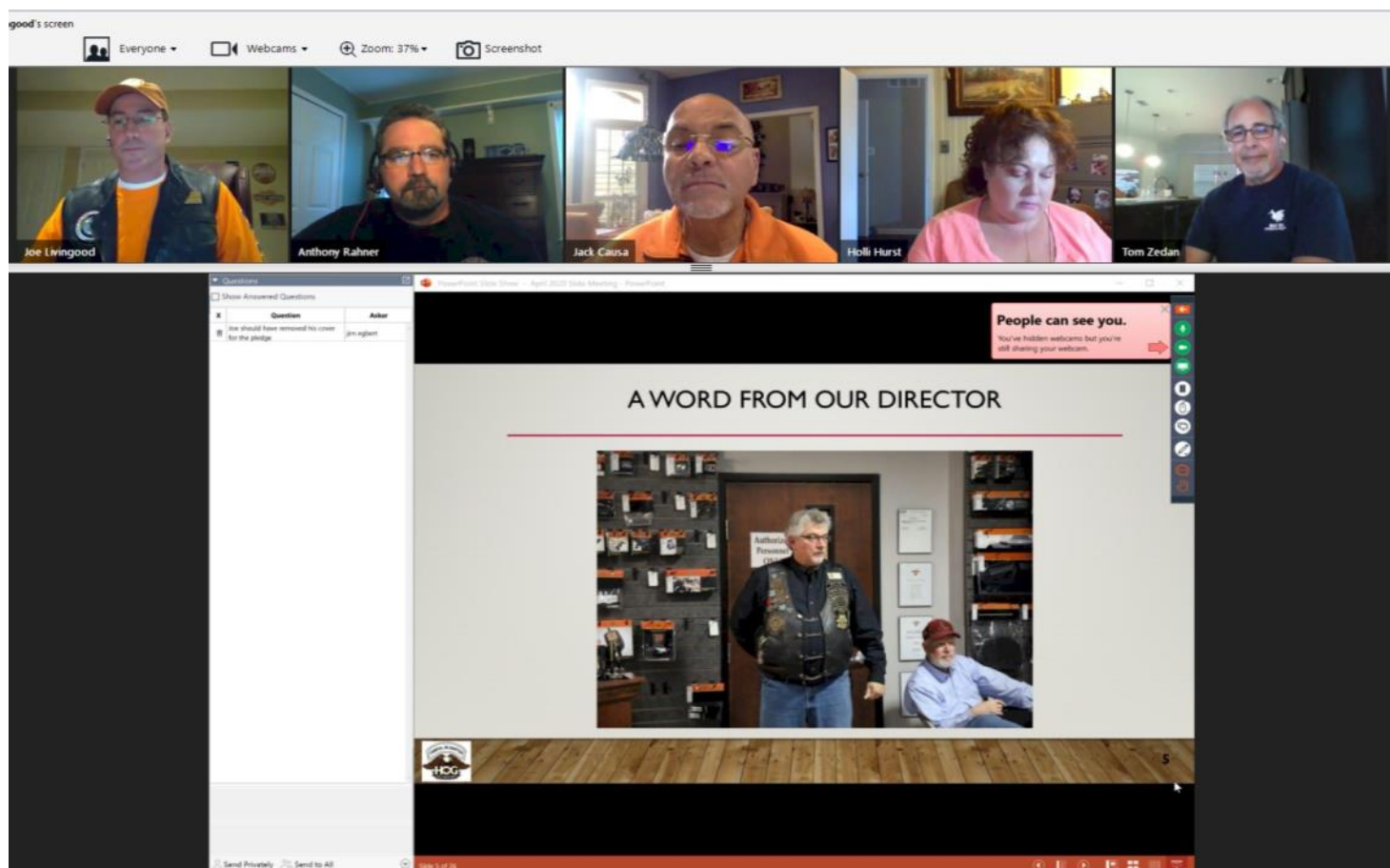
local Trader Joe's—but you have to credit the fellow's entrepreneurial spirit! (Or greed.)

(2) *How many rides have you been on since the March chapter meeting?* The top answer was "1 to 5" at 38%, followed (sadly) by "none" at 28%. (Yours truly has been out nearly every day.)

(3) *What have you been binge-watching since the stay at home order began?* The top response was *Tiger King* at 48%. Whew. That show is some kind of bizarre, I'll tell ya. From the media: "If renewed, *Tiger King* Season 2 will be released on Netflix in April 2021. In the wake of the deadly coronavirus pandemic, all type of filming has been halted worldwide. Therefore, in spite of a possible renewal by Netflix, we may be looking at least this year's end, 'till production for the *Tiger King* can resume." Be still, my heart.

**Oh, yes, one more vital bit of information that was disseminated in the meeting: Freddie's in Fairfax is only drive-through right now, but if you show your F-HOGs ID card you get a 10% discount.**

I can taste that turtle sundae now. —Wes





# KNOW YOUR STAFFER!

An occasional feature spotlighting our friends at the dealership...

**Name:** Gloria Ward

**Title:** Team lead, Motorclothes

**How long have you been riding?** I don't! At least, not yet holding the handlebars. I took the MSF class last November. I do ride on the back, however! (And I am currently in the market for somebody to ride with...)

**Why do you ride?** I've always wanted to. It's in my spirit.

**Bike you currently ride:** I have my eye on that black Sportster 48 on the dealership floor. So please nobody buy that one. It's mine!

**Bikes you have owned:** One of these days... *one of these days...*

**Quote:** "The Enemy of my Enemy is my Friend." (But come on. She has no enemies. She's way too nice.)

**Below:** Spoken for...





# KNOW YOUR STAFFER!

An occasional feature spotlighting our friends at the dealership...

**Name:** Kaitlin Sue Guiles

**Nicknames:** "Hurricane Kate," "Trainwreck," "Troublemaker."

**Title:** Finance and Internet Specialist (4 years)

**How long have you been riding?** 10 years

**Why do you ride?** I am originally born and raised in the Midwest, a small town called Sandwich, Illinois. I was the youngest of four children raised by a single mother and our neighbors often watched us kids. They were avid riders, and would take us out all the time. I had an Uncle from California that rode out every once in a while on his Springer, and the seed was planted. In high school I rode four wheelers, and I was addicted to the sense of freedom that came from having your hair in the wind. When college came around I became a passenger on sports bikes which led me into the desire to ride them myself. My addiction became an obsession. I got my motorcycle license in Alaska and rode all over the beautiful state on my first bike, a 2013 Honda CBR.

**Bike you currently ride:** 2004 Road King

**Bikes you have owned:** Kawasaki Ninja, 2013 Honda CBR, 2009 Nightster, 2014 Street Glide

**Best ride:** My best memories as a rider are from my days cruising in the Land of the Midnight Sun. My husband and I met at a Harley-Davidson Dealership and riding is the mutual love we share together, whether I am on the back or riding side by side. I ride because it allows me to tune out the rest of the world.

**Quote:** "See ya'll out on the road!"







Kaitlin also has an interest in photography.



**Far left:** Kaitlin's uncle from California, the reason she rides!



# VINTAGE RIDES: The Ironhead Sportster Project



I was in my local custom Harley motorcycle shop in Springfield the other day, and noticed what looked like an exploded engine on a table. What's that? As I examined the component parts to the engine I became curious. I can tell a knucklehead, a panhead, a shovelhead, an Evo, a Twin Cam or a Milwaukee 8 just by looking. But what's this? Turns out it wasn't a big v-twin at all; it was an ironhead from a 1974 Sportster, all torn apart. (Shop table shown at left.)

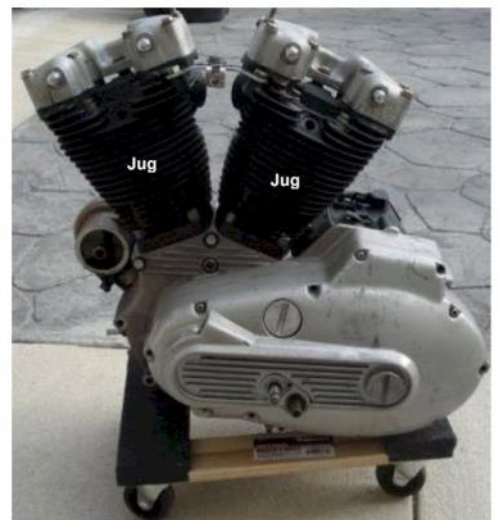
The first Sportys rolled out of the Harley-Davidson factory in 1957. They were powered by this iconic ironhead motor, which had a long production life – used until 1985! (I

lifted the heads on this thing and they were indeed hefty.) The earliest ironheads were a 55 cubic inch engine with a 7.5:1 compression ratio, a 90 degree valve angle and four cams. In 1972 the ironhead was made more capable when the displacement was increased to 61 cubic inches and the compression ratio was upped to 9:1. These engines drove a Sporty to a respectable 110 mph.

The Sportster is still in production 63 years after its introduction; the current hot engine is the 1200, which is powered by the 73.4 cubic inch Evolution engine that has a compression ratio of 10:1. My daughter owns one of these!

Back to the engine on the table: the ironhead engine (the frame and rest of it were elsewhere) were recovered from under a man's house. Sometime in the distant past the owner had

## 1985 Harley Ironhead Sportster Motor for Sale



1985 Harley Ironhead Sportster Motor Engine w good looking jugs and heads

decided to tear apart the Sporty to do some kind of custom work, and accidentally dropped a circlip into the combustion chamber. Feeling disgusted and thwarted, he stashed the torn apart bike in a basement.

Decades later he sold it to a mechanic in the shop, who decided to put it all back together. Will it be worth the effort? Sure it will! I want to see it when he's done. Maybe... even ride it. (1974 is my year; Burbank High School!) - Wes



**Left:** A nicely restored 1972 XLH Sporty



# GYPSY TOUR

While enjoyably roaming around on the Internet looking for suitable newsletter material I came across an unfamiliar term: “**Gypsy Tour.**” Well, it’s unfamiliar to *me*, anyway. It was heavily in use in the early days of motorcycling, and appears in old Harley-Davidson ads. But what’s a gypsy tour? This text from weirsbeach.com explains it:

“In 1917, the Federation of American Motorcyclists (FAM) sanctioned its first official Gypsy Tours. A Gypsy Tour was an overnight event, with organized road rides and other activities of interest to motorcycle enthusiasts, where groups of riders would converge on a favorite destination. The term Gypsy was used because the riders would travel long distances, and often sleep in tents around a campfire along the way, much like the Hollywood stereotype.

Gypsy Tours were held in various parts of the country, and typically occurred on the same weekend every year. The ‘National’ Gypsy Tour referred to the whole series of these events.

“The purpose of the Gypsy Tours was to provide a

good time for the riders, and favorable publicity for their sport. An article in the June, 1922 of the Harley-Davidson *Enthusiast* detailed these goals as follows:

“First—To promote good fellowship among the riders of all makes of motorcycles and to give them a pleasure tour worth talking about until the time for

30

MOTORCYCLE AND BICYCLE ILLUSTRATED

July 12, 1917

## THERE'S NO END TO THE FLOOD OF GYPSY TOUR PICTURES



the next annual tour rolls around.

“Second—To give the general public a convincing demonstration of the practical transportation and pleasure possibilities of the motorcycle. The more tours there are and the more riders there are in each tour, the more effective the demonstration will be.”



**STILL** they come—from North, East, South and West—pictures of the enthusiasts who helped to make the two National Gypsy Tour days successful in the truest sense of the word. The views above show the lineup of riders from Boston and vicinity, the upper photo being devoted chiefly to solo machines with a few of the sidecar outfits thrown in for variety. The other view shows more sidecars and a number of Cygnet rear cars. Standing directly behind the Walker service van in this picture is Jes Campbell, the well-known Harley-Davidson booster.

“...fully 500 men and girls, in as outlandish a set of costumes as I ever hope to see, were striding ... My sense of modesty which I had always prided myself was broad, certainly was strained at some of the costumes which girl riders had seen fit to don. Of course, the way was long, and dainty clothing even for sidecar riders was impossible, but as in every other sport, some of the women had seen fit to go to the extreme of manliness. Scores of women who came in sidecars were fittingly arrayed in khaki suits or dark clothing, as nearly dustproof as possible, and many of the girls who rode astride behind the driver had found divided skirts were comfortable.

“Fully 50 of the girl riders, however, had put on trousers for the occasion. Not the neat riding costume with petties and long coats, which horseback riders make use of, but out and out army trousers and special leggings, with a sweater for a blouse, and topped by a rakish cap. No doubt these togs were comfortable on the road, but two nights and portions of three days were spent at the “The Weirs,” and such clothing had to be worn without change throughout this time. Imagine girls in trousers and petties upon the dance floor! Yet dancing was the principal diversion of the evening hours.” I think we’ve replaced that nowadays with drinking.

Sounds fun! The previous image and image at left is from the July 12, 1917 issue of the *Motorcycle and Bicycle Illustrated* magazine.

I’m guessing that in its earliest days, Gypsy Tours were informal things with the emphasis on fun. As is always the case, however, rules and regulations soon followed. The more things change, the more they stay the same - the rules sound very much like the things we encourage with our modern HOGs rides: tour masters are necessary (we call them Road Captains now), pathfinders need to ride the road a week in advance to make sure there are no problems with the route, that sort of thing. It’s interesting to note that in 1919 a good “day’s run” on a gypsy tour was about 100 miles. With modern roads and modern bikes we can do that now in less than two hours!

Some quaint text from a 1919 article by a lady motorcyclist (“Ione”) is worth reprinting:



**Motorcycle-Bicycle Illustrated**  
Volume 15 New York, March 13, 1918 Number 11

A shady spot for a roadside rest while waiting for the rest of the Gypsy Tourists to come up

## Gypsy Tour Rules and Regulations

Suggestions Offered for the Successful Organization of 1919 Gypsy Tours—Two Objects in View.  
First, a Good Time for the Riders, Second Favorable Publicity for the Motorcycle.

**T**HE following suggestions and rules for the organization of the 1919 Motorcycle Gypsy Tours will be printed in booklet form and furnished to tour masters for their guidance:

**Object**  
There are two predominating ideas back of the annual motorcycle Gypsy tours:  
First—To provide a good time for the riders, and their wives, sisters and sweethearts.  
Second—To create a more favorable public opinion of the motorcycle and motorcycle riders.

**Simple Rules**  
To that end the rules and regulations for the 1919 Gypsy tours have been made as simple as possible. It is the desire of the Motorcycle and Allied Trades Association, which is cooperating with clubs and dealers to make the tours a success, that there be as little red tape and as much home rule in the organization of the tours as possible. If the following general rules and suggestions are observed there should be no difficulty in arranging successful tours.

**Tour Master**  
Select a tour master and at least two aides; more if the size of the tour requires it. Some tours have been successfully managed by dividing the riders into companies of 10 riders each, with a captain in charge.

**Number the Riders**  
Give each rider a number which he must wear in plain sight while riding. Require the riders to form in the order of their numbers and keep their positions in the tour, so far as possible. Let no one pass the tour master, who sets the pace, unless the tour master gives his consent. In issuing numbers it is well to give the high numbers to the sidecars and form them behind the solo riders.

**Pick Good Roads**  
Select your route as far in advance as possible, making it a point to pick the best roads possible. Do not make it over 100 miles to a day's run, and 75 would be better if a good night control where fishing, boating and other sports may be enjoyed, can be found.

**Pathfinders and Checking**  
A good plan is to have pathfinders go over the route about a week in advance, making hotel and restaurant arrangements, and marking the turns, if there are not good signboards. It is also a good plan to have the route printed on the back of the checking cards so that each rider may have it with him. Also require riders to have their cards checked by the tour master or one of his aides at morning.

An extensive and well-illustrated website about gypsy tours in Laconia, New Hampshire is located [here](#). Check it out! - Wes



# A reminder from Kurt and Holli Hurst!

## *Application Process*

### Chapter Website

Download On-Line, Print, Sign and Mail Application  
<https://www.fairfaxhog.com/?page=membership>

### Electronic Membership

Send email to [membership@fairfaxhog.com](mailto:membership@fairfaxhog.com)  
and renew membership in minutes 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

## FAIRFAX CHAPTER MEMBERSHIP

## *Membership Renewal*



Contact Fairfax Membership  
[membership@fairfaxhog.com](mailto:membership@fairfaxhog.com)



## FAIRFAX CHAPTER MEMBERSHIP

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

## *Electronic Membership Renewal*

**STEP 1:** Ensure National H.O.G. Membership is valid

**STEP 2:** Send email to [membership@fairfaxhog.com](mailto:membership@fairfaxhog.com) authorizing a \$25.00 charge for each renewal application. Within email, please provide the following:

- Membership number (i.e. US0123456)
- Best phone number to contact you for credit card information
- DO NOT send banking information in email

**STEP 3:** Membership contacts member based on email response to finalize payment transaction; copy of electronic receipt maintained on file with original email requesting 2020 Membership Application renewal.

**STEP 4:** Member will sign waiver at the first Chapter event attended.





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

## ***NEW MEMBER INITIAL LOGIN***

### ***First Time Logging In:***

#### ***Access Chapter Website***

- <https://www.fairfaxhog.com>

#### ***H.O.G. Number***

- Uppercase H.O.G. Number

#### ***Password***

- Lowercase H.O.G. Number

National H.O.G.  
Number Example



H.O.G. Number:

Password:

**[ Forgot Password ]**

*After clicking "Login", you will then be prompted to change password to desired characters*

**Fairfax Chapter Membership:** [membership@fairfaxhog.com](mailto:membership@fairfaxhog.com)



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

## ***New Member***

#### ***Access Chapter Website***

- <https://www.fairfaxhog.com>

#### ***Login***

#### ***Select Dropdown***

- Member's Corner

#### ***Update Member Profile***

#### ***Select New Member Corner***

#### ***Sign Up to Receive Text Alerts***

#### ***Access Newsletter & Chapter Handbook***

**[Log Off]**

**Members' Corner**

- For Officers Only
- For Boss Hogs Only
- For Road Captains Only
- For Members Who Attended a Past Group Riding Seminar
- Stars & Pipes Newsletter**
- Route Sheets
- Update Member Profile**
- Change Member Password
- Chapter Application Form
- Volunteer Opportunities
- New Member Corner**
- Picture Gallery
- Games and Contests
- Request for Reimbursement Form
- View or Print the H.O.G. Chapter Handbook**
- Receive Text Alerts from the Chapter Sent Directly to your Cell Phone...  
**Click Here to Sign Up**

**Fairfax Chapter Membership:** [membership@fairfaxhog.com](mailto:membership@fairfaxhog.com)





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

## NEW MEMBER CORNER

### New Member

#### Access Chapter Website

- <https://www.fairfaxhog.com>

#### Login

#### Select Dropdown

- Member's Corner

#### Select New Member Corner

- Review common questions and glossary of terms used

- What is a H.O.G. Chapter?
- How do I maintain my membership?
- What happens to my dues?
- What does the Chapter do?
- Who's running this outfit anyway?
- How can I get involved?
- What's the deal with the Chapter meetings?
- Can my friends join me?
- What's the deal with the dealer?
- What the heck are they talking about?

**Fairfax Chapter Membership:** [membership@fairfaxhog.com](mailto:membership@fairfaxhog.com)



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

### Membership Renewal

#### Access Chapter Website

- <https://www.fairfaxhog.com>

#### Login

#### Select Dropdown

- Member's Corner

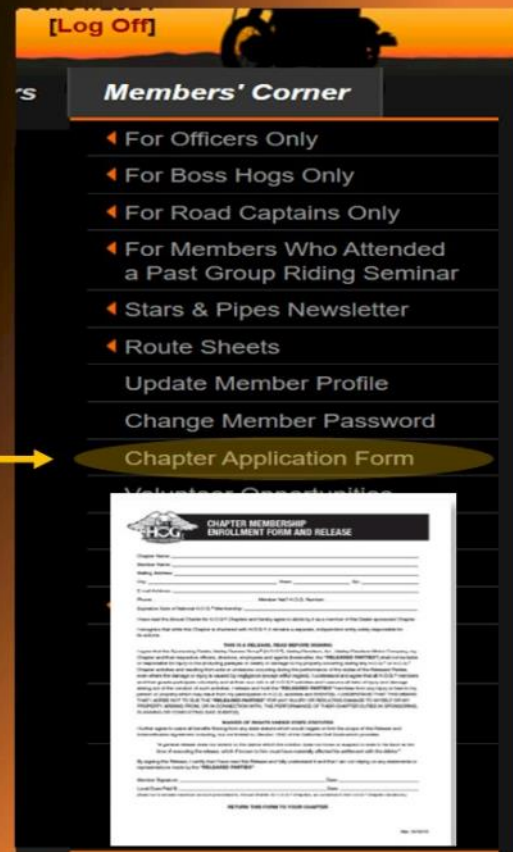
#### Select Chapter Application Form

#### Follow Step-by-Step Instructions

1. Ensure National HOG Membership is Current
2. Download Chapter Application
3. Fill Out Form, Print, and Sign
4. Mail Application and payment (\$25.00 Check or Cash)



**Credit Cards Accepted**  
Electronically or at Monthly Meetings



**All Chapter Memberships Expire**  
Annually on March 31



# THE EARLIEST HARLEY ADS

By Wes

This is the first installment in a monthly series, each looking at a different decade.

Left: 1913. I love the totally goofy expression on this guy's face. There's little or no ad copy on a lot of those early ads, just art.

Bottom left: Fast? No, not at all. Agile? Not really. Comfortable? Well—it's not uncomfortable! "The Silent Grey Fellow" - *that* will change...

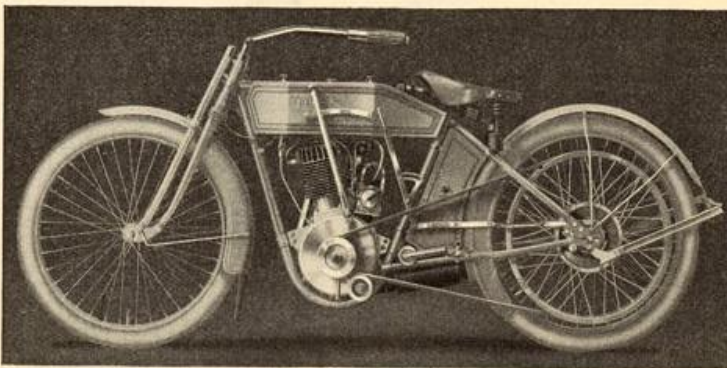
Bottom right: 1909. Clark Kent, mild-mannered reporter for a major metropolitan newspaper, points out that "...a man who owns a Harley Davidson motorcycle has nothing to do but ride. Far better than a bicycle." Who here among us can't agree?



HARLEY-DAVIDSON

## THE NEW Harley-Davidson

"THE SILENT GREY FELLOW"



The Motorcycle That  
Is Not Uncomfortable

**A MOTORCYCLE MASTERPIECE**

The man who owns a Harley Davidson Motor Cycle has nothing to do but to ride. Far better than a bicycle. Far more economical than an automobile.

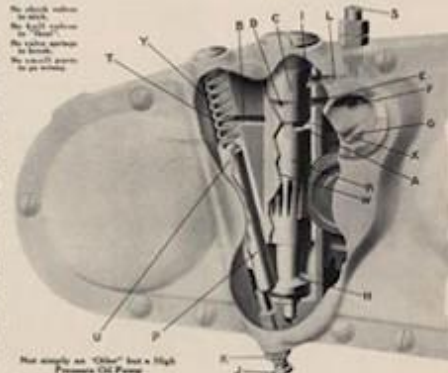
**HARLEY DAVIDSON MOTOR CYCLES**

In contests of speed and endurance this perfected motor cycle can always be depended upon to demonstrate its superiority. There's convincing proof in a demonstration. Suppose we arrange such a demonstration to suit your convenience. It will not oblige you to buy.

Also Washington Representatives for the Famous M. M. Motor Cycles



The 1915 Harley-Davidson is the First Motorcycle to Carry a Guarantee of a Given Horsepower Rating



Not simply an "Older" but a High  
Pressure Oil Pump

### The Harley-Davidson Automatic Mechanical Oil Pump

Positive acting, gear driven rotary valves insure perfect lubrication in direct proportion to the speed of the motor. With oil in the tank a scarcity of oil in the motor is an impossibility—neither can the pump feed an oversupply. This makes for greater

Many advantages that the economy of oil, as the first test point lubrication eliminates extensive examinations of the engine and all the attendant evils. Storage as it may seem or be thought, too much oil, while not as serious as an under-supply, will eventually wear out any motor, and Harley-Davidson engineers found that the only way to prevent an over-supply was to lubricate the same by an automatic mechanism driven pump with large, positively operated rotary valves working independently of temperature conditions and unaffected by varying circumstances of different oils. When a system becomes exhausted the particles of carbon gradually wear into the cylinder walls, piston face and piston rings, acting as an abrasive, eventually causing wear to their ends.

Some of this carbon works past the piston into the crank case, where the circulation of oil carries this destructive mixture to other moving parts. If the rider neglects to clean out the crank case occasionally, this mixture of fine carbon and oil causes the crank pin, crank shaft, journal and valve action to wear long ahead of their time.

Summed up briefly, proper lubrication means sustained speed and power, prolonged motor life and uniform gas mixture. It means the end of most so-called motor troubles, due to fouled spark plugs, burnt, pitted or warped valves, and other results of an improperly adjusted carburetor. Switching to such a mixture necessary to offset the effects of too much oil.

Laboratory and road tests have demonstrated that the new Hachy-Devison motor are almost carbonless. By doing away with excessive carbon the pernicious wear of pistons, piston rings, cylinder walls and other motor parts is eliminated.

# HARLEY DAVIDSON MOTORCYCLES



## The Motorcycle "Built on Honor"

Nothing is allowed to interfere with **QUALITY** throughout the construction of the **HARLEY DAVIDSON**. The result is a motorcycle that will give you the same satisfaction the first day.

There's nothing to do but ride. All responsibility can safely rest on your motorcycle if it's a HARLEY DAVIDSON.

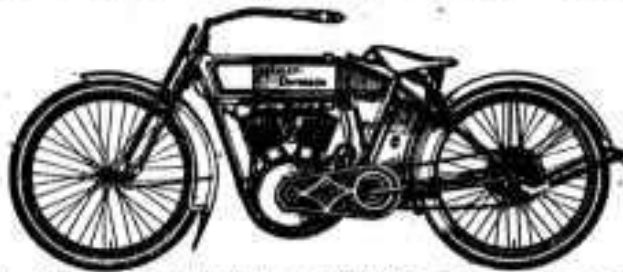
**M.-M. MOTORCYCLES**

The climax of nine years conscientious endeavor to supply the riding public with the best possible motorcycle at the least possible cost. Satisfied users in every section of the United States are positive proof of its popularity.



**BERRYMAN & THROOP, 709 H St. N. W.**

**HARLEY-DAVIDSON**  
THE KING OF THE ROAD  
**100% PERFECT**



In the National Capital Motorcycle Club's Endurance Run from Washington and Philadelphia, held on October 13 and 14.

**TWO 7-8 H. P. TWIN HARLEY-DAVIDSON MOTORCYCLES WON.**

**Distance, 340 Miles.**

**BOTH HARLEY-DAVIDSON MOTORCYCLES**

### FINISHED WITH A PERFECT SCORE

The riders were George Beall and John S. Berryman.

The Harley-Davidson is the Greatest Endurance Motorcycle on the Market.

1913 Model Ready for Delivery Shortly.

Demonstrations Cheerfully Given at Any Time.

**Berryman & Williams, Sole Agents**  
912 9th Street N. W. Main 4186



FROM 1909

# AT LAST

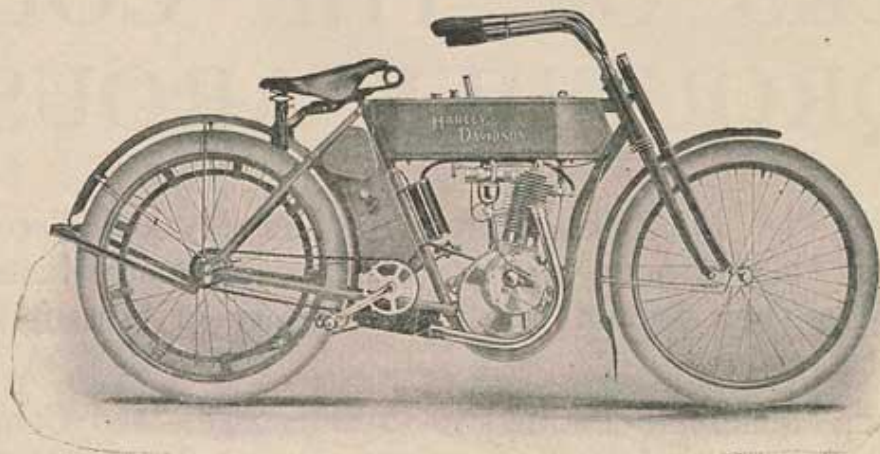
## WE ARE ABLE TO MAKE PROMPT DELIVERIES OF

# THE FAMOUS

# HARLEY-DAVIDSON

### HOLDER OF WORLD'S ECONOMY RECORD

Fifty Miles on  
One Quart and  
One Ounce of  
Gasoline.



WINNER OF  
A GREATER PER-  
CENTAGE OF  
STOCK MACHINE  
CONTESTS  
ENTERED, THAN  
ANY OTHER  
MOTORCYCLE ON  
EARTH.

4 ACTUAL HORSE-POWER.

PRICE COMPLETE, \$210.

## THE GREATEST ROADSTER EVER BUILT

Just think of it, we have been building Motorcycles for over eight years, and never, during all that time, have we been able to catch up on our orders and deliver from stock. We now have

### THE LARGEST FACTORY IN THE WORLD

used in the manufacture of Motorcycles exclusively, and have at last caught up with our orders so that we can now make prompt shipments.

The HARLEY-DAVIDSON has proved itself in actual service to be the most satisfactory Motorcycle ever built. NO HARLEY-DAVIDSON HAS EVER WORN OUT, and this one fact alone should be enough to convince any buyer that our product is BUILT RIGHT.

### Here are a Few Things Regular Stock Single Cylinder 1910 Harley-Davidsons Have Done This Season:

Endurance Contest, N. Y. City, April 3d, HARLEY-DAVIDSON made perfect score.

Linden Motorcycle Club, Endurance Contest, April 17th, HARLEY-DAVIDSON made perfect score.

Oklahoma City race meet, April 22d, HARLEY-DAVIDSONS won 1st, 2d and 3d in every event.

Minneapolis Hill Climb, May 22d, won by HARLEY-DAVIDSON.

Los Angeles, two-day Endurance Contest, May 29th-30th, two HARLEY-DAVIDSONS made perfect scores.

Denver-Greeley Road Race, May 30th, HARLEY-DAVIDSON won 1st and 2d, defeating all other single and twin cylinder machines, making better time than the fastest double cylinder machine by nearly 10 minutes.

July 2d, Mr. Wm. Hetherington rode from Brooklyn, N. Y., to Montauk Point Light House on a single cylinder HARLEY-DAVIDSON, a trip that has never been made by a single cylinder machine before.

South Bend Endurance Contest, May 15th, HARLEY-DAVIDSON won 5 perfect scores.

Pierceton, Ind., July 4th, motorcycle race won by a HARLEY-DAVIDSON.

Akron, Ohio, July 3d and 4th, 304-mile Endurance Contest. HARLEY-DAVIDSON was the only single to make a perfect score, and the only single that could climb the test hill.

Osseo, Minn., July 4th, HARLEY-DAVIDSON wins first and second in every race.

Oklahoma City Endurance Contest, July 4th and 5th. Out of 19 entries 3 HARLEY-DAVIDSONS were the only machines to finish, defeating singles and twins alike.

Races at Chicago, Ill., July 4th, HARLEY-DAVIDSON won 4 firsts, 3 seconds and 4 thirds.

Elwood, Ind., July 4th, HARLEY-DAVIDSON won 1st, 2d and 3d in every race.

Race at South Bend, Ind., July 4th, won by HARLEY-DAVIDSON.

Binghamton, N. Y., July 4th, 2 HARLEY-DAVIDSONS won the only perfect scores for single cylinder class from a field of 12 entries.

July 4th, LaSalle, Ill., motorcycle race won by HARLEY-DAVIDSON.

Temple, Texas, July 4th, motorcycle race won by HARLEY-DAVIDSON.

South Bend, Ind., July 9th, motorcycle race at Elks' carnival won by HARLEY-DAVIDSON.

Detroit, July 4th, road race won by HARLEY-DAVIDSON.

WHY NOT GET A MOTORCYCLE THAT YOU KNOW IS ABSOLUTELY RIGHT? SEND FOR NEW CATALOG "T".

## HARLEY-DAVIDSON MOTOR CO., 3880 CHESTNUT STREET MILWAUKEE, WIS.



# HARLEY- DAVIDSON



"A soldier bluff with a little bit of fluff  
on a winter afternoon"

The Book of "The Silent Grey" post free from  
**HARLEY-DAVIDSON MOTOR CO., LTD**  
21 Harleyson House, Newman St., London, W

British, World War I. "A soldier bluff with a little bit of fluff on a winter afternoon" - you have to love it. Next month: the Twenties, and the month after that the Thirties, etc.



# **MAY BIRTHDAYS!**

**Larry Larson**

**John D. Hall**

**Alex Lewis**

**Wayne A. Arrington**

**Daniel Palmisano**

**Russ Webster**

**Gary Pitassi**

**Richard Louie**

**Edward Murphy**

**Steve Sutley**

**Thomas Heinz**

**Larry Blakely**

**Bob Lemieux**

**Rich Stieglitz**

**Lisa A. Proctor**

**Lonny Moyer**

**Michele Marin**

**Ollie Pluntke**

**Jim Egbert**

**Don Ault**

**Jerry Harrison Jr.**

**Derrick Gonzales**

**Todd Blevins**

**Michele Sonstegard**

**Victor M. Astudillo**

**The First Fifty Years of Childhood are the Toughest.**



# THANKS TO:

**Out of the Blue Crab and Seafood**  
5005 Wellington Road,  
Gainesville, VA 20155  
571-284-6350

**Road Runner Towing Service**  
703-450-7555

**Residence Inn Fairfax City**  
3565 Chain Bridge Road,  
Fairfax, Virginia 22030  
703-2676-2525



**Please patronize  
the businesses  
who help us!**







## Make Your Next Move With Interstate.

Packing | Moving | Storage  
Local | National | International

Call us today for a  
**FREE** in-home estimate.

703.226.3279



Sales@invan.com | MoveInterstate.com

JD & Sheri Morrissette  
FHOG members



10% off for FHOG Members  
with this ad.

# PATRIOTS

PUB & GRILL

FAIRFAX, VA

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

Phone: (703) 865-8111

Address: 10560 Main St, Fairfax, VA 22030

**Yes, they are open for take out. I called.**



# ***stars & pipes***

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



### **Fairfax H.O.G. (Harley Owners' Group) 2020 Advertising Rates**

#### **Who we are**

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

#### **Advertising Guidelines**

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

#### **Newsletter Ad Sizes and Rates**

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

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

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

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

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

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

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

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

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

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

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

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

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

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