

The Stars and Pipes

May 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

May 2021

Volume 23, Issue 4

EDITOR'S COLUMN

Happy May and, for you mothers out there, Happy Mothers Day! We here at *The Stars & Pipes* World Headquarters also salute you lady riders, whether your hands are on the handlebars or on the person whose hands are on the handlebars!

Geez, what is it with all the lane-splitting? I've seen more lane-splitting in the last three days than I have the previous three years. Has it suddenly become legal in the state of Virginia? I shall check (time passes): According to one Internet site as of March 5, 2021 in Virginia, "In January 2020, Representative Tony Wilt submitted [House Bill 1236](#) to amend the Code of Virginia and allow motorcyclists to lane split in the state. The bill was referred to the Committee on Transportation." So, no, it isn't legal here yet. Should I cross my fingers? I *think* I want it to be legal but I don't really know. Looks tricky and stressful. What do you think about lane-splitting?

Interesting weather we've been having. On one Friday ride I was in a tee-shirt and had to pull into a gas station for water; I was parched. I cursed myself for not packing the sun-block in my saddlebag. The following Friday, gusty and in the 40s, I was cursing myself for neglecting to zip the liner into my leather jacket. I suppose we'll get to a happy medium eventually.

I had the interesting recent experience of putting my Road King up on a lift owned by a friend who lives nearby and having him guide me through the process of replacing my Dunlop American Elites with Michelin Commander II's. (I had the tires mounted and balanced by a professional.) Whew! Lots of work, but now I know how to do it. I have come away with a special respect for the quality of the Snap-on torque wrench, so much better than the mechanical Harbor Freight torque wrench I once bought and returned. The old adage is true: *You Get What You Pay For*.

At one point during the tire change I held my rear axle in my hand, admiring its strength in being able to support not only my weight, but, occasionally, my wife's as well. I'm stressing the part less badly these days as I've lost 45 pounds since the end of December. I wonder. Given an extreme amount of

weight, what part would fail first, the axle, the wheel or the frame? My money is on the frame - but that's a bet I never expect to see resolved. At least, not if I can help it.

Topics covered in this issue include the new F-HOG website (a biggie), bike blessings, Steppenwolf, olde-tymey biker boots, the Diehls' bikes, vintage biker magazine covers, bat-cycles, a book review for the literary-minded, some musings about neutral gear and the usual fol-de-rol. I hope you enjoy it!

Wes

COVER: Quiet with that thing! You'll scare away the fish! Old Harley ads used to emphasize how useful the bikes were for sportsmen and in use in other outdoor activities. It's like it took awhile for the ad men to realize that motorcycle riding doesn't require a rationale... people do it *just because*.



DIRECTOR'S MESSAGE

F-HOG 2021 Challenge Accepted! Sunday April 25, 2021 is in the history books for F-HOG, as the chapter took on the VA HOG Chapter Challenge amongst twelve other Virginia HOG Chapters.

The chapter challenge has been organized by the Black Wolf Chapter for several years. The challenge was cancelled in 2020 due to COVID-19 so it was great to bring F-HOG back into the challenge, especially since F-HOG has not participated in in this challenge for many years.



Members participated by riding bikes, cages, and two-up and several members even traveled from Lynchburg and King George supporting the chapter. The day started off with rainy weather but ended up with a full day of great riding over hills, valleys, and beautiful country roads to Lexington, logging 350 miles. Devil's Backbone was the choice for lunch, food and camaraderie was enjoyed, making it a little difficult to get on the bikes after relaxing and eating so much food!

There are several ways to look at this challenge or any competition; participants bring various expectations and goals.

We all know that we cannot recreate the past and know that the rules have been changed for this challenge. In knowing this we cannot let this hold us back and the chapter needs to stay fresh and innovative with rides, events and continue marketing our chapter. I would like all members to say to themselves; what makes F-HOG different and what makes F-HOG attractive? This is up to all members to support and enhance. It was great to see several new members participate on Sunday - how FUN is it for them to say they participated and won and then comment: "Cannot Wait till Next Year."

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.

VA HOG Chapter Challenge Results, 1st Place Winners:

Panhead Division - 150 members or less - Colonial HOG Chapter, Colonial Harley-Davidson

Knucklehead Division - 151 to 400 members - Fairfax HOG

Chapter, Patriot Harley-Davidson

Flathead Division - 400+ members - Hampton Roads HOG Chapter, Hampton Roads Harley-Davidson

Shovelhead Division - <100 miles to Challenge site - Orange HOG Chapter, Waugh Enterprises Harley-Davidson

The Overall Chapter Challenge Winner for 2021 was Black Wolf HOG Chapter, Black Wolf Harley-Davidson. F-HOG came in 3rd for this category.

We Ride as One

Ray

A Message from your Regional Manager

It may seem hard to imagine, but rally season is here and I am hitting the road this month for the Texas Hill Country and Riding the Ozarks H.O.G. Touring Rallies!

We have completed the Regional Officer Connection (R.O.C.) online sessions for 2021. We appreciate your support and making the online format very successful. Our goal as always is to help you make your chapter the best it can be. The sessions went very well and the feedback to all three Regional Managers was very positive about the material covered and the learnings you all took away from it. Without your contributions and sharing of ideas they would not have been as valuable, so thank you for attending and providing feedback to help us continue to improve. We have already started planning next year's R.O.C. to make it the best it can be.

The second item here is the start of your riding season. As you and your members get out and start riding, make sure to stop in at your sponsoring dealer for an initial Ride 365 Annual Mileage Reading and encourage your chapter members to do the same. Best practice – get a reading early in the riding season, several throughout the riding season and the last as late into the riding season as possible. This will provide participating members with the best opportunity to maximize the miles for the Annual/Chapter Mileage Contests and rewards as they reach each milestone. Key Reminder: a point many miss, while all mileage readings add to Lifetime mileage, a member's first reading in a calendar year is a 'contest entry' only. The member is 'entered' into the Annual/Chapter Challenges at '0' miles. Subsequent mileage readings must be taken to contribute to your annual mileage for the calendar year. I look forward to seeing you out on the road and working with you to make your chapter the best it can be. Your efforts and time involved in managing the chapter are very much appreciated.

Thank you for all you do, and remember to keep things fun!

PETE SCHWAB

THE NEW WEBSITE!

By Derrick Gonzales

Hey Hogsters! I hope your 2021 riding season is off to a great start... I know I've been putting more miles on my Breakout than originally anticipated thus far. Isn't it interesting that when you aren't on your bike, all you can think about is getting on it? And what about when you're finally on your bike? Well, for me at least, I tend to think about all of the other things I have to get done, not the least of which is being the **fairfaxhog.com** Webmaster. And let me tell you, it can be a 40 hour-a-week effort at times!



As a result, much of my chapter engagement has unfortunately been less about going on rides and more about managing the website. This, along with other critical factors, is one of the main reasons why Fairfax HOG will soon be transitioning to a brand-new website!

As a matter of fact, it was the very night that I volunteered to take over as Webmaster that Ray Riddle, the Fairfax HOG

Director, mentioned his desire to take a good hard look at revamping our functional, but admittedly out-of-date, website. As times change, so does technology, functionality, and customer expectations. Since every member of Fairfax HOG is, in effect, a paying customer, Ray felt that it was time to invest some of the dues that have been collected over the years into providing more value now and into the future. And though I don't have a background in writing code or scripts like prior Webmasters had, I do have a background in some of the more current software platforms that many of the newer webspaces are building from. As a result, over the past year, I've been working with Ray and the other officers to come up with a solution.

One of the major influencing factors to help us come up with that solution was what is commonly understood as User Experience (UX). UX is defined by Oxford Dictionaries as, "[T]he overall experience of a person using a product such as a website or computer application, especially in terms of how easy or pleasing it is to use." The latter portion of this definition was the ultimate deciding factor in the solution, as the entire purpose of the website, any website, is to promote engagement with the subject matter and/or interest of the intended audience. For Fairfax HOG, that is simply going on

creative and exciting rides! Whereas the old website was a bit administrative and a chore to operate, for both general members and officers alike, the new website was purpose-built to ultimately limit the time needed to conduct the business of the chapter. Long story short, the less time users have to spend administering the Chapter and its data, the more time they can spend on rides!

Innovation has been one of Ray Riddle's ever-present buzzwords since taking over as Fairfax HOG Director. Whenever he and I are in conversation, he always makes it a point to use the word several times. But it's not simply a selling point for prospective members... it's a battle cry for all officers to think outside of the box, come up with new and creative ways to keep members engaged, and conduct the chapter in a manner that makes all other chapters stare in awe. Our new website will keep us on the forefront of what it means to be innovative. Some of the new features (current and pipeline) are listed below as a sneak peek into what the Chapter is moving toward:

- (1) Streamlining access to chapter resources and knowledge materials
- (2) Implementing automated processes to reduce the amount of time officers and Boss Hogs need to get a ride on the event calendar
- (3) Increasing social media engagement through enhanced general member interaction with the website (e.g., Chapter Forums and a Road Captain Blog)
- (4) Moving to electronic waivers via online RSVP & Check-Ins
- (5) Instituting online payment for chapter membership
- (6) Creating an online merchandise store so members can purchase items, such as t-shirts, patches, and other Fairfax HOG memorabilia online

In terms of timeframe, you have all heard by now (from the weekly eBlasts) that we are getting a new website at the beginning of May. Hence, the importance of paying your National and Chapter dues (if you still haven't, contact membership@fairfaxhog.com ASAP), as well as ensuring that your member data is accurate and up-to-date.

The plan so far is to do a data extract on the morning of April 30, 2021. For the remainder of that Friday, the website will begin transitioning to the new one, with the task being complete by the morning of Saturday, May 1, 2021. Though we anticipate several technical issues afterward, they should be minimal since the Officers have been testing the new website every day for the past couple of months. Nevertheless, we will hold weekly Office Hours for those users who are having issues with this-or-that, or just have general questions. I am at "webmaster@fairfaxhog.com"

Selected images from the new website, to be brought online
1 May 2021



Test User
HOG ID: US0000000
E-mail: webmaster@fairfaxhog.com
HOG Membership Expires: Saturday, April 2, 2022
Chapter Membership Expires: Friday, December 31, 2021
Release Expires: Friday, December 31, 2021

Points: 0

Remember: Make sure your membership is up-to-date!

And when the new website comes online, get on there and look around. It's not like you're going to break anything, after all... and it'll be *your* website.

Chapter Documents

- [Monthly Officer's Meeting Minutes](#)

HOG Documents

- [Chapter Charter](#)
- [Chapter Handbook](#)

HOG Legal

- [Chapter Membership Enrollment Form and Release](#)
- [Event Release for Adults](#)
- [Event Release for Minors](#)
- [Minors Assumption of Risk](#)

[Subscribe](#)

May 2021

[Next »](#)

	Wed	Thu	Fri	Sat
27	28	29	30	1
				Joe's Covered Bridges Ride - 10am
4	5	6	7	8
			TGIF Ride - 11am	FHOG Riders' Seminar - 9am FHOG Assistant Director Ride - 12pm

RSVP to this event

Event date: Sat, 05/15/2021 - 9:30am

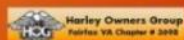
Saturday May 15, 2021



Patriot Harley Davidson
9:30 am
Kickstands Up
10:00 am

T-Clock your Bike
before the
180 Mile Ride

Located in Historical Downtown Louisa, Floozies Pie Shop has been open for eight years and has been evolving and dedicated to giving everyone fresh homemade goods that leaves you wanting more.



107 West Main Street
Louisa, VA. 23093

FHOG Cancellation Line: 703-352-0516

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

Located in Historical Downtown Louisa, Floozies Pie Shop has been open for 8 years and leaves you wanting more!

Please check the **calendar** for updates and changes.





Assistant Director's Ride, 4/3/21



Group Rider/Road Captain Training, 4/3/21



Northern Neck Ride, 4/10/21



Kevin Hardy preaches the Gospel of Harley to the masses at the April Chapter Meeting, 4/14/21. Welcome back to Patriot Harley-Davidson!



Left: New members Josh Hempel and Alex Fernandez introduce themselves at the Chapter Meeting.

Below: Some shots from the 4/22 Birthday dinner at the Fairfax Olive Garden. I was the April birthday boy. I'm peering at the cake with eyes half closed.





Chapter Challenge to Lexington, VA - Sunday 25 April 2021



BLESS THIS BIKE

By Joe Livingood



What is a bike blessing?

A bike blessing is simply where the rider(s) of motorcycle attend an event where Christian pastors, Motorcycle Ministry leaders or other Christian leaders provide a prayer and blessing for the rider(s) protection, safety, and salvation.



Bike blessings typically occur each spring at local dealerships, motorcycle clothing outlets, churches, and other motorcycle events. For as long as I can remember, I've participated in, lead and attended bike blessings throughout the DMV and as a ministry leader it is something we do all year long.

If you would like your bike blessed, ask myself, any Christian Motorcycle Association member, or any member of a Christian Motorcycle Ministry to bless your bike!

How is it done?

Typically, the rider(s) stand next to or sit on their motorcycle and receive the bike blessing. We pray that people may travel in safety, that they may care for others and be respectful of other riders and drivers, and that they always have Christ as their companion on their journeys ahead. We work with all kinds of riders and have never found a group more appreciative or more loving than bikers. Many bikers are rugged individuals, but they have huge hearts and contribute their time and money to multiple charity events, rides, and fundraisers.

After the blessing, the rider(s) typically receive a sticker that they can place on their motorcycle, helmet, or keep in memory of the bike blessing.

Who / What is blessed?

The rider(s) do the blessing and the machine they ride is blessed, but from God's point of view, it's just a mode of transportation. He's interested in the individuals riding as we. A bike blessing is for the rider(s) and their safety and salvation.



My father, a World War II vet, used to have a saying: "There are no atheists in foxholes." What he meant, of course, was that in dangerous situations men tend to turn to a higher power for protection. While motorcycling is certainly risky, it isn't quite the same as enduring hostile fire in a foxhole. Nevertheless, I will admit that my own practice is to say a prayer before I leave my garage for long rides, asking my Heavenly Father to keep me mindful of my training while out on the road, to keep me in a "safety-first" attitude, to bless my bike so that it remains mechanically sound and to keep animals out of my path. I also always thank Him for the blessing of being able to ride! I'm not sure what the formula is for happiness, but I'm pretty sure an attitude of gratitude is part of it. - Wes

MAY RIDES AND EVENTS!

JOE'S COVERED BRIDGES RIDE

WHEN: May 1, 2021 (Saturday) 10am

WHERE: Chick-Fil-A

1002 Edwards Ferry Road NE, Leesburg, VA 20176

WHAT: 3 Covered Bridges in Maryland

BOSS HOG: Joe Livingood, 703.283.4851

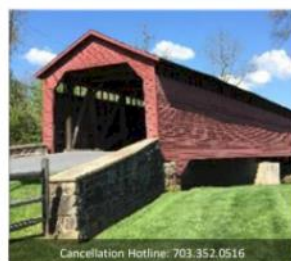
LUNCH: TBD on COVID Restrictions

RETURN – 3pm ish (Sheetz Leesburg)

MILEAGE – Approximately 100 miles



Cancellation Hotline: 703.352.0516



Cancellation Hotline: 703.352.0516



Fairfax Harley Owners' Group MAY 7TH TGIF RIDE

Join Us Friday for this month's TGIF RIDE!

Lunch at **burgers.beer.burbon** at One Loudoun.

Meet us at Patriot Harley-Davidson at 11:00 for a Destination, Closed Ride.



Miles of leisurely
back roads
to
burgers.beer.burbon
20416 Exchange St
Ashburn, VA 20147
703-723-2900



Boss Hogs -- Steve Fred, stevefred@aol.com; 703-598-2869
Contact the Activities Hotline for the latest info at: 703-352-0516

FAIRFAX HOG RIDERS SEMINAR

Group Riding & Road Captain

9:00, May 8
4053 Vanda Ln
Fairfax, VA

Participants should register by sending
a request to
HeadRoadCaptain@FairfaxHOG.com



Learn the fundamentals of Group Riding, how to ride with a passenger, and review skills & responsibilities.

Learn the duties & responsibilities of the Fairfax HOG Road Captain.

The 90 minute sessions is conducted rain or shine. 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 and receive constructive feedback.

Boss Hog: Larry Zabel, Safety@fairfaxhog.com
Steve Fred, HeadRoadCaptain@fairfaxhog.com
Check the HOG Hot-Line for updates: 703-352-0516



Assistant Director's Ride

May 8, 2021



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

Kick Stands Up at 12:00 PM

Boss Hog/Road Captain – Larry Zabel (703.774.6182)

Firstbreaklz@gmail.com

Cancellation hotline: 703-352-0516



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



FRIDAY

MENU RIDERS



Ride To Eat – Eat To Ride

Closed Ride

Destination Ride: 76 Miles / 3.0 Hours

Restaurant: *Horse Shoe Curve Restaurant*
Address: *1162 Pine Grove Road
Bluemont, VA 20135*

Website:

Kickstands Up: *9:30 a.m. from Patriot Harley Davidson*

May 14, 2021

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

Saturday May 15, 2021

Patriot Harley Davidson
9:30 am

Kickstands Up
10:00 am



T-Clock your Bike
before
the
180 Mile Ride

Located in Historical Downtown Louisa, Floozies Pie Shop has been open for eight years and has been evolving and dedicated to giving everyone fresh homemade goods that leaves you wanting more.



107 West Main Street
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BOSS HOG: Ray Riddle 703-967-5136 fhogdirector@gmail.com



Ride to Seneca Rocks

West Virginia

WHEN: May 22, 2021 – KSU AT 0800

WHERE: ROUNDTrip PATRIOT HARLEY DAVIDSON

WHAT: A Spirited Mountain pass ride to Beautiful Scenic Seneca Rocks, and back

LUNCH: The FRONT Porch, Seneca Rocks, WV (Best Pizza in the world)

FRESH DOUGH PIZZA

Basic with seasoned tomato sauce and mozzarella cheese

Hand-tossed and made fresh daily from our own original recipe

MILEAGE: All day – 325 Miles

BOSS HOG: Ed Murphy, 703-244-1972, Treasurer@FairfaxHOG.com

Cancellation Hotline: 703-352-0516 by Friday at 2100

HARPER'S OLDE GENERAL STORE & FRONT PORCH RESTAURANT



FAMILY BIRTHDAY DINNER

Thursday (May 27) – 6:30 pm

RSVP Barb
Causa 703
405 3873



Ruby's
Choice

12727 Shoppers Lane, Fairfax, VA

Boss Hogs Jack & Barb Causa

Cancellation Hot Line
703 352 0516



NOTE: There are a few events that didn't make it into this newsletter because the slides were not prepared in time. (This newsletter is being sent out a bit earlier than usual due to the notice about the new website being brought on line on 1 May.) If you are a Boss Hog please be sure to get your slides prepared early so I can use them in this newsletter.

The ride announcements in this newsletter are informational but not always exact due to changes. Please check out the calendar page on the website, e-mail blasts and rained out notices for the very latest info regarding rides!

Let's Go For A Ride!

By Steve Fred, Head Road Captain

My boss called me on a nice morning last week. "Let's go for a ride!" That's the best thing to hear when the phone rings (other than "you just won a new Harley." But that's a different story. I'd be glad to tell it to you over a beer.) I can't say "no" to my boss. He lives in Clifton and knows all the back roads out there. Great ride ending in lunch, and, on roads I don't normally ride.



How many of these calls do you get? How often do you ride on roads you're not familiar with? Well, ride with the Fairfax HOG Chapter and you can! The Fairfax HOG Chapter has multiple rides almost every weekend and even weekday rides if you can get off for a few hours. Additionally, there are plenty of us old guys hanging around the house waiting for THE call.

On May 8th at 9:00AM, the Fairfax HOG Chapter is having a Riders' Seminar to help riders who want to ride with our Chapter. New riders, riders with new bikes, experienced riders new to Fairfax HOG, or just riders new to group riding - come on out to a socially distanced, in-person seminar. There will be a ride after the seminar to practice what you've learned.

We cover the techniques and rules we use to have a safe ride, including Road Captain responsibilities and incident management. This seminar is also required for all those that are interested in becoming a Fairfax HOG Chapter Road Captain.

If you're interested, check out the flyer on the Fairfax HOG web site for activities on May 8th or send me an email to "HeadRoadCaptain@FairfaxHOG.com."



Various YouTube Videos You Might Find Interesting

[Funniest Harley-Davidson TV Commercials Ever](#)

[More Funniest Harley-Davidson TV Commercials](#)

[American Pickers: A Vintage 1947 Flathead Harley Davidson Motorcycle](#)

[1936 Harley-Davidson Knucklehead - Jay Leno's Garage](#)

[A Motorcycle No One Can Afford \(Harley and the Davidsons\)](#)

[The Terminator Acquires a Harley Fat Boy](#)

[Pawn Stars: Harley Heaven](#)

[Harley Davidson Vintage Motorcycles](#)



There are women you can make cross.
This isn't one of them.

BIKERS, STEPPENWOLF AND TUFF BOOTS

By Wes Clark

What follows are the reminiscences and viewpoints of a geezer, so if you are under the age of 60 - not one of the Ancients, in other words - please bear with me and smile indulgently or flip the page and continue on with the other articles!

I first made acquaintance with the motorcycle culture when I was a small boy, in the early 1960s. Back in the 1950s and 1960s, the nation was in the grip of fear about juvenile



delinquents, teenage gangs and, yes, motorcycles. To get an appreciation of the angst of the period, I assure you that the apprehensions were even worse than current fears about pandemics, global warming/climate change and gun violence. I suppose a scholarly article could be written about the bumpy, fearful transition of the United States from the World War II Era of Consensus (when we all bought war bonds and worked hard in the factories to provide G.I. Joe with the necessary goods and products needed to defeat Hitler, Mussolini and Tojo) to the post-war dread of encountering leather-clad, switchblade-wielding teens in urban streets. The common refrain was, "These are our children! What's happening to them?"

Suffice it to say that when I encountered the *Twilight Zone* 31

January 1964 broadcast of the episode "Black Leather Jackets" as a seven year-old (a scene is shown below), I was well prepared by the media to find the subject of motorcycle-riding young men wearing black leather highly unsettling. (Plot: "Three leather jacket-wearing, motorcycle riding men invade a peaceful neighborhood.")

Spoiler! They are from another planet and are preparing for an invasion of Earth!) The fact that in another month John, Paul, George and Ringo would arrive on the *Ed Sullivan Show* and almost completely wash away the whole 1950s leather jackets and motorcycle culture was irrelevant. Motorcycle gangs and juvenile delinquents were *scary*! I just knew that when I got to school I'd get beaten up in some alley. Happened all the time on TV.

Fast forward to the tumultuous year of 1968. The musical and social changes the Beatles ushered in (or *seem* to have ushered in) were well in place, and a group of long-haired musicians calling themselves Steppenwolf were the reigning kings of male youth culture, thanks in no small part to songs like "Born to be Wild," "The Pusher" and "Magic Carpet Ride."

It was the band's great good fortune that the first two songs were used in the highly influential film *Easy Rider* (1969) - which I suppose is the motorcycle film to beat all motorcycle films. (I was unimpressed with it, but that's a future article.)

Fun fact: The first use of the phrase "heavy metal" in a song lyric is in reference to a motorcycle in the Steppenwolf song "Born to Be Wild." "I like smoke and lightning/Heavy metal thunder/Racin' with the wind/ And the feelin' that I'm under." The phrase was later lifted by future Blue Öyster Cult collaborator Sandy Pearlman to describe... the Byrds! For him, they had an "aluminum style of context and effect." Whatever that means.

Another fun fact: The Blue Öyster Cult had success with a credible version of "Born to be Wild." They introduced it onstage with the lead singer pulling up in a Harley.

I remember the teenage male response to both Steppenwolf and *Easy Rider*: they were "choice," "boss," "bitchin'" and "tuff." This despite the fact that Steppenwolf did not wear black leather. Far from it! If you view [the YouTube video for "Magic Carpet Ride,"](#) you will notice that the bassist is wearing a muumuu dress! (It's worth mentioning that in 1969 "Magic Carpet Ride" was such an obvious drug culture song it almost seemed illegal to listen to it. I was in a junior high school music appreciation class when the teacher invited students to bring in

albums to listen to and discuss. When I heard that Steppenwolf song I was almost scandalized. It seemed so countercultural.)

The *tuff* sought-after boot for 1969 teen males was the classic motorcycle boot with three leather straps and a steel ring at the ankle (shown below), so it should come as no surprise that in 2018, when I took up motorcycling, I had to have a pair of these. I still wear my Dingo boots (for short rides), but was surprised to learn that these are not the optimum motorcycling footwear. Those would be the Harley-Davidson Richfield lace-up boots I got one Christmas. They are weatherproof with thicker, grippy soles. When I put my foot down on the pavement at stops I feel planted.

By the time the Seventies rolled around dirt-biking was all the rage, but this hobby bypassed me entirely. I wouldn't get on two wheels until I was almost 62! But get on two wheels I did, and soon afterwards wondered where this hobby had been all my life. These days I find it's cool to sit at a light on



my black and chrome Road King and notice other guys nodding their heads approvingly. (They're probably thinking, *tuff*.) Most of them are even younger than I am!

Best of all, I wear a full face helmet. If you ignore my ample mid-section, you might not know I'm in my Sixties, but, rather, suppose that I'm in my forties or even thirties. Well, I *feel* younger, cooler and more tuff - and, c'mon, let's face it, that's a big part of motorcycling, isn't it?



***Easy Rider* Trivia**

Peter Fonda was an experienced motorcycle rider, and the chopper he rides in the movie is seriously stretched and raked, and has tall "ape hanger" style handlebars. Dennis Hopper was not as experienced a rider, therefore his bike is less radically chopped.

Peter Fonda wore the Captain America jacket and rode his chopper a week around Los Angeles before shooting began, to give them a broken-in look, and to get used to riding the radically designed bike. The American flag on the back of the jacket, and on the gas tank of the bike, caused him to be pulled over several times by the police.

Captain America's (Peter Fonda's) chopper was so "squirrely" to ride that at one point, Jack Nicholson (who was on the back) squeezed his knees on Fonda's side to balance himself and broke one of Fonda's ribs.

In total, four former police bikes were used in the film. The 1949, 1950, and 1952 Harley-Davidson Hydra-Glide bikes were purchased at an auction for \$500, the equivalent to about \$3,400 in 2015. Each bike had a back-up, to make sure that shooting could continue in case one of the old machines failed or got wrecked accidentally. One "Captain America" was demolished in the final scene, while the other three were stolen, and probably taken apart before their significance as movie props became known.

Harley-Davidson refused to provide free bikes for the film, because "The protagonists were outlaws, and they thought it was bad for their image," according to an article that appeared in the June 2005 edition of the *History Channel Magazine*.

Neutral or Not?

By Wes Clark

Have you read the first online (March 2021) edition of *the Enthusiast*? For those of you not in the know, it's the official Harley-Davidson publication for Harley Owners Group members. The first issue is big, very big. I suppose I could read it in one sitting but I didn't. Instead, I did what I normally do, I skipped ahead to Lemmy's article, because I like his writing.

In this issue he introduces an interesting question: When you come to a stop light do you put your bike into neutral and remove your hand from the left grip or so you put it in first gear and wait with the clutch lever squeezed?

Lemmy mentions the usual rationale for keeping it in first: It allows you to be ready to make a quick getaway, using the escape path you noticed, in case the car coming up behind you

doesn't see you and is about to ram you. When I went through my MSF course this is what my coaches taught me, and I have seen this advice confirmed again and again in videos. And I confess that this is my practice, not only because I

suspect it's probably an additional safety habit, but because I know two riders (including my son-in-law) who were rammed at lights by careless drivers. My friend on a 900-pound touring bike was thrown forward about twenty feet and suffered back damage; my son-in-law was tapped and only suffered minor injury, thank goodness.

(As a side note there is WAY too much texting while driving going on. I see it all the time and I expect you do, too. I think the award, however, must go to the woman I saw driving while opening a yogurt cup and stirring in the fruit while her hands remained more or less at the top of the steering wheel.)

Lemmy, however, admits that he pops his bike into neutral when approaching a stop light and keeps it there during the light cycle. I'm a bit surprised by this, but have observed many other riders in neutral at lights.

So what do you do, and why? Let me know at "editor@fairfaxhog.com" and I'll run an article containing your opinions and comments.



Motorcyclist fled from state police before fatal I-95 crash

Apr 4, 2021 (insidenova.com)

A motorcyclist that state police had twice pursued for speeding Sunday morning crashed into a pickup truck and died on Interstate 95 near the Occoquan River.

It started at 9:01 a.m. when a trooper spotted a motorcycle traveling at an "excessive rate of speed" on Interstate 495, state police spokeswoman Corinne Geller said. LIDAR recorded a speed of 124 mph in the posted 55 mph zone, she said. The trooper pulled in behind the motorcycle and activated his lights, but the driver sped away even faster and a pursuit was initiated, Geller said. As the motorcycle approached the Woodrow Wilson Bridge, the trooper terminated the pursuit.

At 10:22 a.m., the same trooper was running radar again on I-495 when the same motorcycle passed by at an excessive rate of speed, Geller said. The trooper activated his lights and sirens again, and the driver sped away again, taking the I-95 south exit, she said. When the trooper saw the motorcycle "splitting the lanes" at a high rate of speed between vehicles in the southbound lanes of I-95, the pursuit was called off.

At 10:30 a.m., state police received a call of a two-vehicle crash in the southbound lanes of I-95 at the 162 mile marker. When troopers arrived on scene, they recognized the motorcycle as the one pursued earlier, Geller said. Based on witness statements, the motorcycle rear-ended a Toyota Tacoma pickup truck. The impact of the crash caused the motorcyclist to be thrown from the vehicle and the motorcycle to catch fire. The troopers administered first aid to the motorcyclist, but he died at the scene. State police were still in the process of notifying next of kin Sunday night.

The driver of the pickup truck was taken to the hospital for treatment of minor injuries. The crash remains under investigation.

A news report from our own backyard, in case you hadn't seen it. A thoroughly rotten way to end an Easter Sunday - and one's life. Let's all be careful out there and not take any foolish chances. I'm not suggesting that anyone in F-HOG rides like this, but it's a motivational story to reinforce why we respect the speed, power and relative fragility of a motorcycle. - Wes

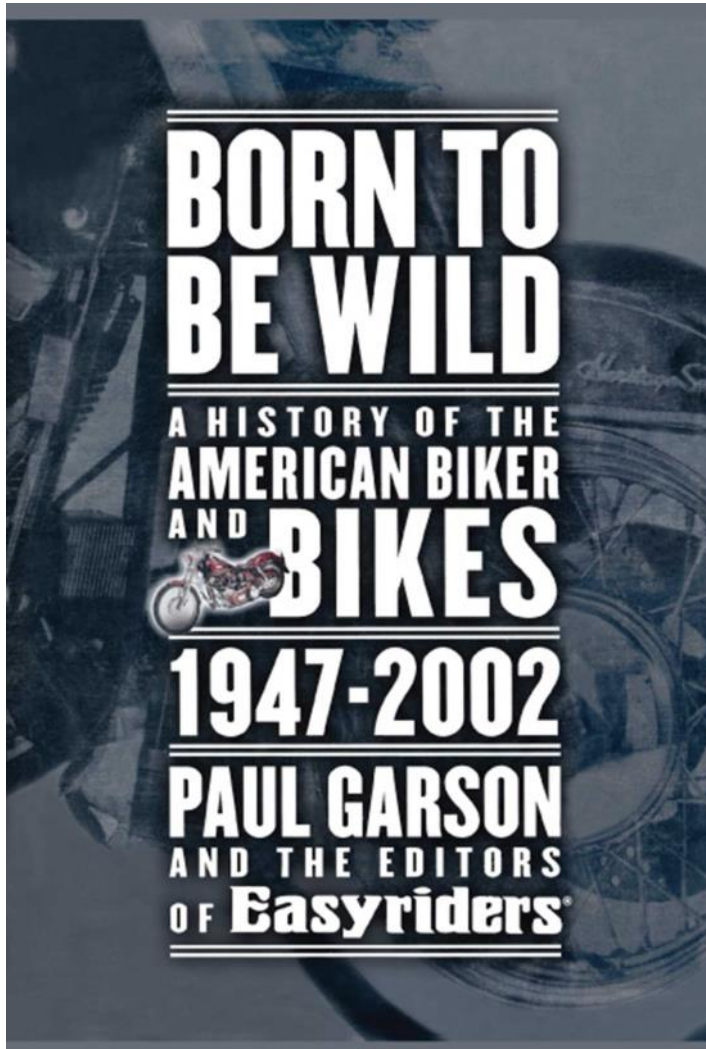


BOOK REVIEW

by Wes Clark

Born to be Wild: A History of the American Biker and Bikes, 1947-2002 by Paul Garson and the editors of Easyriders (Simon & Schuster, 320 pgs.)

The Fairfax County Library system has this book!



This volume can be summed up in just one word: fun. From the text: "The Story of the Bro is woven from myth and legend and from the metal marvels created by hundreds of manufacturers, most of who've been long consigned to the history books but all who have contributed their well-wrought measure of blood, sweat and tears, chrome and leather to the threading of that biker cloth indelibly scented over the many decades with burning rubber, nitromethane, Jack Daniel's and, more recently, Chanel No. 5" I ask you, how could you *not* find prose like that interesting?

What does this book cover? What *doesn't* it cover?, is a better question. The earliest motorcyclists, the post-war bikers, racing, restorations, customs, the Hollister scandal, the invasion of the imports, tires, the English and Japanese bikes... it goes on and on. And best of all, it's easy to read. In fact, if I

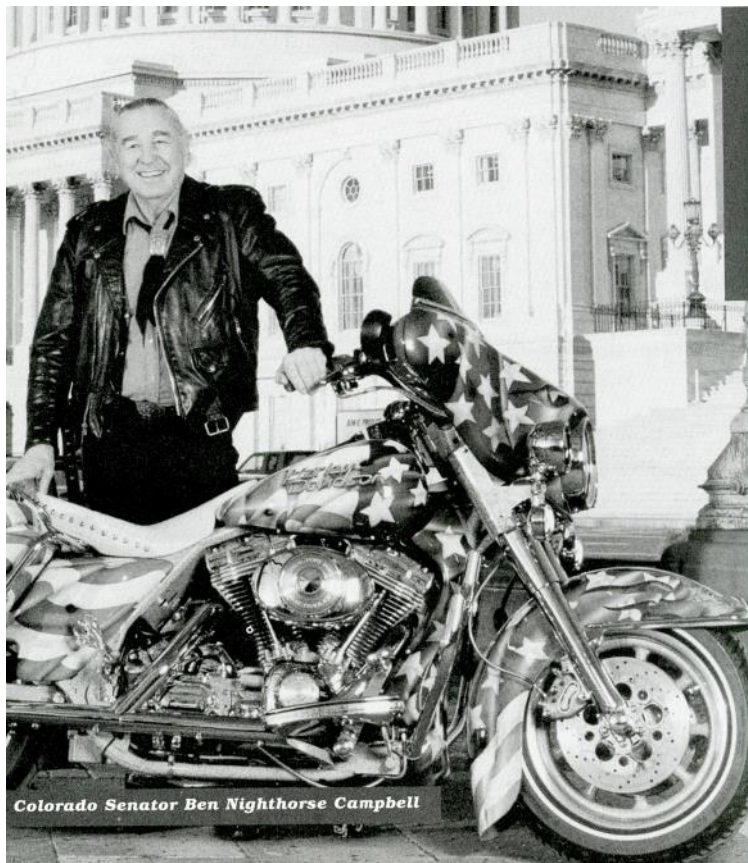
weren't concerned about outright copyright violation (rather than free use doctrine in a review) I'd just be grabbing sections of this book for newsletter filler and giving that to you each month. It's that interesting!

Here's an excerpt that manages to gather the fall of Indian (and by Indian I do *not* mean Polaris), beer and Harley-Davidson:

"1955: **Harley Stands Alone** - With Indian fully faded from the picture, H-D was top dog as the last surviving U.S. bike maker. Since they had pepped up the K model a year earlier, they now focused on the FL, adding some more ponies, including manifolds cast into the heads. The new high-performance FLH was a hit, the H standing for hopped up. *Hopped-up*, by the way, apparently refers to the hops in Milwaukee's famous beer and the way mass consumption made drinkers act. In case you're writing a dictionary, *hop-heads*, by contrast, referred to drug users at the time, maybe because they were seen hopping around chasing those pink elephants. In any case, both One-Percenter and the Nicest People - let's call them NP's because I'm tired of writing the words over and over again - could buy themselves a 60-hp FLH and for fifteen bucks more get the optional compensating sprocket to cut down on drive-line lash. The price tag in '55 for a standard FL was around \$1,015; another \$68 would get you the hotter FLH. In keeping with the atmosphere of impending mutual mass destruction mixed with America as number one on the planet, you could spruce up your new FLH in 'atomic blue with champion yellow side panels.'"



Hollister, California—July 1947: An indelible image forms of the "biker."



Colorado Senator Ben Nighthorse Campbell

From the book. Ben Nighthorse Campbell (Colorado) must have been the coolest senator, ever.

Here's another excerpt from the 1990s Chapter, "Harley Rules (And the ruler ain't metric)": "The 1990s saw a new Golden Age, make that Chromium Age, flowering for Harley-Davidson motorcycles in particular and the Brotherhood in general as literally millions of new riders joined up. By the end of the decade there were something like 30 million motorcyclists in the United States alone, not counting Harley colonies growing in billet abundance from Moscow to Melbourne to Montevideo and all points in between. To use one of those bean-counter terms, the demographics took on a whole new look. Whereas once Harleys were the manifest destiny of blue-collar working-class people, now it seemed every doctor, lawyer, accountant, and movie star, male and female, was hopping on the Harley bandwagon (and several falling off).

The Harley-Davidson would become a badge of honor, a membership card, a trendy must-have, a good investment, and an American focal point all in one.

"While the United States' national symbol is the eagle, it's more than coincidence that the primary image for Harley-Davidson is the eagle as well. In fact, take a stroll on a German strasse or an Italian piazza or a Spanish plaza and ask the natives for their opinion of what American means, and you'll no doubt hear Harley-Davidson included. It, like the dollar, has become the great common denominator, a bridge joining all kinds of political and ethnic differences. Just like Sara Lee, nobody doesn't like a Harley. Especially a customized Harley.

"And with success comes the flattery of imitation; wanna-be Harleys sprouted up all over the place, not just the cruisers from Japan, the so-called metric cruisers, but also a slew of limited production motor-cycles, appearing in numbers ranging from a few handfuls annually to several thousand units. Several of these V-twin-powered machines, variously referred to as customs, un-Harleys, and Harley clones have come and gone, caught up in the feeding frenzy of bike building spurred by the phenomenal success of Harley-Davidson. In addition, several have made names for themselves as quality motorcycles, themselves gaining loyal followings. The same spark that brought the H-D Founders to their little ten-by-fifteen-foot wooden shed burns bright in many others, and they had their go at realizing their own personal visions of the V-twin dream machine.

"In the past customizing your Harley, (from just adding decals to making your own frame) was a given, but now those who'd rather have an instant custom can choose from a healthy list of premixed custom bikes from a number of sources. And for those wanting a bike built to their specifications or bearing the

name of a famous custom bike designer, those options are limited only by imagination and pocketbook. Custom bikes now come in a wide range of "custom," from mild to wild, from refined to radical, from economical to grab your ankles and kiss your wallet good-bye."

Ain't it so still?

This is a readable, entertaining, informative and just plain fun book. As they say it's lavishly illustrated and appealingly formatted, and the text never lets up. Check it out!

Left: From the 1950s chapter. I want one of those hats.



RIDERS' PROFILES

This time a His-and-Her kind of thing. Ladies first...

Name: Theresa "Teri" Diehl

Profile: A born and raised California girl, I grew up between L.A., Fresno and San Diego. I grew up in a musical family where I eventually joined a band as the singer and performed at many venues clear into my twenties. I am also an avid cook and baker, having been taught by mom before I was tall enough to reach the kitchen counter. We eventually ran a catering business where I made large wedding cakes. In 1977, I met my first and only sailor by accident. A tall skinny lad whose smile and demeanor was charming and infectious. You all know him as "Bob." My entire family had me married to him before the thought occurred to either of us. But after two months of hanging out together, alas it was time to ship out. So, we got married! That set us on the most incredible journey of our lives over the past 44 years together. As moves were frequent over the first 24 years of our marriage (approximately every 2 years) we learned to go with the flow travelling coast to coast with our two children. Coming back from our most excellent adventure of two+ years on assignment in Sydney Australia in 1996, we landed in Virginia. This was to be another "temporary" assignment. But as most know, upon retiring from the USN hubby was converted from wearing khakis to donning a suit and tie.

In 2007, Bob was looking to purchase a new car. As he had been kicking over the idea of buying another motorcycle for the past two years, I suggested we visit Patriot Harley Davidson instead. Well, that was it. Bob was hooked! Along our continuing journey together, I soon became ensconced in the Harley lifestyle as well. In addition to enjoying meeting our first friendly people in the Northern Virginia area after 9 years, we joined in many group rides and became Procurement Officers for the Fairfax HOG Chapter in 2011. From there, I went on to serve as Editor from 2016-2019. I have also served as Boss Hog for many chapter events to include the F-HOG picnic and USO Operation Atlas, while having assisted other Boss Hogs with our annual Holiday parties.

Becoming an F-HOG member has enriched our lives greatly here in the Northern Virginia area. I am proud to be associated with such a caring and close group of friends. We recently

"finally" moved from the Reston area to King George, near Colonial Beach, this past November. While I didn't get to leave the East Coast, we compromised to move closer to the water and Bob got his enormous garage, something he wanted for many years. I can't wait 'til there is an end in sight for COVID-19 where we can all get together on a regular basis again and I hope that many of you will visit us then. The rides down this way are beautiful!

How long have you been in the Fairfax HOG Chapter? 14 Years (2007)

How long have you been riding? 9 years. While I occasionally rode my brothers Honda 50 around our farm when

I was 12 years old, I officially learned to ride 2012 after purchasing my first Harley.



Why do you ride? In 2012 I fell in love with a pink and white Sportster 1200 Custom which had been displayed on the floor of PHD. I fell in love with this bike when it had been sitting on the floor as "display only" which Harley Davidson created as a tribute for breast cancer awareness. I told Bob that if it ever became available "for sale," I was going to buy it. Well, Bob and I came into the store after a ride one Saturday afternoon

and there was a "now for sale" tag on her. I immediately advised sales associate Chino that I would be in Sunday morning to make the purchase final. In riding my own bike, I felt a separate freedom from riding on back of Bob's bike; it gave me a sensation of flying without leaving the ground. The second reason is that I also got kicked off of Bob's bike for our grandson Ryan who Bob would strap into a harness (Ryan would take several rides with us until he outgrew the harness). As he frequently took a nap while strapped to Bob, he was no longer able to ride with us until old enough to stay awake and not fall off on his own.

Bike you currently ride: 2012 Sportster Custom and 2008 custom Street Glide.

Bikes you have owned: 2012 Sportster Custom and 2008 custom Street Glide.

The Best Ride you have ever done: Nova Scotia 2014

Quote: TBD (To Be Discovered)

RIDERS' PROFILES

Now him.

Name: Robert Diehl

Nickname: Bob aka "King Bob"

Profile: I began my life journey in Washington State "Go Seahawks", where upon graduating high school I began a career serving in the U.S. Navy as a 3rd class Petty Officer. During my travels, I met Teri while on a brief port visit to San Diego. This was the biggest life changing event I would ever experience. Relocating many times over the course of the next 24 years, we spent most of our early years in San Diego and Long Beach California. Upon ending a tour in Australia, we made the decision to see the East Coast. While this was supposed to be yet another temporary assignment, I ended up retiring at the rank of Senior Chief Petty Officer and accepted a government contracting position, where I continue to support the U.S. Navy and Coast Guard to this day. Over the course of my time in the Navy, I travelled thirteen countries and two US territories.

In 2007, Teri persuaded me to purchase my first Harley, a new Softail Heritage Classic. Having spent many years riding various motorcycles, I instantly took to the comfort and smooth handling of the Harley. It's now a lifetime passion. Both Teri and I were immediately welcomed into the Fairfax HOG (F-HOG) Chapter, where we began another new journey as Harley riders. I quickly became involved with volunteering at chapter events and completed my Road Captain and Boss Hog training. In 2011, Teri and I were asked to serve as F-HOG's Procurement Officers. I was later invited to serve as Assistant Director alongside Cliff Wilke in 2016 and then elected Director in 2018. During our first twelve years living in Northern Virginia prior to joining F-HOG, we didn't have much opportunity to meet and make long-lasting friendships. Most were temporary acquaintances on short-term assignments who would come, then soon be relocated. With F-HOG, we have built strong relationships with generous people who know no bounds on

friendship, caring, and dedication towards serving others in need. While many have since moved on from this area, we retain close ties, having established life-long friendships. While Teri and I also recently moved a bit south of the Fairfax area, we remain active members of the F-HOG Chapter and know we will continue to hold onto the relationships we have built along the way. With only our two children and two grandchildren in this area, FHOG has truly become an extension of our family here.

How long have you been in the Fairfax HOG Chapter? 14 Years (2007)

How long have you been riding? 50 years; I started riding dirt bikes in 1970; my first street bike in 1984 was a 650 Night Hawk; and I purchased my first Harley Softail Heritage Classic in 2007 and have been riding ever since.



Why do you ride? I love feeling the openness of the road and I am able to see more countryside and enjoy different locations I have travelled to. To date, I have ridden in and around 47 of the 48 contiguous states. Oddly

enough, Rhode Island is the only one state waiting for me. Anyone up for a ride?

Bike you currently ride: 2020 Road Glide Limited

Bikes you have owned: 2007 Softail Heritage Classic; 2013 Road King; 2015 Road Glide; and 2020 Road Glide Limited (250,000 total miles travelled to date)

The Best Ride you have ever done: August 2020 – West Idaho to east on Route 12 (77 miles of curves; 66 miles longer and to me, better than "Tail of the Dragon")

Quote: "There's never a bad day to ride" and "Get off your phone"



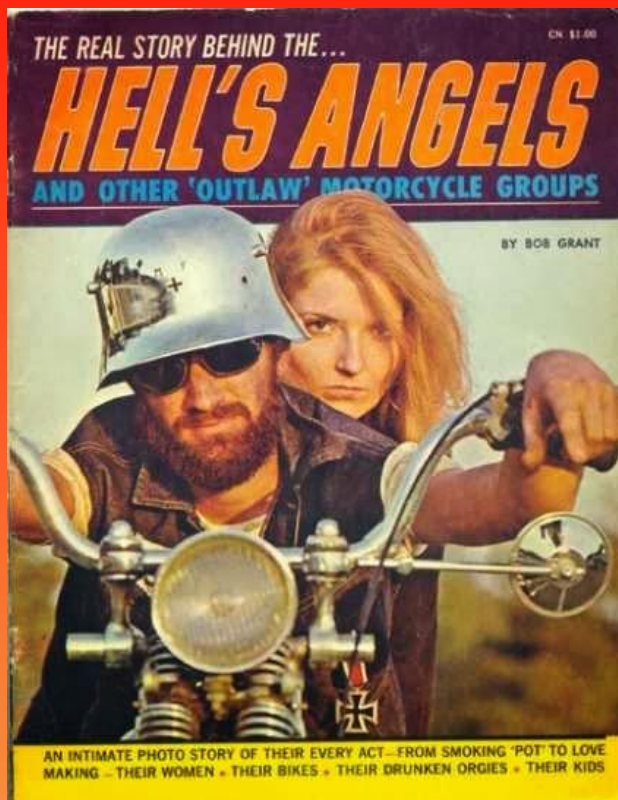
Barbie and Bud



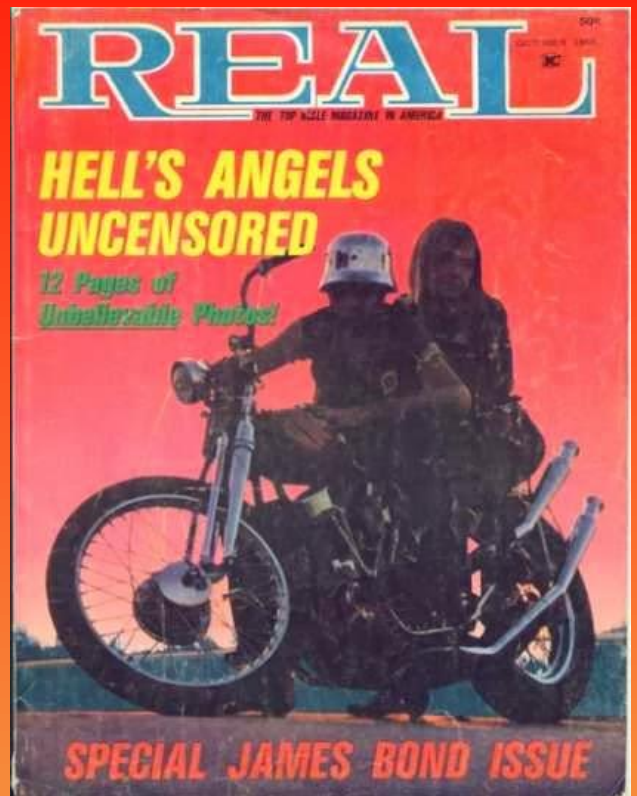
Teri's pink custom 1200 Sportster, which F-HOG members have taken to calling "Barbie," and her custom Street Glide, festooned in Budweiser colors and design. If the Clydesdales weren't wearing those things on the sides of their eyes, they'd be looking on in envy.



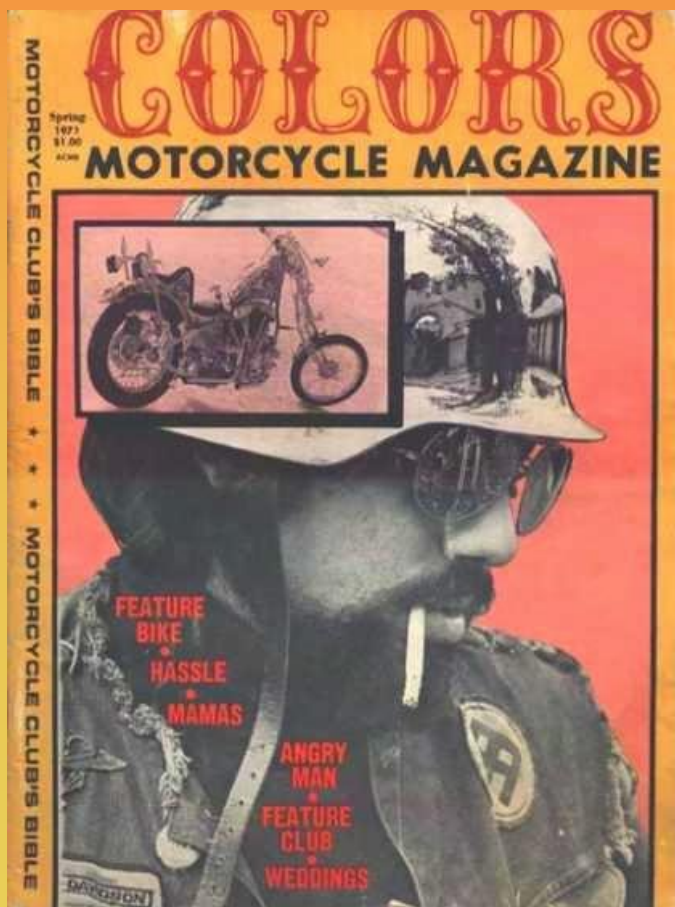
Vintage Biker Magazine Covers! by Wes



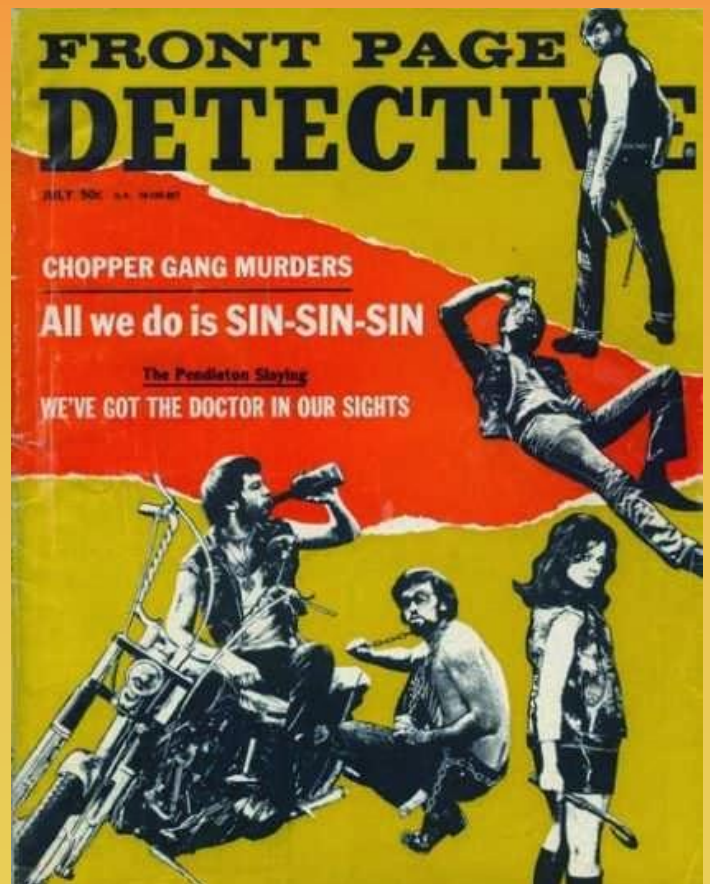
Back when “pot” had apostrophes. I like the textbook defiant expression on the gal’s face. Chrome helmets were a thing.



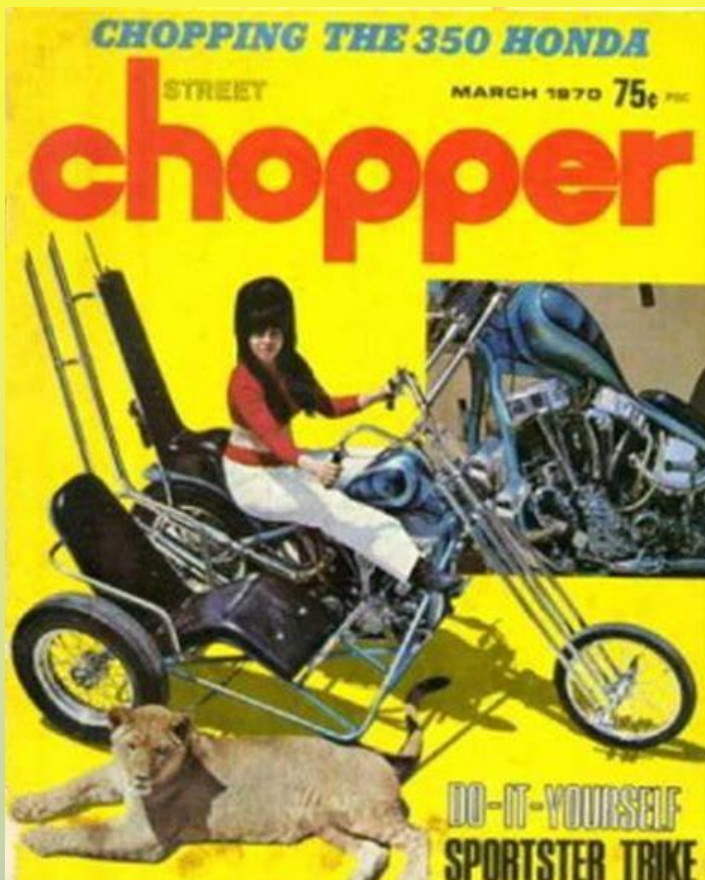
Long before people claimed they were “keeping it real” there was *Real* magazine. Bikers, Bond... what more could you want?



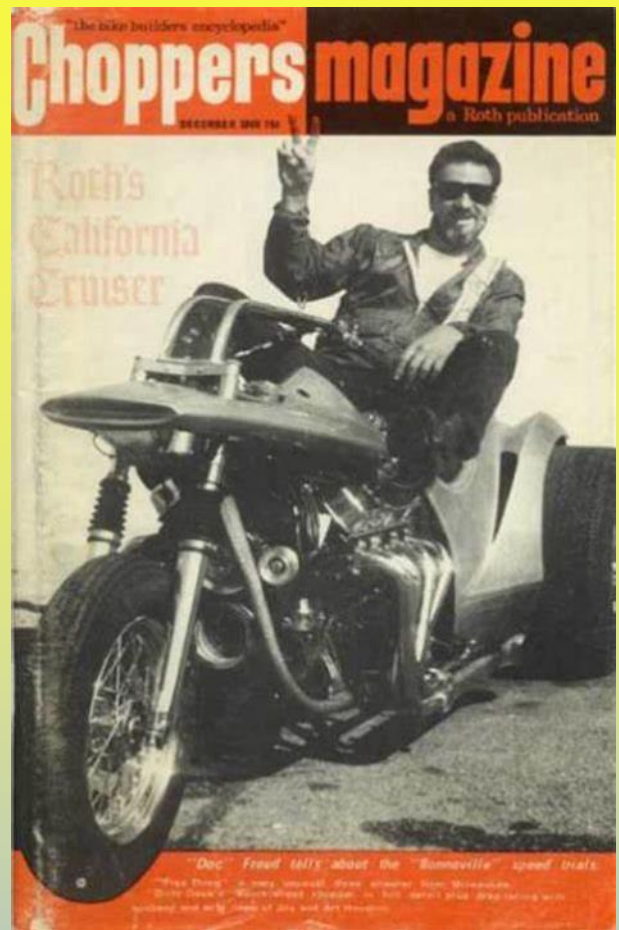
You wouldn't expect wedding how-to's in a biker mag, but there it is. Also, note the curiously altered patch.



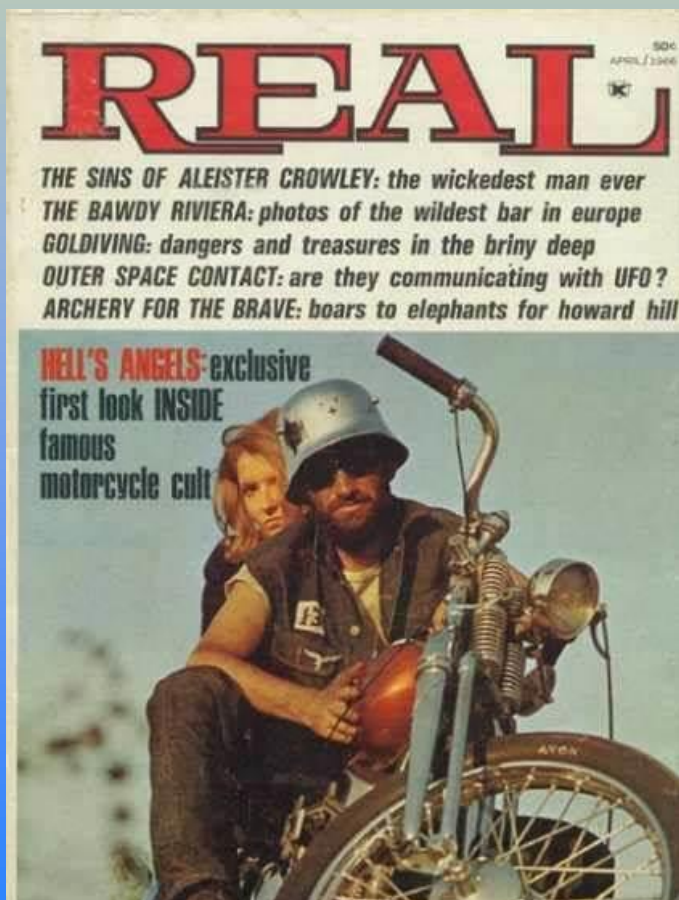
All we do is sin-sin-sin. Gets old, Bro.



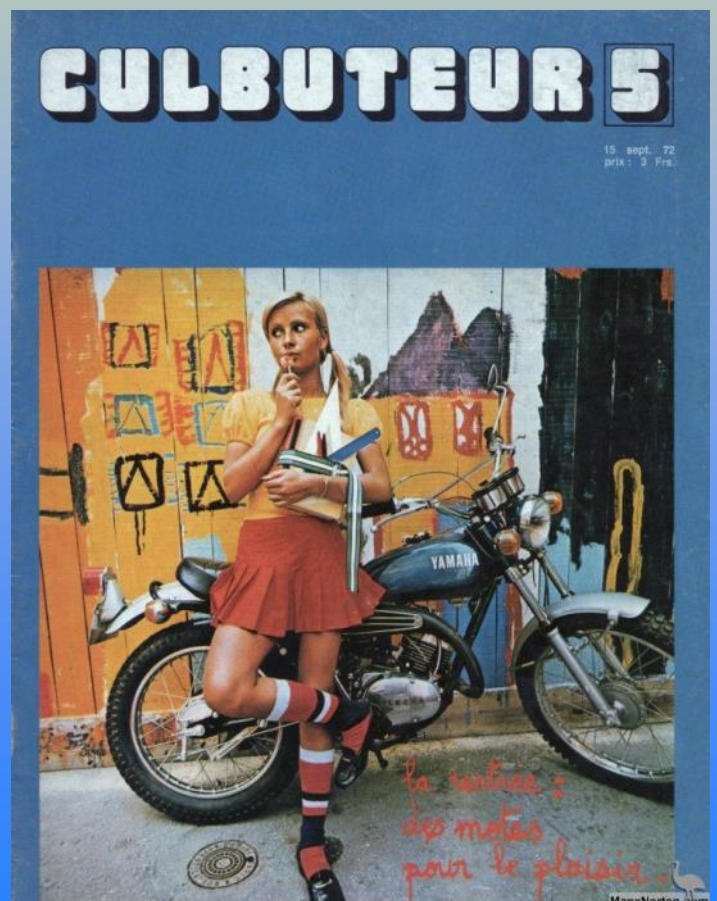
Her bouffant's as high as her sissy bar!
And what's with the big cat?



You remember Big Daddy Roth, right?
Okay - maybe not.



Wait a minute. We saw these two on the cover of a Hell's Angels mag! And... UFOs!



From 1972. No, I don't get it, either. FRENCH.



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By the time Yvonne Craig rode into Gotham as Batgirl in the 1966 *Batman* series, I had lost interest. I hated that adults were making fun of my favorite comic book character. Look at that bike! It can't possibly be a Harley, right? In an interview Yvonne Craig had this comment: "It was torn down and turned into a street bike after the show. Dean Jeffries was the company that customized a Yamaha 180 into the Batcycle. After the show, they didn't need it anymore. No one knew in those days that memorabilia would be important."

HOLLYWOOD BIKERS 3

But how about the Batcycle Batman rode? From a June 1966 article on the net: "Tying in with the extreme popularity of sportcycles, Batman has inevitably utilized a sportcycle - the Batcycle - in his efforts to thwart the



forces of evil. The Batcycle itself is a real showpiece. Built from a Yamaha Catalina 250, the Batcycle features a side car with a portable go-cart resting on it for Batman's invisible aide, Robin. As Batman slows down or stops the Batcycle, Robin is propelled off of the side car and becomes mobile in his own right in the go-cart.

The entire Batcycle and side car are handsomely customized in black and white colors with a batshield molded into the fairing and fender guard. Not only is the Batcycle a hugely modified Yamaha Catalina 250, but Robin's cart, which is an integral part of the

Batcycle rig, is powered by a 55cc, electric start, Yamaha three speed engine. The Batcycle will soon be seen in a feature length Batman motion picture."



[More here.](#) I'm tempted to end this article with "Same Bat Time, Same Bat Channel" - but I won't. - Wes





MAY BIRTHDAYS

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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!**

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