

# The Stars and Pipes

November 2020



Fairfax Harley Owners Group



## The Stars and Pipes

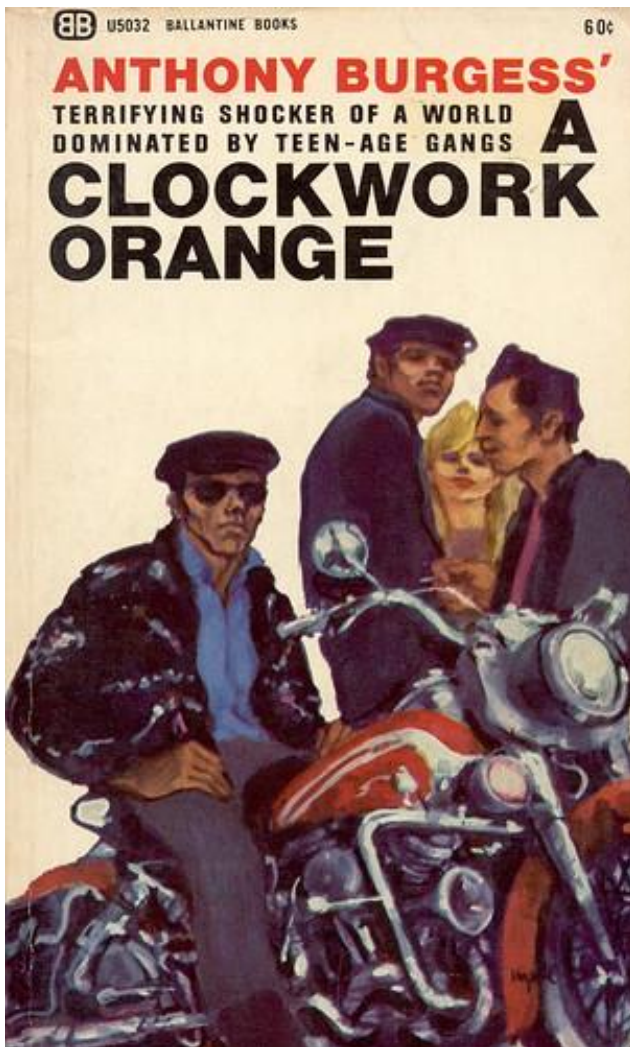
A publication for the members of the Fairfax Harley Owners Group (F-HOG) in Fairfax, Virginia

November 2020

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## EDITOR'S COLUMN

*Greetings, O my droogs, chellovecks, cheenas and devotchkas! 'Tis I, Humble Wes, bringing you more horrorshow lomticks about Glorious Harley-Davidson, our favorite mode of transportation! So cast your glazzies over this gazetta and Enjoy All!*



(Pardon my Nadsat, but I couldn't help but notice what looks like a big Harley v-twin on the cover of this 1965 U.S. paperback and I became inspired.)

I've been having fun recently doing Demo Day rides; I love these. I'm always happy to test ride a different motorcycle than the one I own - just to sample what's out there. So when a local dealership announced a Kawasaki Demo Day I showed up and selected a ride on a [W800](#), a retro-styled bike of the kind popular when I was a teenager in the 1970s. (These were known as [Universal Japanese Motorcycles](#), or UJMs.) Unlike most of my peers who went dirt-biking, I never rode at all back then and I wanted to see what I missed out on. Well, wow... I hated it. The bike felt ridiculously small, underpowered and uncomfortable. I felt a little like I should have been in a circus ring. Once you've ridden a big Harley v-twin there's no going back, I guess.

I've been riding. Recent moto videos: [10/2 Colonial Beach ride](#), [10/9 Star Venture test ride](#), [10/9 Indian test rides](#), [10/23 Gettysburg](#).

You may notice something Liverpudlian about this particular issue. Also, Ruby Rides Again (maybe), Bambi Meets Harley, The Indian Challenge, I go over what may be the all-time least impressive Harley product and the usual other stuff.

November, Thanksgiving. What am I thankful for? A LOT. For my Harley. For the wife who bought me my Harley. For the fact that I haven't laid my Harley down yet or crashed it. For you F-HOGs. For God, family and good government, freedom, liberty and health - and much more. I don't know what the secret to happiness is, but I have a strong feeling that an attitude of gratitude is a big part of it. Happy Thanksgiving, everyone!

*Wes*

COVER: The minivan of the prior century? Dad may have supposed that this was a good idea, but the expression on the face of the girl at the front of the sidecar says it all. She looks vaguely insulted. And what on earth is that on the missus' hat? Some *Star Trek* creature?



# DIRECTOR'S MESSAGE

Happy Fall Season FHOG Family!

The crisp November air has arrived, and with it comes the littered ground full of the colors of autumn. Between raking leaves and adjusting to daylight savings time, we, as bikers, are trying to get in as many rides as possible before our kick stands descend for the winter.

Of course, for some members who will continue to ride in the colder season, heated gear comes out of storage. Weather may be a challenge but not a deterrent. This is also the month of Thanksgiving. As we all celebrated the past holidays in 2020

while being safe and remembering COVID, Thanksgiving celebration will be no different. Still some might travel, host family gatherings, watch football and some take the day as a restful respite. Whichever way we choose we must still follow social distancing. More than likely, we all eat too much!

If each one of us could stop and take all the craziness out of our Thanksgiving Day and think what the common thread is in this day: Gratitude. It is the one day of the year set aside to count our blessings. Gratitude is defined as the quality of being

thankful; readiness to show appreciation for and to return kindness.

We are closing in on the end of 2020. As we look back during this uplifting year our F-HOG Chapter has much for which to be grateful. We still have planned and executed many successful rides.

We have held a meeting for our members every month either in person or virtual. We have given back to our community through donations and volunteering. Our membership has grown and produced new Boss Hogs, Road Captains, and more experienced riders. The processes by which we do chapter business has been reviewed, updated and will continue to include today's technology. The fellowship among members is palpable and we enjoy an excitement within our chapter that maintains us as a unified group.



During this season of gratitude, let us remember the sponsor of our F-HOG Chapter. Patriot Harley-Davidson has stood behind our membership and continues to support and get involved. They provide guidance, give us a place to congregate, help educate us regarding our bikes, help increase membership and offer discounts to members. Their success as a longstanding dealership contributes to reasons why we have a chapter today. We will touch on chapter goals for 2021 in the next issue, but I must mention that our sponsor is looking at our chapter for quality, not quantity - the same way our Harleys are built.

What are you thankful for in your life?

Remember, "We Ride as One"

Ray

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## A Message from your Regional Manager

Greetings,

What a year, hard to imagine I am writing this and the trees in my yard are in full fall color, the maples in particular are absolutely breathtaking, especially the orange ones. As beautiful as they are and as much as I enjoy this time of year, it just seems so bitter sweet to have the riding season coming to an end way too soon. It does remind me that I need to get those last mileage readings in to get full credit for my riding.

By the time you read this we will have registration open for our 2021 HOG Rallies, get out and plan your next adventure for not only you but your chapter. Remember some of your chapter has never experienced a rally or an overnight trip, use it as a way to build that deep attachment to motorcycling, give your chapter a memory that will last a lifetime on the way to and from a rally as well as while there.

A lot of chapters have been using destination challenges instead of group rides recently and I am so proud of the creativity you all brought into it and happy to see your members posting on social media all the fun places you have been sending them. Don't forget that the 10 for 20 rides end on December 31st as well as your chance to get your poker chip so make sure you get your pictures submitted in time.

I know I have asked all of you to confirm your email address in your member profile on the HOG website, but after I sent my email to all of you last month you would not imagine I had nearly 100 rejected emails, please get out and update your information, remember this is how we communicate to you and your dealer, so help them get updated as well. Thank you for all you do for HOG and Harley-Davidson.

Hope to see you on the road in '21!

Pete Schwab,  
H.O.G. Regional Manager, Southeast/West





## Last month I asked readers for **Deer Hit Stories.**

**Here's one from a reader who, for purposes of his own, shall be known as *Rider X*:**

"On the first day of work at my current job I had a great ride in on October 20, 2017. Perfect fall day - sunny, clear, crisp and I took the scenic route on some beautiful country roads. Deciding that that

time of year was not the safest for riding home in the dark on those same country roads, I re-routed and took more traveled roads for the return trip. Halfway home, on a fairly dark portion of Route 2, what appeared to be smallish doe leapt out from the side of the road, then quickly realized danger was closing fast and hit her brakes. Evidently the coefficient of friction between hoof and asphalt is pretty low and the animal started skittering as she tried to stop; legs forward as hooves slid, her head came down and connected with the engine guard on my Road Glide right where the highway peg mounts to it.

"Total time from her bursting from the bushes to connecting with my bike was a fraction of a second, despite it unfolding to me in slow motion; I had time to consider applying the brakes and to brace myself for impact. The impact felt severe and was plenty loud but I found myself still upright and rolling. That was a surprise (a pleasant one) but I expected pieces of my fairing and perhaps other components to start flying off the bike, but couldn't see any loose pieces, and with no safe place to pull over I reduced speed, checked handling gently and found all was working properly. When safety allowed I pulled over to check damage but in the dark was unable to see any broken items so I continued cautiously home.

"In the garage with the lights on all was remarkably well - but it was a heck of a way to remember the date of my new job!"

### **Joe Livingood has this tale:**

"I was riding my motorcycle from my cabin near Cowan's Gap state park in Pennsylvania on a beautiful early summer Saturday afternoon. We needed to get some groceries for dinner later that evening, so it gave me the perfect opportunity to get out on the Hog and ride to the store 20 minutes away in McConnellsburg, PA. Of course, I took the scenic route up the mountain towards Cowan's Gap state park and made a left at the top on Aughwick Road towards the Mountainhouse Bar & Grill in McConnellsburg, PA. (If you are ever in the area, go down Tower Road and check out the Big Mountain Overlook in the Tuscarora Ridge! It's a 1.6 mile gravel road, but it's in good condition).

"As I made my way up the mountain I was hitting my lines in perfect rhythm, it just felt good. When I reached Cowan's Gap and turned left on Aughwick, I slowed the pace and enjoyed the

shade and state park scenery through the park. As I reached the ridge of the Tuscarora mountain, my pace began to increase. I kept the bike in 2nd gear and kept my RPM's between 3,000-4,000. After the 5th turn I felt a six sense that something wasn't quite right. As I apexed around a sharp left turn, from below and to my right a doe came bounding over the crest of the mountain, hit the pavement and lost her footing.

"All I could do was an emergency stop (clutch, rear brake and front brake smash, fully engaging my anti-lock brakes). Why was a deer out at 3pm on a hot summer afternoon? I thought dusk and dawn is when you needed to be cautious. I was extremely fortunate that the doe lost her footing, slid on the road and broadsided me between my front tire and frame. She got up quickly, staggered for a second and jumped across the road and continued up the mountain. FYI, she never looked back to see if I was okay or how the Hog handled the incident.

"I was shaking so bad, I forgot the bike was still in 2nd gear and stalled it out when I finally let go of my death grip of the clutch. Deer fur was imbedded between my rim and tire, and a chunk of a deer's back/rear were on my frame and floorboard. I continued my trip, albeit slowly to the store to confirm both myself and the Hog were still in good working order. The question that remained was, should I take the same way back, or take highway instead? After some serious mental debate, I decided to take the same way back to overcome the issue I just experienced - although I can share that it was not a very 'spirited' ride on the way back."

### **Last but not least, Ray Riddle. And a dog.**

"How I hit a dog... or how the dog hit me! So, I'm in a group of 20+ bikes, coming around a bend on a country road near several farms. I notice a dog barking in the field of a farm and he is running fast along the curb line. All of a sudden the friggin' dog turns right and crosses over traffic, running directly into my front wheel! The dog goes sliding back to the curb line on his back. I pull over and the group pulls over.

"The bike is ok. I am ok. The dog, however, is knocked out cold, lying on his back. The owner comes from the farm house looking for his dog - the dog gets up, stumbling, and walks to the owner. The owner says, "Oh, yeah, this crazy dog chases cars and bikes all the time... you are not the first one to hit him!"

"The neighbors called the sheriff's office, and the sheriff showed up, asked a few questions (making sure I wasn't drinking), and asked if I was okay. We continued our ride.

Lesson learned: Never underestimate a running dog alongside of a road. He might come after you or your bike."





# UNDER PRESSURE!

By Joe Livingood

With the promise of cooler temperatures in the coming days and weeks, here are some facts and tips to help you ride safely in the fall and winter months. First, a little bit of applied science to help us understand the “why” behind dropping air pressure.

When the temperature outside (or in your garage) drops, molecules in the air move slower and huddle together. When the temperature increases, molecules move faster and farther away from each other. When this happens inside your tires, it can affect your tire pressure. You can lose or gain 1-2 pounds per square inch (PSI) for every 10 degree change in temperature (plus or minus). This means on a typical fall or



Joe leads the membership in a solemn promise to always ensure that their tire pressure is within spec. Chapter Meeting, 10/14/20

Pressure at 20 °C (68 °F)	10 psi	20 psi	30 psi	40 psi	50 psi	60 psi	70 psi	80 psi	90 psi	100 psi
104 °F	11.7 psi	22.4 psi	33.1 psi	43.7 psi	54.4 psi	65.1 psi	75.8 psi	86.5 psi	97.1 psi	107.8 psi
86 °F	10.8 psi	21.2 psi	31.5 psi	41.9 psi	52.2 psi	62.5 psi	72.9 psi	83.2 psi	93.6 psi	103.9 psi
68 °F	10 psi	20 psi	30 psi	40 psi	50 psi	60 psi	70 psi	80 psi	90 psi	100 psi
50 °F	9.2 psi	18.8 psi	28.5 psi	38.1 psi	47.8 psi	57.5 psi	67.1 psi	76.8 psi	86.4 psi	96.1 psi
32 °F	8.3 psi	17.6 psi	26.9 psi	36.3 psi	45.6 psi	54.9 psi	64.2 psi	73.5 psi	82.9 psi	92.2 psi
14 °F	7.5 psi	16.4 psi	25.4 psi	34.4 psi	43.4 psi	52.4 psi	61.3 psi	70.3 psi	79.3 psi	88.3 psi
-4 °F	6.6 psi	15.3 psi	23.9 psi	32.5 psi	41.2 psi	49.8 psi	58.4 psi	67.1 psi	75.7 psi	84.3 psi
-22 °F	5.8 psi	14.1 psi	22.4 psi	30.7 psi	39 psi	47.3 psi	55.5 psi	63.8 psi	72.1 psi	80.4 psi
-40 °F	4.9 psi	12.9 psi	20.8 psi	28.8 psi	36.8 psi	44.7 psi	52.7 psi	60.6 psi	68.6 psi	76.5 psi



winter day you could lose or gain up to 4 PSI. Check out the chart which illustrates averages at various PSI.

Low tire pressure can lead to:

- Poor fuel economy
- Increased stopping time
- Shorter tire life
- Poor handling

In order to address the issue of low tire pressure:

1. Find your recommended tire pressure and maintain it (it's on the down tube frame or motorcycle manual).
2. Check your tires before driving. (Use an air gauge.)
3. Purchase a tire pressure/inflator gauge and inflate/deflate as necessary.

[Here is a link](#) to an inflator/pressure gauge that I use which attaches to my air compressor when needed, but allows me to fill my tire with a nice 90-degree clamp for that hard-to-fill rear tire.



New Road Captains: Derrick Gonzales and Justin Glass. Chapter Meeting, 10/14/20

# CLIMBING BACK ON!

Our very own **Ruby Lowe** bought a Harley and is preparing to get back on the road! Here's her story...



The last time I rode by myself was in 2012. I was 70 years young and was playing around in parking lots on a Honda Rebel; I haven't been out on the roads in many, many years. In 2004, I surprised my husband with a new 1200 Harley. We didn't ride a lot because of his workaholic schedule,

working six days a week, then on Sunday taking care of things around the house. But we did make several trips to North Carolina to see our grandchildren. Once he got sick, there was no more riding.

I purchased my bike from Julian, a sales associate at Patriot Harley-Davidson. He knew I wanted a bike again, and kept an eye out for one for me. He notified me the day it was brought in.

I will admit that I am putting the cart ahead of the horse a bit as I haven't yet gotten the okay to ride from my doctor! My concern now with riding is I have AFIB and an irregular heart beat, but I had a AFIB/Heart recorder monitor recently inserted to keep a check on that, plus new medicine. I still have fluttering with my AFIB, so no clearance to ride yet. The doc does not want me out riding and going into an AFIB attack. I can understand that! I told him I would play around here at my house - he said ok, but not out of my driveway (LOL).

My bike is a 2015 Black Denim Street 500. It only had 73 miles on it when I purchased it! So, it is still new, not even broken in. It's a great bike for us short people!

My love for riding has been in my blood since I very young. (I'm third from left in the 1959 photo - the short one. The others are my brothers and sister.) In the late 1950s and early 1960s I rode with my brothers. We had our little clubhouse on Park Avenue in Falls Church. I

can't remember the name we called ourselves 'way back then, but we would meet there on Sunday morning and head out.

One brother had a Harley 74, the other one had an Indian, but later bought a Harley.

Albert Smith was our leader. There were 25 of us. 13 bikes once rode to Skyline Drive, then we stopped at the Howard Johnsons in Warrenton for lunch. We were seated, but when the waitress told us she couldn't serve us because Albert was African-American, we all got up and walked out. "If you can't serve him, you don't serve us," we said. It was the only time we ever had a problem of that kind.

Another rider was named Jeanie, a little tiny thing. But she sure could handle that big Harley. It was a kick start and she could start it, unless it was cold. Then one of the guys would start it for her the first time, and she could handle it from there.

At the time there was a Tysons Corner Harley-Davidson dealership. There is a picture on the wall in the conference room at Patriot H-D of that dealership.

I love the feel of the freedom of the open road, and leaving your worries behind you. I also like to spend time with my Fairfax HOGs Chapter family, riding to different areas, seeing new things.

To start, I will be doing short rides close to home and out in the country. My goal is to ride to North Carolina in June, to attend the Iron Horse Roundup. This is one of the very best birthday presents I have ever received, purchasing my bike!

Hugs, Ruby





# I TAKE THE INDIAN CHALLENGE!

When it comes to manufactured products, I'm the kind of guy who is not sold by negative advertising. If I'm in a Chevy dealership, a sure way *not* to sell me a Chevy is to have a Chevy sales guy assure me what lousy cars Fords, Hondas and Toyotas are. We all know that many automobile (and, more to our point here, motorcycle) manufacturers make fine

(I like the fact that the instruments are farther away and give a somewhat more improved view of the road immediately in front of me.) I have since come to terms with the shark nose fairing - and now actually prefer it to the Street Glide's fairing.

So Tom and I rode down to Indian of Fredericksburg to test Indians; as it happened, we were both on Challengers on the same ride. As is usually the case with me, there's a YouTube



products these days. And many of us have a brand preference based on not only product durability and reliability, but also culture and perhaps family history. And that's fine!

So I was a little put out when, a year ago, Matt Laidlaw (a video blogger associated with his family's Southern California Harley-Davidson dealership) posted [a video](#) slagging off the Indian Challenger, a new entrant into the large-frame, chassis-mounted fairing, heavy-touring field, which includes the Yamaha Star Eluder, the Kawasaki Vulcan Vaquero and, of course, the Harley-Davidson Road Glide. It was a very rare descent by Matt into snarkiness, which many in the motorcycle community quickly pointed out. Matt comes off as generally a classy guy, and this video was disconcerting. Suffice it to say that it got 2,000 thumbs-up and 2,400 thumbs-down!

As for myself, I regarded this as something like the 1980s Pepsi Challenge that was held in grocery stores (that led to the disastrous decision by the Coca-Cola Company to produce "New Coke"). I determined to someday test ride an Indian Challenger to decide for myself how it compared to the Harley Road Glide. So I was interested when I learned that Indian of Fredericksburg was hosting a Demo Day on October 9 and 10, and took my riding pal Tom with me.

I have test ridden Road Glides on three separate occasions, and I like them. When I road tested a Road Glide and a Street Glide one after the other to see which I preferred, I was surprised to note that even though I found the bat-winged fairing on the Street Glide more aesthetically pleasing, I preferred the rider's position and dashboard of the Road Glide.

video. [It is here](#). The Challenger ride begins at the 3:10 point.

Given that I am the editor of a Harley Owners Group newsletter associated with the Harley-Davidson brand and a Harley-Davidson dealership, how impartial was I prepared to be? Well, pretty impartial. I was prepared to like the Challenger as much as I like a Road King and just leave it at that. There are lots of great bikes out there.

What did I like about the Challenger? The seat was comfortable. I liked the highway pegs on mine. The Infotainment system seemed to be well thought out. I could get into neutral easily, repeatedly. Uhhhh... that's about it.

I found two problems with the Challenger, one aesthetic, the other mechanical. For me, there's just no love for that fairing and I don't think ever can be. Oh, it's okay from a rider's view of the dashboard - no quarrels there - but I'm referring to the front that everyone sees. It looks over-designed. As Jeremy Clarkson once said about some over-styled automobile, "Your work is done, now, stop putting in ridges and walk away from the computer!" Seriously, when I look at that fairing, what comes inevitably into mind are the formal, blocky lines Lee Iacocca demanded of the late 1980s Chryslers that led one automotive journalist to suggest that old men should not be designing cars.

But it was the test ride that really revealed my main gripe with the Challenger. The Harley-Davidson ride is famous for a characteristic shaky idle and a smooth transition into power.

My 2016 Road King with the 103 Twin Cam engine epitomizes this, despite that fact that the engine is rubber-mounted onto the frame. I've simply gotten used to it. It's how I know I'm on a Harley. Indian, however, has reversed this formula with their water-cooled 108 cubic inch PowerPlus engine, that develops a respectable 122 HP and 128 foot-pounds of torque.

On the Indian Challenger, whenever I accelerated aggressively, an annoying rattle and shaking developed at about 3,700 rpm and continued up from there. It was not pleasant at all. Despite the fact that I was well under the redline on the tach, the engine seemed to be telling me that it wasn't enjoying the ride. And, therefore, neither was I.

What was going on here? Operator error? Some artifact of being in sport mode rather than standard mode? When I mentioned it to the Indian rep he suggested that it had something to do with the engine's overhead camshaft design - but this seemed unconvincing. So there it is. I was surprised that I didn't like the Challenger as much as I thought I would.

I queried Tom (owns a 2008 Street Glide) for his more detailed thoughts. He seemed to like the Challenger better than I did.

"Likes - I loved how the seat felt and how I was positioned as a rider...very comfortable ride! In sport mode, the throttle response is fantastic...in the normal mode, it had a bit of a lag. The power was more than sufficient, ride was very smooth and loved the ease with which the gears shifted. It was very easy to find neutral. The sound system is very good (almost too loud...did I really just say that? Gosh, I'm getting old!) and the instrument panel is full of useful info and easy to use. The mufflers had a very good sound, especially for stock.

"Dislikes - I felt the front end was too far away, which gave me the feel of the road being farther away from me. It is more optics than reality but would take a little time for me to get used to. (But that is part of why I'm not a fixed-fairings guy.) Mine didn't have the knock, or I didn't notice it, that Wes mentioned, but I was playing with so many things I'm not sure I would have noticed. The windshield, while nice that it goes electrically up and down, is too short for me. I'm assuming there is a taller window option, but all the way up was pushing the wind straight into my face.

"All in all, it's solid bike and if were in the market for a Road Glide, I would have to seriously consider it. But, I'm a Harley guy now that my crotch rocket days are behind me so I think I'll stay with H-D!"

I was thoroughly unimpressed with the exhaust note of the Challenger - but then I only rarely find myself pleased with stock pipes. And Tom and I disagree with the distance between rider and instrumentation; Tom likes it closer to the rider than I do. (I prefer a Road King, where there's no dash at all!)

For me, the Indian Challenger vs. Harley Road Glide choice is settled: Road Glide.

Finally, there's this: I was in the Patriot Harley-Davidson dealership one afternoon when I saw a brand new Indian Challenger in the used bike section of the showroom. It had very few miles. Somewhat surprised, I asked a sales guy about it. "Oh, that. Yeah. A guy came in after buying one new. He got pissed off with Indian for some reason and traded it in on a Road Glide."

Well, okay, then! - Wes

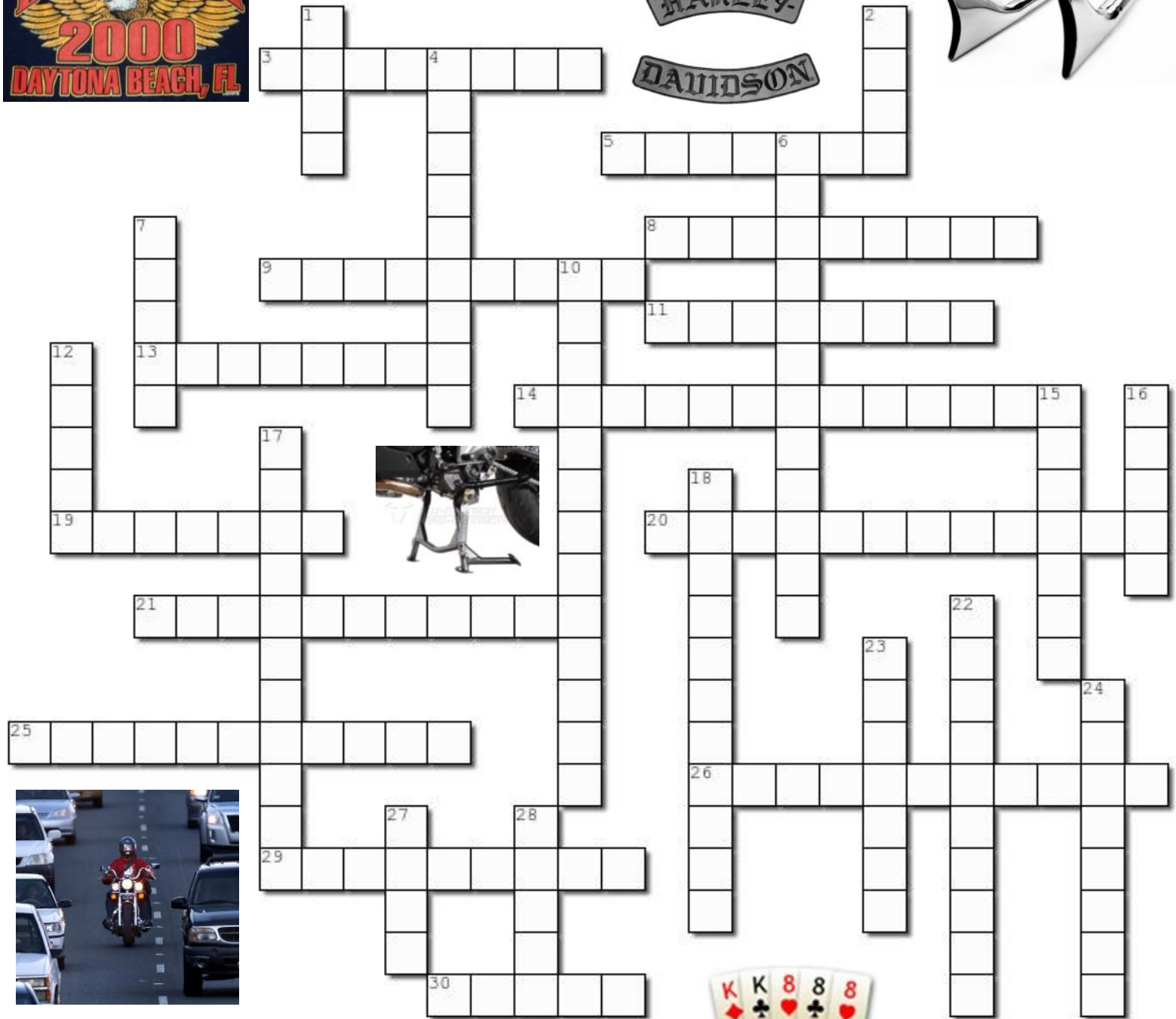


I prefer the smoother, less cluttered lines of the Road Glide. The Indian just looks too busy to me.





# Harley Puzzle #4



FULL HOUSE

## Across

3. A very long distance rally
5. Handlebars seen on sportsbikes
8. Urban bike for hanging out at bars
9. Flared exhaust tips
11. Ride where playing cards are handed out
13. Manufacturer of bolt-on parts
14. Foreign manufacturer street bike
19. Popular FL rally
20. Sportsbike
21. Not OEM
25. Tape on pipes
26. Head-piston pressure
29. Bike for on and off road
30. Cloth head covering



## Down

1. Helmet manufacturer
2. No sleeved denim jackets
4. Wind turbulence
6. The non-law abiding percentage
7. Old school system to make starting easier
10. Riding between cars at backups
12. Bike with no cowl or fairing
15. Top and bottom club patches
16. Motorcycle rights organization
17. Holds bike in place from the middle
18. Helmet
22. Engine on/off button
23. Tranny casing
24. Not yet a full MC member
27. Quick throttle twist
28. Horizontally-opposed engine



# VESTED INTEREST: KURT HURST

**An examination of the various vests worn by F-HOGs—  
and what the patches signify. Send in a photo of yours!**

The U.S. Army used colored stripes along the trouser legs to symbolize military specialties since before the Civil War. Artillerymen who served and wore the scarlet striping earned this badge of honor and were known as “Redlegs.”

Fairfax HOG, Road Captain and Membership Officer patches: Worn to show my passion, support, and loyalty for our dealership, community, and chapter.

Veteran patch: Worn in honor having served this great nation completing assigned missions alongside my battle buddies and like-minded brothers and sisters.

Unit patches from left to right are worn in sequence of assignments throughout my career and in memory of those whom I served alongside: 45th Infantry Brigade, the 1st Armored Division, the 11th Air Defense Artillery Brigade, the 18th Airborne Corps, the 45th Field Artillery Brigade and Army Headquarters.



The American flag is who we are as a nation and I continue to honor its symbolic valor, purity, innocence, vigilance, perseverance and justice.

The Indian head nickel chain snaps are worn out of respect to Native Americans based on my birthplace and childhood in Oklahoma, where tribes endured and sacrificed during the Trail of Tears.



The U.S. Army patch symbolizes service in the oldest military branch that has its origin with the Continental Army.





# RIDERS' PROFILES

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

**Name:** Steve "Pop2" Fred

**How long have you been in the Fairfax HOG Chapter?:** I was an original member, waiting at the dealership door for it to open in 1999! There was a HOGs table set up.

**How long have you been riding?:** 52 years! (Age 19, 1968)

**Why do you ride?:** Initially because I couldn't afford a car (I had a \$100 Honda 90). Later, because I like to clear my mind. I ride when somebody gives me a reason not to ride.

**Bike you currently ride:** 2010 Ultra Limited

**Bikes you have owned:** Honda 90, '72 Kawasaki Z-1, Suzuki 750, 1990's Road King, 2003 Anniversary edition Ultra Classic (I had two; I broke the first one).

**The best ride you have ever done:** St. Louis to Washington State Lewis and Clark Trail Ride. I have been to every state in the lower 48 at least twice on my bike with my wife in back.

**Quote:** "F—k it, let's ride!"



**Name:** Dan "Liverpool" Devine

**Position:** Sales Associate

**How long have you been with Patriot Harley?:** 4 months

**How long have you been riding?:** 15 years

**Why do you ride?:** The freedom, camaraderie and fresh air!

**Bike you currently ride:** '16 Road Glide Special

**Other bikes you have owned:** '97 Honda ST1100, '01 Suzuki GSX-R 600

**The best ride you have ever done:** Around the Florida-Georgia line; about 2,000 miles. The scenery (pines), food, drink, Southern hospitality were great!

**The worst ride you have ever done:** In general, English weather. Heavy rainstorms, flooded roads.

**Quote:** "Being born where you are born carries with it certain responsibilities." - Paul McCartney, the *Liverpool Oratorio*



# NOVEMBER RIDES AND EVENTS!



Fairfax Harley Owners' Group

THE "45" TGIF RIDE  
Friday, Nov 6, 2020

Depart 10:00 from PHD



Meet us at Patriot Harley-Davidson for a Destination ride on some of the scenic roads of Reston. I'll be riding my 1942 WLA, one of the family of Harley-Davidson "45" cubic inch bikes.

Maximum speed for this ride is 45 MPH.

Destination is the 29 Diner for a great lunch!  
We ride rain or shine. Only the bike will change if raining.

Boss Hog -- Steve Fred, [stevefred@aol.com](mailto:stevefred@aol.com); 703-598-2869



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

## REDNECK SUSHI



## FHOG Members Luncheon New/Old Members Social



Closed Ride  
Destination Ride: 11 Miles / 30 Minutes

**Restaurant:**  
**Address:**

**Open Road Grill**  
8100 Lee Highway  
Falls Church, VA 22042  
[openroadgrill.com](http://openroadgrill.com)

**Website:**

**Kickstands Up:**


**11:00 a.m. from Patriot Harley Davidson**

## November 07, 2020

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



# NOVEMBER RIDES AND EVENTS!



## HONORING THOSE WHO SERVE

Meet 9:30am  
Patriot  
Harley  
Davidson  
KSU 10:00am

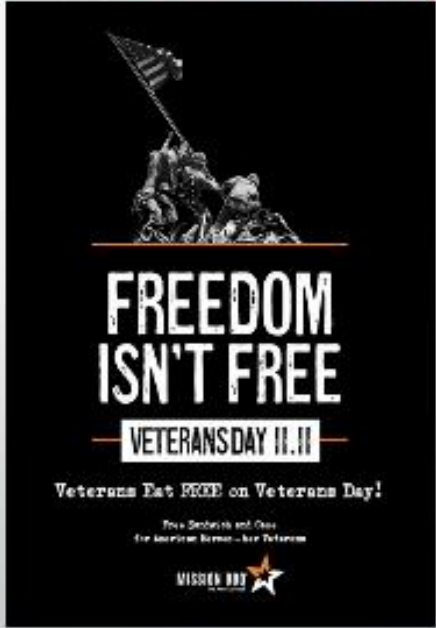
### VETERANS DAY

**THANK YOU FOR YOUR SERVICE**  
**RIDE**  
**WEDNESDAY**  
**November 11, 2020**


Destination Ride Ending  
Mission BBQ  
13067-J Lee Jackson Memorial Hwy  
Chantilly, VA 22033

BOSS HOG Ray Riddle  
[fhogdirector@gmail.com](mailto:fhogdirector@gmail.com) 703-967-5136

Cancellation Hotline: 703-352-0516



**FREEDOM  
ISN'T FREE**  
**VETERANS DAY 11.11**  
Veterans Eat FREE on Veterans Day!  
Free Donuts and Cakes  
for American Women - for Veterans  
MISSEN HOG



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

## ADJUSTED TIME Veterans Day Ride Prior

Fairfax Harley Owners Group  
Chapter Meeting

# Wednesday November 11, 2020

→ **4:00pm** ←



With Respect  
Honor  
and Gratitude  
**Thank You Veterans**



**PATRIOT  
HARLEY-DAVIDSON**

9739 Fairfax Blvd, Fairfax, VA 22031

BOSS HOG: Ray Riddle  
[fhogdirector@gmail.com](mailto:fhogdirector@gmail.com)  
703-967-5136





# NOVEMBER RIDES AND EVENTS!



Harley Owners Group  
Fairfax VA Chapter # 3698

Meet @ PHD  
11:00am  
KSU  
11:30am  
100mile ride

FHOG FUNDRAISER



## TURKEY RUN



\$10.00  
Donation

Saturday November 14, 2020

Meet at PHD 11:00 am KSU 11:30 am 100mile ride

Donations received  
will be given to  
The Lamb Center

Lunch Destination Ride ending @  
Cracker Barrel 10801 Battle view Pkwy, Manassas, VA

Cancellation Hotline: 703-352-0516

BOSS HOG Ray Riddle  
[fhogdirector@gmail.com](mailto:fhogdirector@gmail.com) 703-967-5136



## Thanksgiving at the Lamb Center

Wednesday, November 27, 2019

11:00 to 2:00

This has been a Fairfax HOG tradition for 17 years. "Giving back along the way." We will be providing a complete Thanksgiving meal to neighbors less fortunate. Typically, 120 to 130 guests.

We will need typical Thanksgiving dishes, ready to serve, including several turkeys (12-14)

This is a Closed Chapter Event. Open to Fairfax H.O.G. members and their guests. Space is limited to 14 at the Lamb Center for serving. Food donations (ready to serve) are encouraged from any member. Direct questions and RSVPs to Boss HOG, Larry Larson:

[larrylarson1942@gmail.com](mailto:larrylarson1942@gmail.com); 703-244-0916 (cell)

Happy Thanksgiving to All !!







**JOIN OUR OFFICER TEAM!**

Share your passion supporting FHOG Members and Patriot Harley Davidson, strengthening the culture for 2021.

Officer positions are open for all members, new and seasoned. Term for position 2021 calendar year.

Interested members please contact:  
Ray Riddle, Director @ [fhogdirector@gmail.com](mailto:fhogdirector@gmail.com) or 703-967-5136 for more information.

# FHOG OFFICERS WANTED 2021

## About Us:

The Fairfax VA Chapter of the Harley Owners Group was chartered in 1999 and its sponsoring dealer is Patriot Harley-Davidson located just west of Fairfax Circle at 9739 Fairfax Boulevard (Route 29/50) in Fairfax, Virginia. The Chapter is made up of riders primarily from Fairfax, Arlington and Loudoun Counties and the cities of Alexandria, Falls Church, Vienna, and Fairfax in Virginia, but has members from other communities as well as the state of Maryland and the District of Columbia. Its members are a very diverse group of Harley riders and passengers from many walks of life.



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

## Movie Review: *Outlaw Bikers*

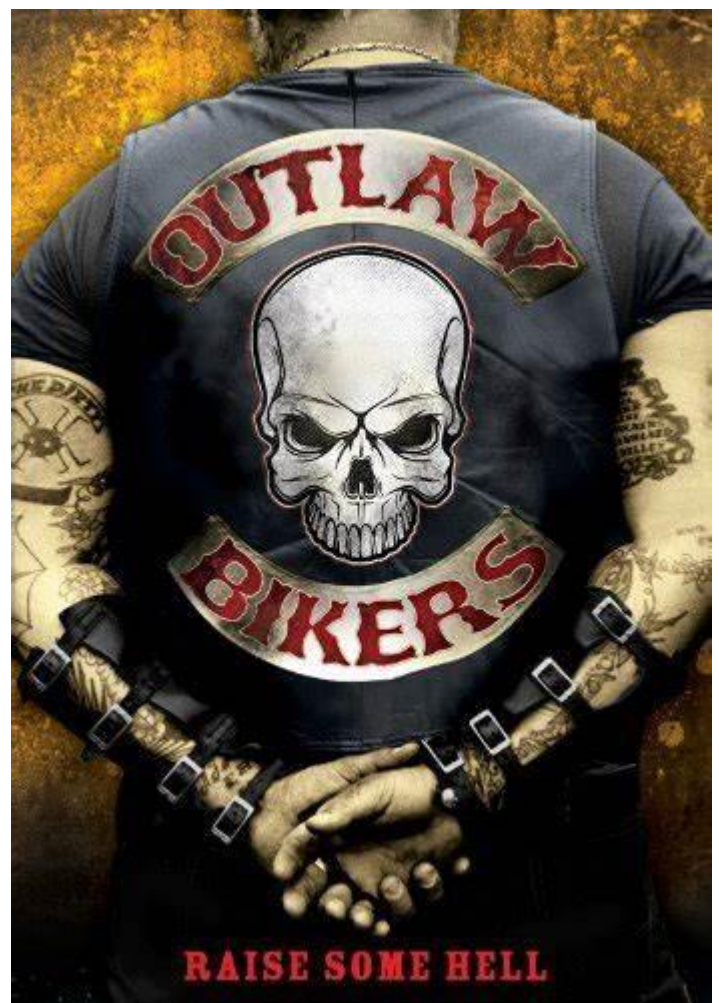
2008, Unrated, Canadian. [Available via Netflix DVD.](#)

[Outlaw Bikers](#) is a television documentary about the Hell's Angels' attempts to take over crime in Quebec, Canada and elsewhere. The plot, via IMDb: "It is 1997 and Mom Boucher, who is the leader of the Hells Angels in Quebec, has suffered from grandeur madness and claims to be above the law. He draws up a death list that includes the names of a number of different authorities."

While the production was informative and interesting, it was also maddeningly repetitive. It was almost as if the producers reasoned that after the commercial breaks the viewers forgot everything that came before and had to have the story summarized - again, and again and again. Short Attention Span Theatre. There was three hours of content in four episodes on my Netflix DVD. Had they eliminated the repetitive content, there would probably be about 80 minutes of once-told material!

The [wikipedia article](#) about Mom Boucher and the Quebec Biker War is interesting. Those guys were absolutely murderous.

An informative, if maddening, production.







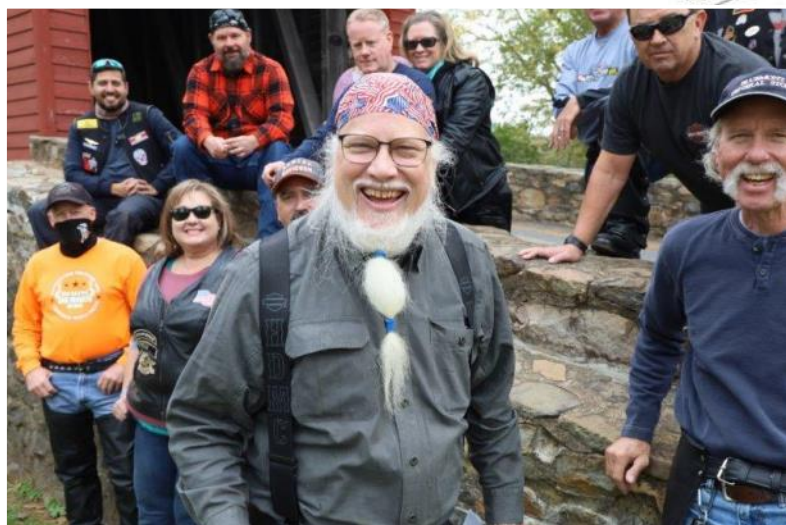
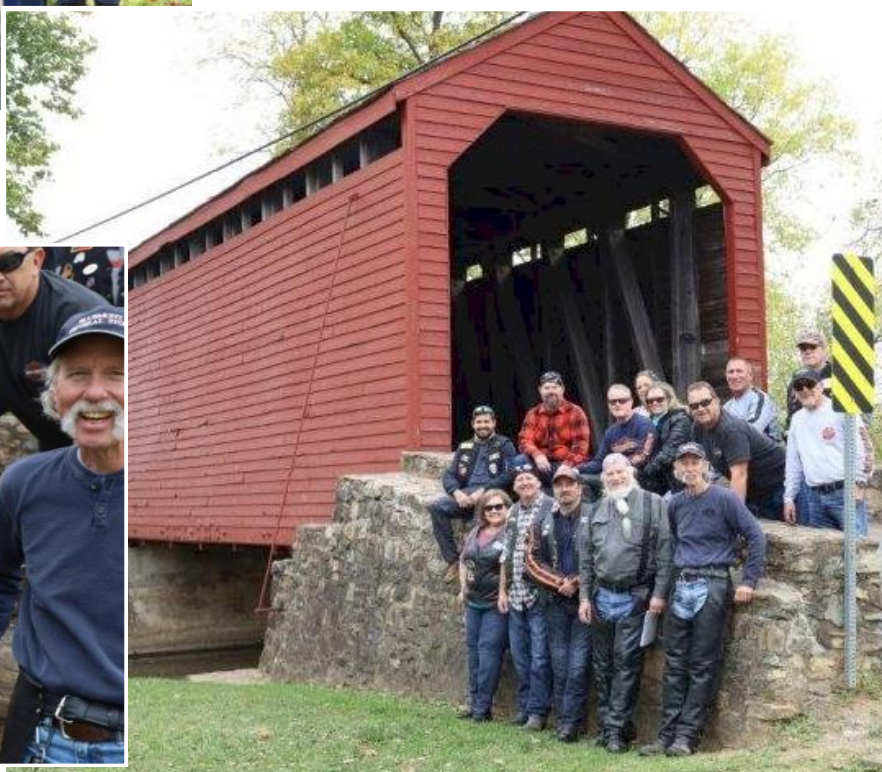
Lost River pickup ride (10/3/20)



Adopt-a-Spot (10/3/20)



Covered Bridge (10/10/20)







## Chapter meeting (10/14/20)



Above: Years from now we're going to look at this photo and go, "UGH. Covid."

Left: The Great Pumpkin makes an appearance at PHD.





TGIF Ride (10/16/20)



Chapter meeting (10/14/20)



Birthday dinner  
(10/21/20)



Have you ever dined at the Coastal Flats restaurant in Fairfax Commons? Great place to eat. They have a Floridaesque mural on the wall. These two, showing what I think are vintage Harleys, attracted my attention. The lore is that the people staring at you from the painting are the founders of the Great American restaurant chain of which Coastal Flats is a part. Does the guy on the left look familiar? Next time you're there check it out.



# The True Biker

The label shown at right is from my leather motorcycle jacket. I found the jacket on amazon.com and only paid \$150 for it. At the time I was only riding for a couple of months and wasn't really sure how deeply I would become involved in the hobby and therefore couldn't justify a better and more expensive jacket. But two years on I quite like it; I'm fond of the retro Schott Perfecto style look (aka "Brando Jacket"). The leather is heavy enough to provide me with good protection, and the zip-out lining, when installed, is warm during the coldest rides. Best of all it has pockets for *two* concealed carry handguns! Okay, that's not a big deal for me at all.

The real reason why I mention this jacket is because of what's on the label: "Apparel and accessories for the true biker." So... what's a "true biker?"

I have some suggestions (I use male-gendered words here, but, obviously, females are included in this tally):

1. A person who has a deep affinity for the freedom of being out on the open road in any and all weather.
2. A person who is only really happy on a motorcycle or, at any rate, finds a deep satisfaction with the riding experience.
3. A rebel. A person who has a distaste for others telling him what to do, how to act, etc. A person who, to some degree, resents authority figures. In many ways, a law unto himself.
4. A person who is fascinated with the mechanics of sitting atop a motor on a simple frame and barreling down the highway.
5. A person who fears or hates ordinariness and feels that life is simply too short not to do something dangerous and risky every now and then.
6. A person who loves speed and the excitement generated by taking corners at a brisk pace.
7. A free spirit who is content to wander without a map or a defined destination. For this person, the ride is far more important than the destination.
8. A party-hardy type. A person who cares more about doing what he wants than about what other people think of him. He doesn't think or care much about the future.
9. A person who is literally on the go all the time. He literally lives to ride and rides to live.
10. A social creature who looks for the company of people described above. A person who loves the experience of being in a long line of loud bikes. "Motorcyclists are pack animals and require a leader." – James May.

So which is it? A bit of some or all? Did I miss anything? You tell me. I'll take your answers and run them in a future newsletter.



The jacket at left, by the way, was the one Marlon Brando wore in *The Wild One* (1953). It was featured on *Pawn Stars* and is for sale for a mere \$14,500. Apparently the "Johnny" script shown below didn't make it, or greatly faded. Or something.

Note: When I wrote up #7, "For this person, the ride is far more important than the destination," I was reminded of something from my past. When I was about seven years old I was playing on a homemade backyard teeter-totter with my best friend, who lived next door. We were pretending that we were on a space ship making a journey to some planet. Every now and then I'd announce that we had so many light-years left in the trip.

As I did this I began adding numbers to the trip to make it last longer. I suddenly realized that I didn't really want to arrive – I just wanted to keep traveling.

It was the first time in my life that I considered that the journey could be more important than the destination. I have come to accept that when on two wheels, this is often the case. - Wes



# The Not-So True Biker



**Above:** Paul McCartney in 1980. No, Paulie, one doesn't pop the collar on a motorcycle jacket. (This was just after he got out of a Japanese prison.)



**Left:** The Beatles in 1960.

The popped-collar leather jacket and cowboy boots ("winkle-pickers") look went away when they met manager Brian Epstein, who cleaned them up, and made them look polite for mass consumption.

The rest, as they say, is musical and cultural history.

## EVENT CANCELLATION NOTIFICATIONS!

Due to the new 2020 fees that Rainedout.com is charging for "text" notifications, Fairfax VA HOG will only be sending email notifications for event cancellations. All HOG Members must re-register to receive email event cancellations.

The steps to re-register your email address are as follows:

- 1) Go to [www.rainedout.com](http://www.rainedout.com)
- 2) Click "Support & FAQ".
- 3) Then click on the link: "Sign up here for e-mail or text — Sign Up Here."
- 4) You will come to a search webpage: Key in "Fairfax VA HOG", then click on the "Search" button
- 5) Your search will return the following: Fairfax VA HOG, Fairfax VA Chapter of the Harley Owners Group, Zip Code: 22031, Category: Motorsports / Motorcycle
- 6) Click on the blue "Fairfax VA HOG" link
- 7) A pop-up message will come up that reviews the cost for text messages and states that emails are free; click "Continue"
- 8) You will come to a sign-up page; In Step 1 - enter your email address, check the Agree to Terms of Services box, click "Start Signup", Step Two - A validation code will be sent to your email address, enter the validation code in the text field and click "Validate Code". Please check your "junk" mail as the validation code may go in that instead of your inbox.
- 9) This will add your email address to the notification database.
- 10) You are done

If you should experience any problems, please contact [activities@fairfaxhog.com](mailto:activities@fairfaxhog.com)

In the "news": ["Motorcyclist Who Identifies As Bicyclist Sets Cycling World Record"](#)





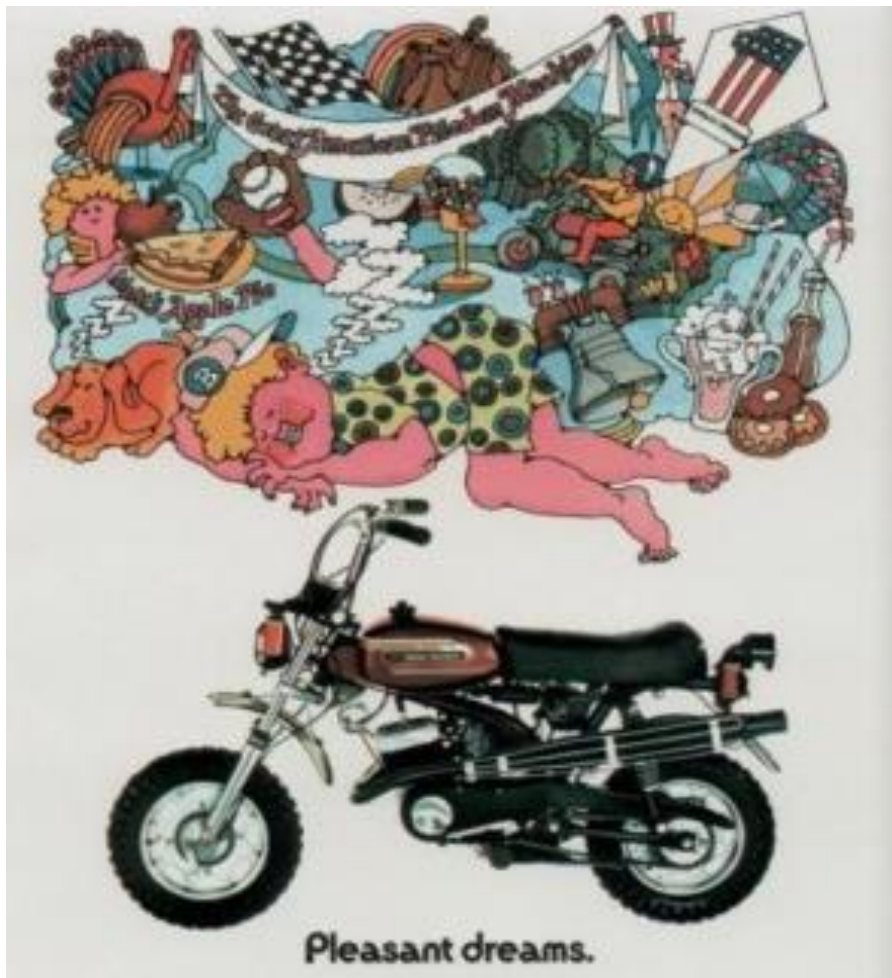
# 1970s HARLEY ADS

By Wes

The 1970s! My era! I remember it well.

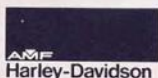
Right: 1960s psychedelia hadn't entirely left the room by the time this 1970s ad was run. That's a Rapido, a re-badged Italian-made Harley, by the way. And groovy Peter Max-style art above it.

Below: From 1974. It looks like the crowd is making fun of that vaguely Burt Reynolds-looking guy on that big bad 250cc bike (as well they should), but in fact the woman in front is cracking a champagne bottle on his headlight. I can't make out what he's holding. A taco? A troll? After the shoot they all got high.

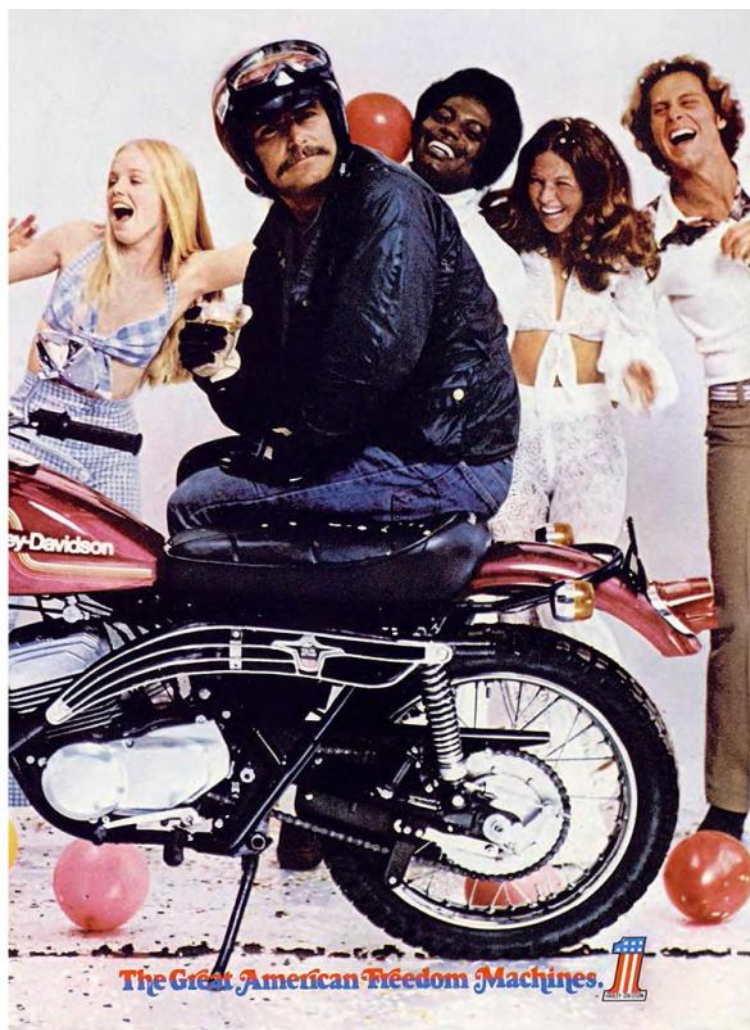


## NEW Harley-Davidson SX-250

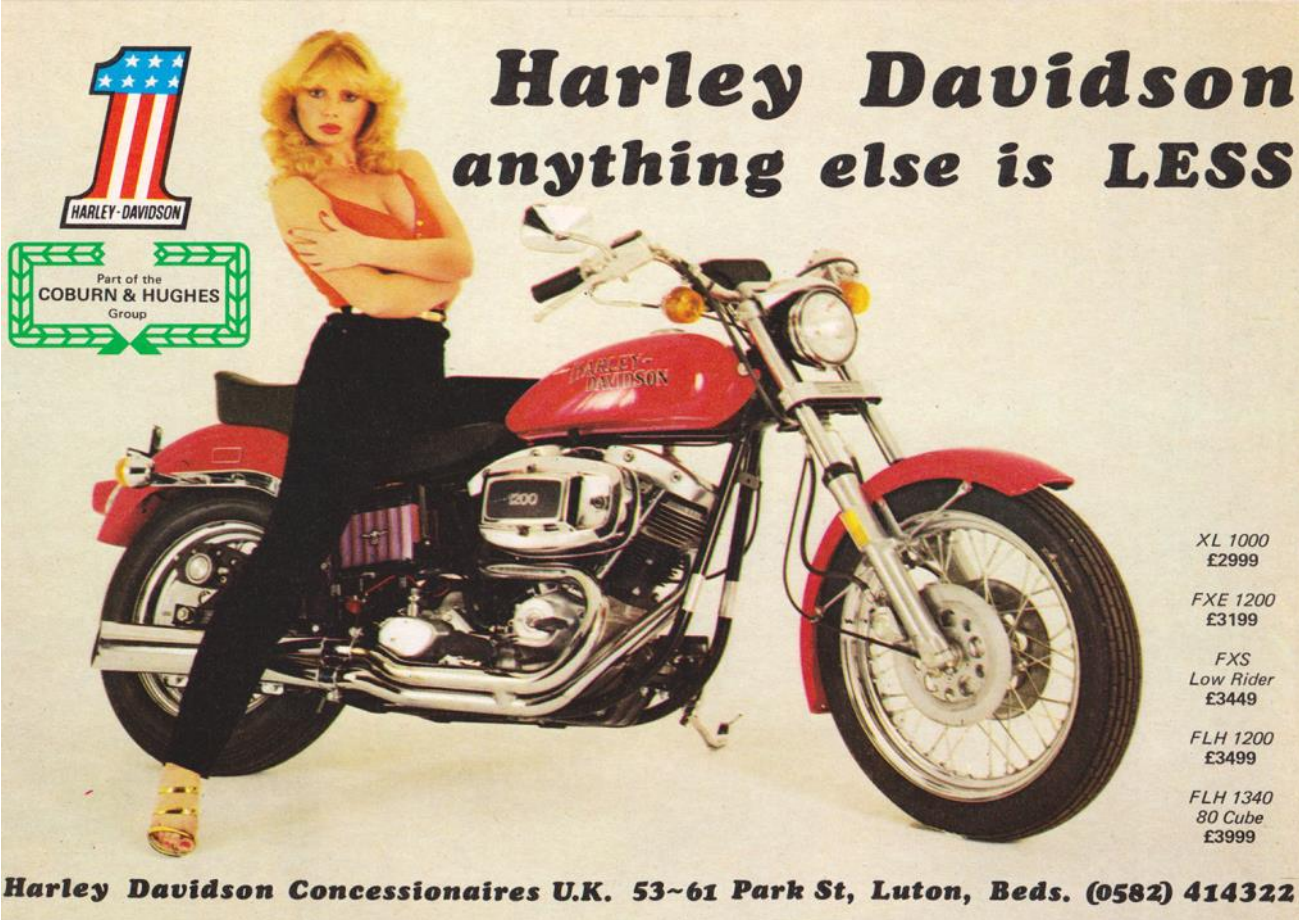
Launch the free life. And do it on the all-new SX-250. The Harley-Davidson breakthrough in motorcycling. It's built to take you wherever freedom calls—the boulevards, the bush, the boonies. Because it boasts of a frame and shocks to tame the toughest trails. Competition-type front fork. Dirt-proof labyrinth seal hubs. Quick-change ISDT rear hub. And solid state CDI ignition for maximum reliability. Here are more reasons to celebrate. A chrome bore 2-cycle aluminum single cylinder power plant. Less wear, less heat. 5-speed box. Primary kick start—kick it over in any gear. Plus an integral oil reservoir located within the frame. Tachometer as well as a true enduro odometer, resettable in either direction. There it is. SX-250. Join the party and come on in to your Harley-Davidson dealer—now!



Harley-Davidson believes in safety first. Before you start out—put on your lights, your helmet—and watch out for the other guy.  
Member Motorcycle Industry Council







**1**  
HARLEY-DAVIDSON

Part of the  
**COBURN & HUGHES**  
Group

# Harley Davidson anything else is LESS

XL 1000  
£2999

FXE 1200  
£3199

FXS  
Low Rider  
£3449

FLH 1200  
£3499

FLH 1340  
80 Cube  
£3999

**Harley Davidson Concessionaires U.K. 53-61 Park St, Luton, Beds. (0582) 414322**

Above: The Brits use a bit of cheesecake. Below: The emergence of the star-spangled Harley "1."



**Harley-Davidson  
has 10 ways  
to bend your mind.**

Ten hot ones to light your fire. From flaming-red 65cc Leggers to the white-hot new Super Glide ... ultimate superbike with 1200cc's of torque and blistering power. Sleek 125cc Rapido for street or trail ... and Sprint SS350, both with gleaming Ceriana front and rear. There's Baja, the 100cc wastelander that took to the woods and kept on winning. 900cc XLH and 1200cc Electra Glide, high-card pair for the open highway. And Sportster XLCH with its scorching style-mate, new Super Glide. Sparkling America colors. The 71 Harley-Davidsons. Ready for you ... whenever you're ready for Number One. AMF HARLEY-DAVIDSON, Milwaukee, Wisconsin 53201.



If it makes you look better,  
feel better, ride safer,  
ride better...your Harley-Davidson  
dealer has it. At your Great  
American Freedom  
Headquarters.



Your Harley-Davidson dealership. The one-stop where you get it all. The right motorcycle to begin with... and everything else to go with it. Helmets, leathers, goggles, jackets, boots. Good stuff. And lots of it. One of the most complete lines of riding accessories anywhere. To dress you up in style. And your bike as well.

When you're ready to move out front, your Harley-Davidson dealer stands behind you. With factory-trained mechanics and a complete inventory of parts. Plus insurance, financing—you name it.

If you're into motorcycling, come into the right place—your Great American Freedom Headquarters.

AMF Harley-Davidson, Milwaukee, Wisconsin 53201  
Member Motorcycle Industry Council

Harley-Davidson

# Just add ego. And go.

You've earned it.  
Along with the right to deck  
yourself out however  
you please.  
To be noticed. And  
remembered. In  
flamboyant style.  
On the machine that's  
beyond all the rest.  
FX-1200 Ego includes:  
1200 cc's of power, exclusive  
hydraulic discs front and rear.  
Dual exhausts. Rakish new  
tank. Fantastic new suspension.  
Rocker Man Freedom.  
All the way.

Harley-Davidson,  
Milwaukee, Wisconsin 53201  
Member Motorcycle Industry Council

Harley-Davidson



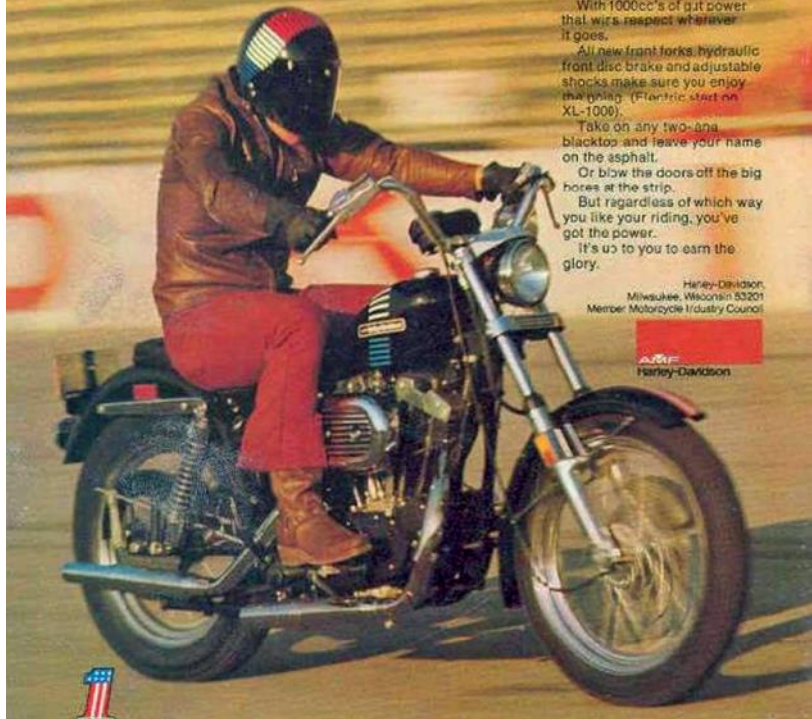
**Harley-Davidson FX-1200.**  
**The Great American Freedom Machine.**

## Carve your name on blacktop.

The Harley-Davidson  
XLCH-1000.  
With 1000cc's of gut power  
that wins respect wherever  
it goes.  
All new front forks, hydraulic  
front disc brake and adjustable  
shocks make sure you enjoy  
everything. (Electric start on  
XL-1000).  
Take on any two-lane  
blacktop and leave your name  
on the asphalt.  
Or blow the doors off the big  
hoses at the strip.  
But regardless of which way  
you like your riding, you've  
got the power.  
It's up to you to earn the  
glory.

Harley-Davidson,  
Milwaukee, Wisconsin 53201  
Member Motorcycle Industry Council

Harley-Davidson



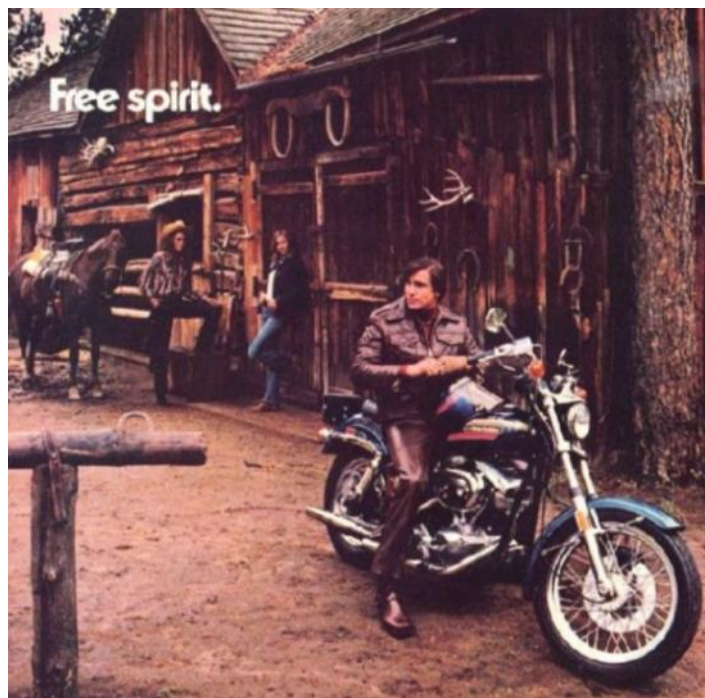
**Harley-Davidson XLCH-1000.**  
**The Great American Freedom Machine.**

Above left: The guy in the back looks like he's getting jilted.

Above right: That curly Seventies font style!

Below left: Dude. Those pants.

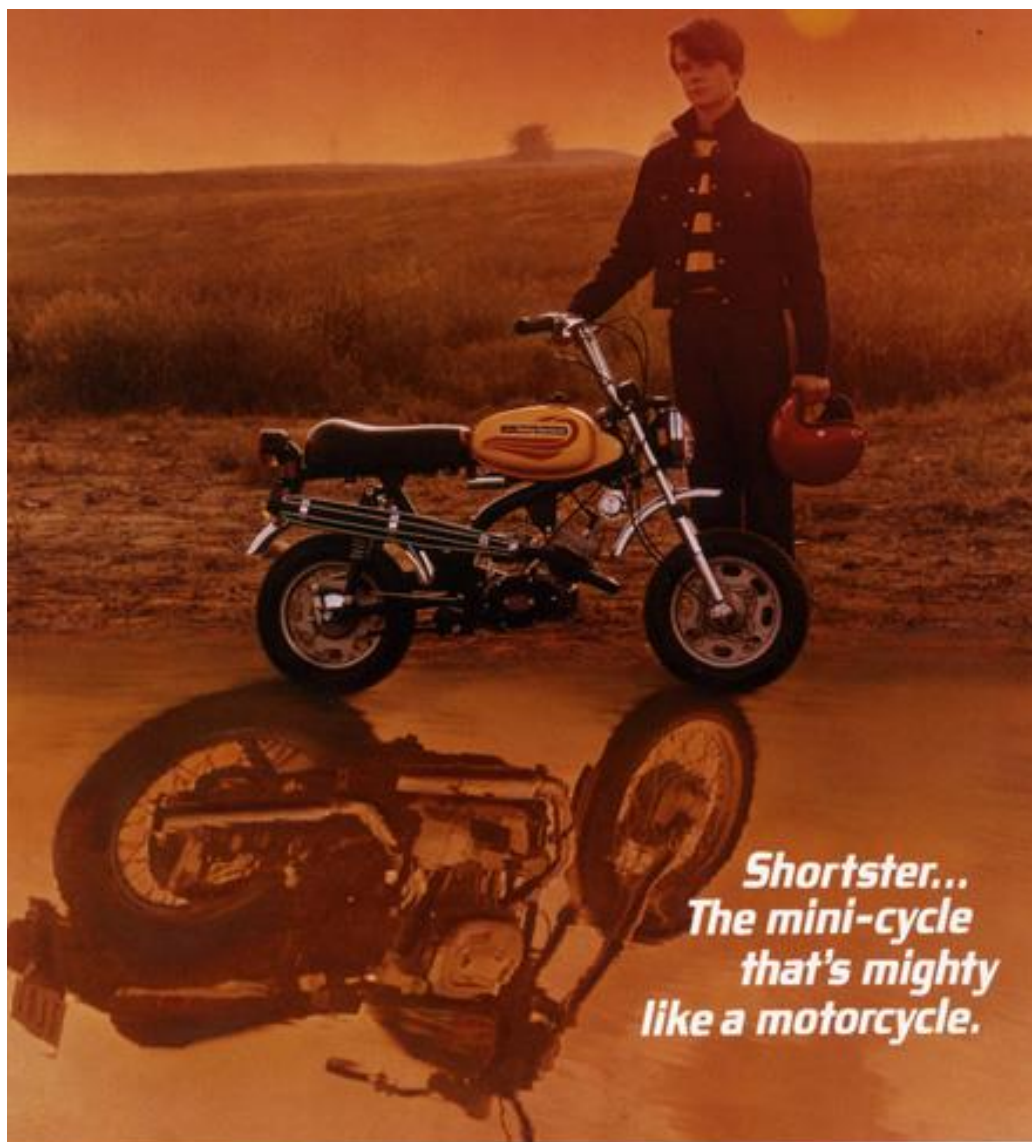
Below right: The Western/horse/freedom formula.







Above: I like it!  
Below, all: The Shortster.  
Embarassing. Just like the Seventies.



Shortster's the little guy in the Harley-Davidson family. But its resemblance to our big machines tells you where it comes from... and where it belongs. It has mini-motocross forks up front and hydraulic shocks back aft to give you a backwoods ride like no other mini-bike you ever rode. A tough, 65cc two-stroke engine cranks out a bag of stump pullin' power. And puts it all on the ground through a three-

speed foot shift. Shortster has full-sized levers and grips... just like the big guys. And a wide, comfortable seat that lets you hang in there all day long. Cut loose and head for the good country. With Harley-Davidson's neat new Shortster... the mini-cycle that's mighty like a motorcycle. See for yourself. At your Harley-Davidson dealer. AMF | Harley-Davidson, Milwaukee, Wis.

**Shortster.**  **another outperformer from Harley-Davidson.**



**Let the neat times roll.**

On the new Harley-Davidson X-90.  
Imagine yourself trucking along a forest reserve trail, with your wheels churning and a smile on your face a mile wide.  
Cause you know you and your Harley-Davidson X-90 are gonna have some really neat times.  
Driving and having, feeling and whipping your way through wide deep dreams. So run tell your dad that you'd like a 60cc, 4-speed, chain-driven, fold-down handlebar experience.  
Then get it on.  
Harley-Davidson Milwaukee, Wisconsin 53201  
Harley-Davidson Harley-Davidson



**Harley-Davidson X-90.**  
**The Great American Freedom Machine.**



# Vintage Rides

## The Harley-Davidson Golf Cart

To be honest, I can't develop a lot of enthusiasm for writing about the Harley-Davidson Golf Cart. First of all, I don't play golf. There has never been any interest. Probably never will be. The only ball I've ever wanted to manipulate on a grassy field is a rugby ball - and those days are long past.

Secondly, when I think of golf I do not automatically think of, say, The Old Course at St. Andrews. I think of Bob Hope wearing shiny white vinyl shoes and brandishing a putter when he used to stride onto the *Tonight Show* stage to preempt whatever poor guest Carson was talking to, who would be expected to move over on the sofa to sit closer to Ed McMahon. And have you ever seen Bob Hope's custom-built golf cart? EGAD. It looks like the Joker-Mobile in late 1940s *Batman* comics. Look at that thing!

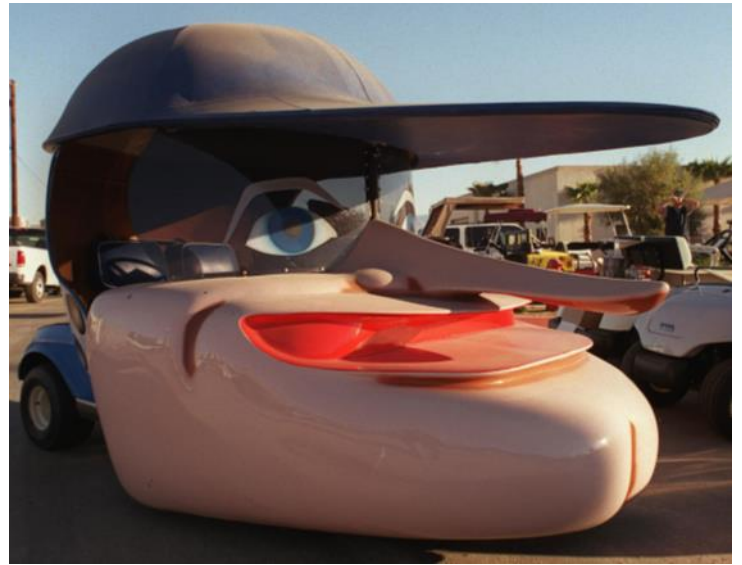


Yes, the bright lights on the tenth floor at Harley-Davidson once ventured into the golf cart market in 1963. There it is at left in all its beige fiberglass glory. There doesn't seem to be one iota of personality in the thing. Or check out the one in royal blue at right. It has a personality. (As I recall, the AMC Gremlin - THE AMC GREMLIN - also came in royal blue.)

I'd like to be able to write that these things were supplied with torque-monster shovelhead engines that, if the hammer came down, would spin the wheels and fire huge clumps of grass backwards at fat guys wearing ugly pants and plastic hats, but no. Here's the wikipedia write up on the Harley-Davidson Golf Cart:

*"In 1963 the Harley-Davidson Motor Company began producing golf carts. Over the years they manufactured and distributed thousands of three- and four-wheeled gasoline-*

*powered and electric vehicles that are still highly sought after. The iconic three-wheeled cart, with either a steering wheel or a tiller-based steering control, boasted a reversible two-stroke engine similar to one used today in some high-end*



*snowmobiles. (The engine runs clockwise in forward mode.) Harley Davidson sold the production of golf carts to American Machine and Foundry Company, who in turn sold production to Columbia Par Car. Many of these units survive today, and are the prized possessions of proud owners, restorers, and collectors worldwide."*

This prose kind of gives you goose-bumps, doesn't it? Makes you wanna run out and restore one?

Me, neither.

I see doing a Bing image search that a somewhat interesting Harley Golf Cart was created in the familiar black and orange color scheme (next page). This is more like it. I have no idea if they were actually sold in this livery, but it makes a statement. The statement might just be, "I'd rather be out burning rubber on my Fat Boy in Daytona with a babe in a leopard-skin bikini on the seat behind me than here on a lawn swacking a little white ball around and enduring my bosses' tedious corporate chit-chat." And this would be a wholly understandable statement.





1982 was the last year for a Harley Golf Cart. The much-loved Evolution engine was produced in 1984. Thank goodness the Motor Company quit dorking around with golf carts and started putting their energy back into making legendary engines!

Oh, look... at lower right is a Harley Golf Cart with a fabric roof and black fringe with little dangly balls on the bottom. Be still, my heart.

And for those of you into the ratted-out look, below is a golf cart that will enable you to leave a real impression on the green. (Namely, *I'm lazy*.)

That's a 1966 engine at lower right.

I can write no more, Gentle Reader. Behold the Harley-Davidson Golf Cart. I had to mention it sometime.

Next time we'll move on to something more interesting as a Vintage Ride, okay? - Wes





# HAPPY NOVEMBER BIRTHDAY!

Jo	Zabel
R. Keith	Morrison
Patricia	Schmid
Richard	Abbott
Karen	Rolfe
Paul	Heine
Barb	Causa
Phillip	Butterfield
Patricia	Hill
Janice	Chartoff
Gidget	Stough
Lee	Adams
Claudia	Droste
Adriana	Latham
Stacey Lea	Eich
Guillermo	Garcia Puerta
Gene	Shorts



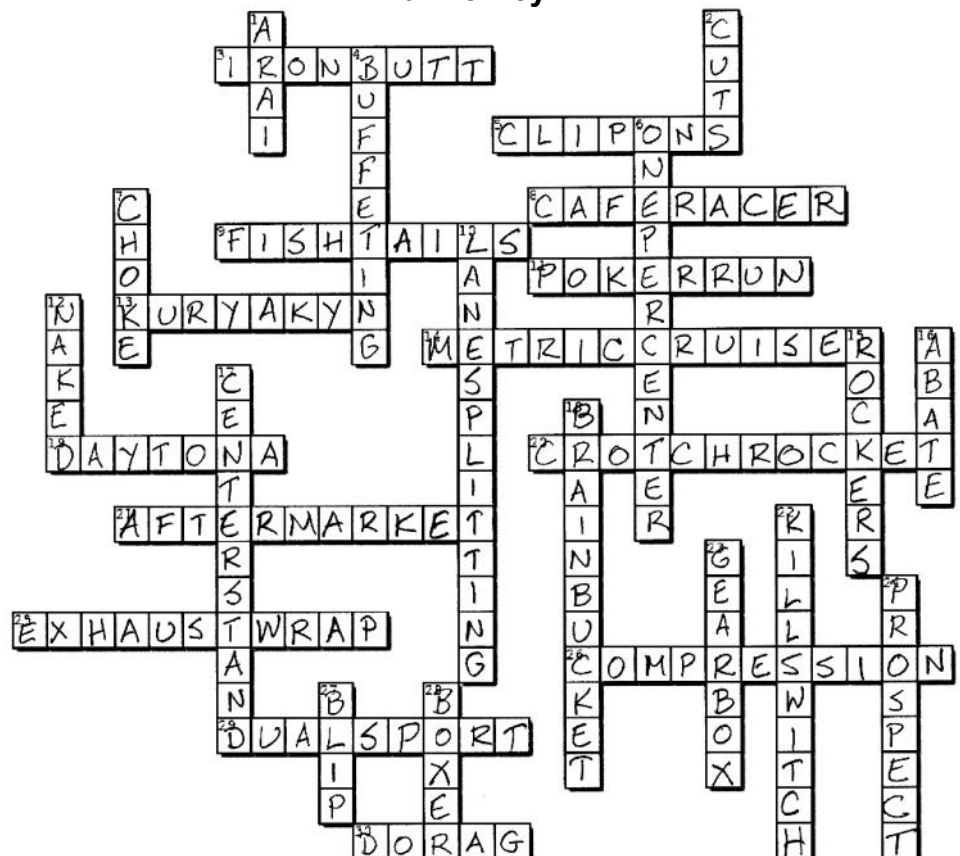
**It may be true that there are a lot of miles in the rear view mirror, but it's also true that the road ahead is beautiful!**

**"People are more violently opposed to fur than leather because it's safer to harass rich women than motorcycle gangs." - Alexei Sayle**



**Cool cats ride Hogs.**

## Puzzle Key







## **Ralph DeWalt**

**July 26, 1938 - January 14, 2020**

**F-HOG Charter Member joined March 21, 1999**

**National Member since September 1, 1994**

Ralph DeWalt was born on 26 July 1938 in Catasauqua, Pennsylvania. He was the son of Richard and Elsie DeWalt and was raised in the school house that his parents attended as children that was purchased by his father and become the family home.

He graduated from Catasauqua High School in 1956, Moravian College in 1960 with a Bachelors Degree in Physics, the Navy Postgraduate School in Monterey, California in 1967 with a Masters Degree in Operations Research and studied National Security Policy at the National War College, Fort McNair, Washington DC. 1980-81.



Inspired by a veteran Navy pilot visiting the Moravian campus shortly before graduation Ralph joined the Navy, headed off to Pensacola, Florida for Naval Aviator training and earned his Wings of Gold in 1962. He served in the Navy for 26 years, retiring in 1986 as a Navy Captain. His service included a tour in Vietnam where he flew 131 combat missions and where he was exposed to Agent Orange, the chemical that over 40 years later caused a rare form of cancer and lead to his death in January of this year. During his career he accumulated 4200 flight hours, flew 131 combat missions in Vietnam. 713 arrested carrier landings in 14 aircraft types over 7 deployments. He commanded the Rooks of VAQ137 flying the EA-6B Prowler from the USS America and won the coveted Golden Tailhook Award for the squadron with the best landing performance in the airwing. He had many personal awards during his career in the Navy. After retiring in 1996 Ralph worked in the defense and then banking industry, retiring from Navy Federal Credit Union in 2005.

Ralph married his high school sweetheart, Charlotte Ann, on April 1, 1959 and celebrated 60 years of marriage in 2019. Together they had four sons who all became Naval Aviators like him: LCDR Rick DeWalt, USN (Ret) - 21 years, RDML Rod DeWalt, USN, 32 years+ (and still serving), CDR Mike DeWalt, USN (Ret) - 27 years, and Ralph F. DeWalt II (Chip), USN (Ret) - 25 years. They have 11 grandchildren: Richard, Crystal, Luke, Nick, Megan, Jeremy, Riley, Amber, Ralph F DeWalt III (Trey), Arabella, Jacob and 2 great grandchildren: Ace and Colton. He was predeceased by his 4-year-old grandson, Christian. Grandson Luke just graduated from TCU and received his first set of orders embarking on a career in Air Force Aviation flying the F16. The tradition continues.

Ralph was an avid golfer and totally enjoyed riding his Harley all over the country with Char (on separate bikes), friends and family. He was a past Assistant Director of the HOG chapter in Manassas and a plank owner at Fairfax Harley Davidson HOG. His true passion in retirement took him back to his roots in Pennsylvania developing a horse farm, tending his garden and developing his property in Catharpin, VA. He was a faithful Christian, loving husband, caring father, patriotic warrior and passionate conservative who will be dearly missed by all who knew him.

Captain Ralph DeWalt will be laid to rest at Arlington National Cemetery with full Military Honors on December 2, 2020 with his service at 9AM at the Old Post Chapel, Fort Myers, Arlington, VA.





# 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

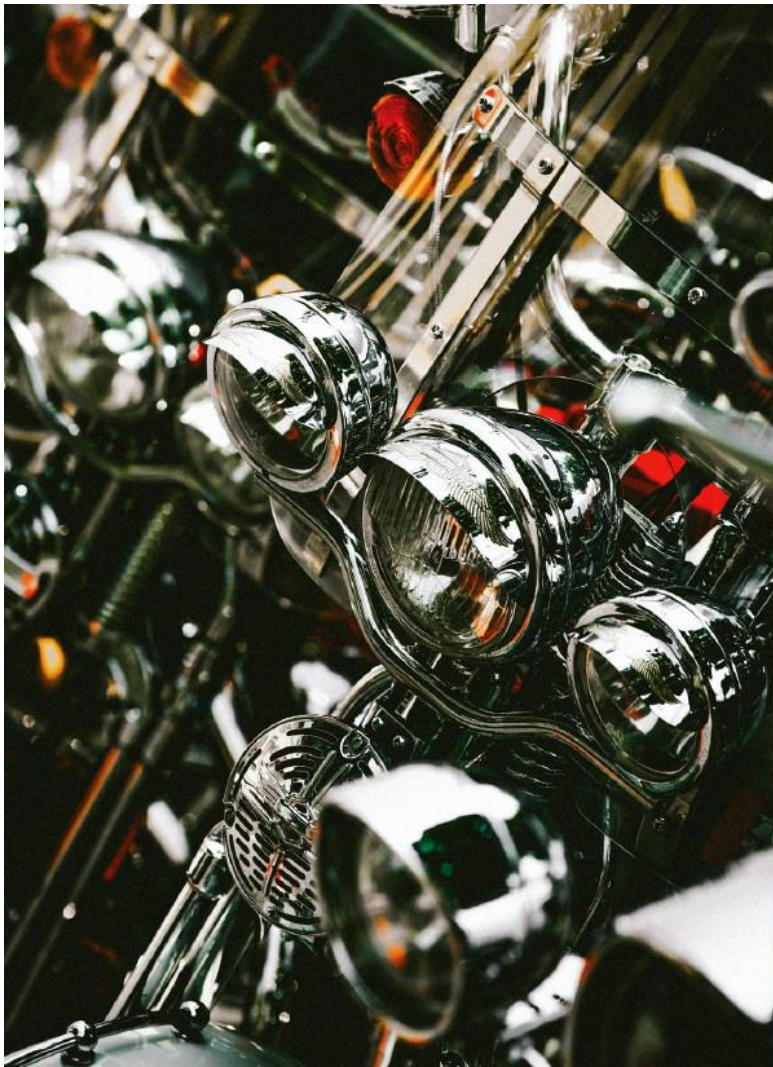


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# The Stars and Pipes

## The Newsletter of the Fairfax HOGs Chapter



### Who we are

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

### Advertising Guidelines

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

### 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

**SPECIAL OFFER—BUY 10 ADS & GET THE 11th FREE!**

\* 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.