

# The Stars and Pipes

November 2021

**LAND OF THE FREE.  
THANKS TO THE BRAVE.**



LIVE YOUR LEGEND.™



## Fairfax Harley Owners Group



## EDITOR'S COLUMN

November is turkey month, and here's my turkey tale: I was on the Skyline Drive last month when a wild turkey flew onto the road and interrupted the car in front of me while it decided whether or not to cross the road. We waited until he finally decided to wobble and gobble off to the side, letting me pass. And then I saw three deer bounding across the road a short distance later. On my previous Skyline Drive ride a guy in a car in front of me watched a bear cross the road. Like a regular zoo up there, it is.

I installed heated grips onto my Road King. It being an FLHP (police bike) and not a regular FLHR, the wiring was somewhat different and so the rumored little orange or red and black connector that furnishes 12V to add-on grips was not to be found in the bezel behind the headlight. I finally figured out a circuit path to get it running without triggering a red warning light in my speedometer. This *and* heated gloves ought to keep my hands toasty warm this winter.

November is the time for thankfulness. In many ways it's been a thoroughly rotten year (much like last year), but, as always, we still have much to be thankful for. I don't know what the secret to a long and happy life is, but I suspect an attitude of gratitude is a big part of it.

I won't do the literary equivalent of the Thanksgiving tradition many families do around the table: recite the things for which we are grateful. I will just encourage us all to remember our blessings when we're out riding. I don't know about you, but some of my best thinking takes place behind the handlebars. And at age 65 I am immensely grateful for the simple act of being sound enough in mind and body to ride. And when I take a Friday long ride on my own I am always thankful to arrive back in the garage without having encountered any painful collisions with cars or animals darting out in front of me causing an accident. (Do you feel like that too at the end of the day?)

When I was a kid I always suspected that the best is yet to come - I think I saw that on a sundial and it made an impression on me - and so far I haven't been disappointed.



### The Stars and Pipes

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

November 2021

Volume 23, Issue 10

In this issue: It's kind of all about comic books, with a look at the once-only edition of *Harley Rider*, which was intended to be given out in dealerships in 1988, as well as motorcycles on comic book covers. (Julie Wood gets some attention.) We also continue to check out weird bikes, Harley tattoos, discuss riding slow bikes fast, leaning, dogs sticking their heads out of windows, the corporate Harley-Davidson and the usual stuff. And umlauts. This is the issue with umlauts.

Enjoy!

Wes

COVER: Happy Veterans Day! Special nod of the helmet to Harley-Davidson of Atlanta.





# DIRECTOR'S MESSAGE

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 2021 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. 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. In our December's newsletter I will define gratitude with a different approach.

Being a FHOG officer for these past (6) years this journey will be ending. I will always believe wearing my Fairfax HOG vest is an honor and a privilege, thankful for the day I walked into my first meeting.

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, virtual and even outside. 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. Fairfax HOG has even put there name back in the winner's circle for the Virginia Chapter Challenge.

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.

What are you thankful for in your life?

Remember, "We Ride as One" Ray

## Fall Riding

By Jack Causa, Assistant Director

The Fall season is one of the best times to get out and ride. The mornings have a slight chill in the air while the afternoons are normally warm. It is not uncommon to start out wearing a leather jacket and chaps and removing those items at the first gas stop. The trees are changing, and nature puts on its best display of Earth tones color palette. The most prevalent color is orange, of course, signifying that even mother nature favors Harleys.

F-HOG has two popular rides that are always scheduled in October: the Asphalt Roller Coaster Ride and the Fall Foliage Ride. This year was no exception, both rides took place with riders hitting the back roads with many twists and turns. The Asphalt Roller Coaster Ride takes riders on the windy Rt. 211 over the mountain past Skyline Drive while the Fall Foliage Ride heads though Harpers Ferry and into Berkeley Springs. There are often surprises on these rides; one year on the Asphalt Roller Coaster Ride, the riders came face to face with a 500-pound black bear that was standing in the road!



While Fall riding is a great time to ride, it can also be a very dangerous time to ride. Falling leaves accumulate on the road hiding potholes and road debris. The biggest danger is wet leaves. Wet leaves are extremely slippery and can make cornering very risky.

October and November are great riding months. Go out enjoy nature's best. Dress warm and be careful.

Sun	Mon	Wed	Thu	Fri	Sat
31	1 Fairfax HOG Officers Meeting - 6:30pm	3	4	5	6 Berry Fun Ride to Berryville Grille
7	8	10 Monthly Chapter Meeting - 6:30pm	11	12	13 Annual American Heroes Ride - 8am
14 Friends Helping Friends (Short Ride After) - 9am	15	17	18 FHOG Family Birthday Dinner - 6:30pm	19 Bunny Man Ride 10 AM	20
21	22	24 Thanksgiving at the Lamb Center - 11am	25	26	27
28	29	1	2	3	4

**HOG** Fairfax Chapter  
#3698 Fairfax Virginia

[illegible]



## Early notice...

# FHOG Holiday Party January 15th



Advance Tickets Only - \$30 per person (no tickets at the door)  
Tickets available - Nov/Dec Chapter Meetings & Family Dinners or contact Barb  
Location/time - PJ Skidoos, Fairfax (6 to 10 PM)  
Appetizers, Buffet Dinner, DJ, Prizes, Cash Bar  
Boss Hog - Barb Causa 703 405 3873 Barbachandler@yahoo.com



## RIDERS' PROFILES

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

**Name:** John Amos

**Nickname:** My kids like to call me "Pappa-Jay" (it's my license plate)

**How long have you been in the Fairfax HOG Chapter?** New Member as of Oct 2021

**How long have you been riding?** I took a motorcycle training course in Aug 2019 and then got my license and bike

**Why do you ride?** I like to get out of the city and enjoy the scenery and freedom on the road without being closed in a car. It also helps keep my mind sharp and alert as I'm always looking ahead for dangers and escape routes "just in case."

**Bike you currently ride:** 2018 Harley Ultra Limited

**Bikes you have owned:** 2014 Kawasaki Vulcan 900, 2018 HD Ultra Limited

**The Best Ride you have ever done:** Tail of the Dragon

**Quote:** "Life is a journey, not a destination" - Ralph Waldo Emerson



# RIDERS' PROFILES

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

**Name:** Oliver (Doesn't want to admit his second name) Plüntke - And yes, there was originally an umlaut in "Plüntke"; his father dropped it.

**Nickname:** "Ollie"

**How long have you been in the Fairfax HOG Chapter?** Since 2014

**How long have you been riding?** "Good God! Like, 1985."

**Why do you ride?** For someplace to go and come back!

**Bike you currently ride:** 2017 Electra Glide Limited

**Bikes you have owned:** Kawasaki KZ 650, '91 Sportster, '91 Super Glide, '11 Wide Glide

**The Best Ride you have ever done:** Sturgis 2019

**The Worst Ride you have ever done:** There weren't any!

**Quote:** "I never had a quote in my life" (but at least he has an umlaut)



## KNOW YOUR STAFFER!

**Name:** Donnie Collins (This is Linda Collins' son! "Hi, Mom!")

**Title:** Parts associate

**How long have you worked at PHD?** A week and a half!

**How long have you ridden?** Since I was a kid. Mini bikes, dirt bikes - whatever.

**Bike you currently ride:** '93 Heritage Classic.

**Bikes you have owned:** An '01 Fat Boy, a Street Glide, a Night Train and a bunch I have flipped and sold.

**The Best Ride you have ever done:** VA-MD-PA-WV for ten hours.

**The Worst Ride you have ever done:** When I wrecked my Street Glide and had a minor hospital trip.

**Why do you ride?** Why not? It's a good way to get away!

**Quote:** "Live for today because tomorrow isn't guaranteed."







Above: 55 on 55 Ride,  
10/2/21  
Below: Picnic, 10/10/21







Above: F-HOGs Chapter Meeting, 10/13/21  
Below left: Asphalt Roller Coaster Ride 2.0, 10/17/21





45 Ride, 10/22/21



## The Harley-Davidson MT500

Pictured at left is a 1999 Harley-Davidson MT500, designed for military use.

The MT500 is powered by a 500cc Rotax single-cylinder, air-cooled engine with 4 valves, 5 gears (unit construction), and most were kickstart only – though a small number were made with an electric start. The name stands for “military transport, 500cc” and there was also an MT350, which was fitted with a 350cc engine.

### 2000 Harley Davidson MT500

This was a motorcycle built for the military for Dual purpose, on and off road. The U.S. MT500 was one of the rarest and lowest production numbers of any Harley Davidson built in the York, PA plant.

About 3500 MT350s and MT500s were produced from 1995 - 1998. A total of 279 in 1999 and 2000 in 2000.

Most of the MTs were used by the military and then auctioned off. A few were donated by military personnel. The 1999s and 2000s were sold to a few select Harley dealers. They had a retail price between \$10,000 and \$11,500 panniers and a gun case were included. The dealers had the option of selling the bikes, but most of them went to museums and collectors like this example owned by Brad Boyle.

It's a mechanically simple motorcycle designed explicitly for military use – though it's broad adoption never took place due to many militaries only wanting diesel-powered vehicles for matters of logistical simplicity.

Each MT500 was fitted with a single rectangular headlight, as well as indicators and a tail light to ensure they were road legal – though these could all be disconnected if the motorcycle was needed for missions requiring stealth.

[Read all about it at silodrome.com](http://silodrome.com)



# A MESSAGE FROM THE MEMBERSHIP FOLKS!

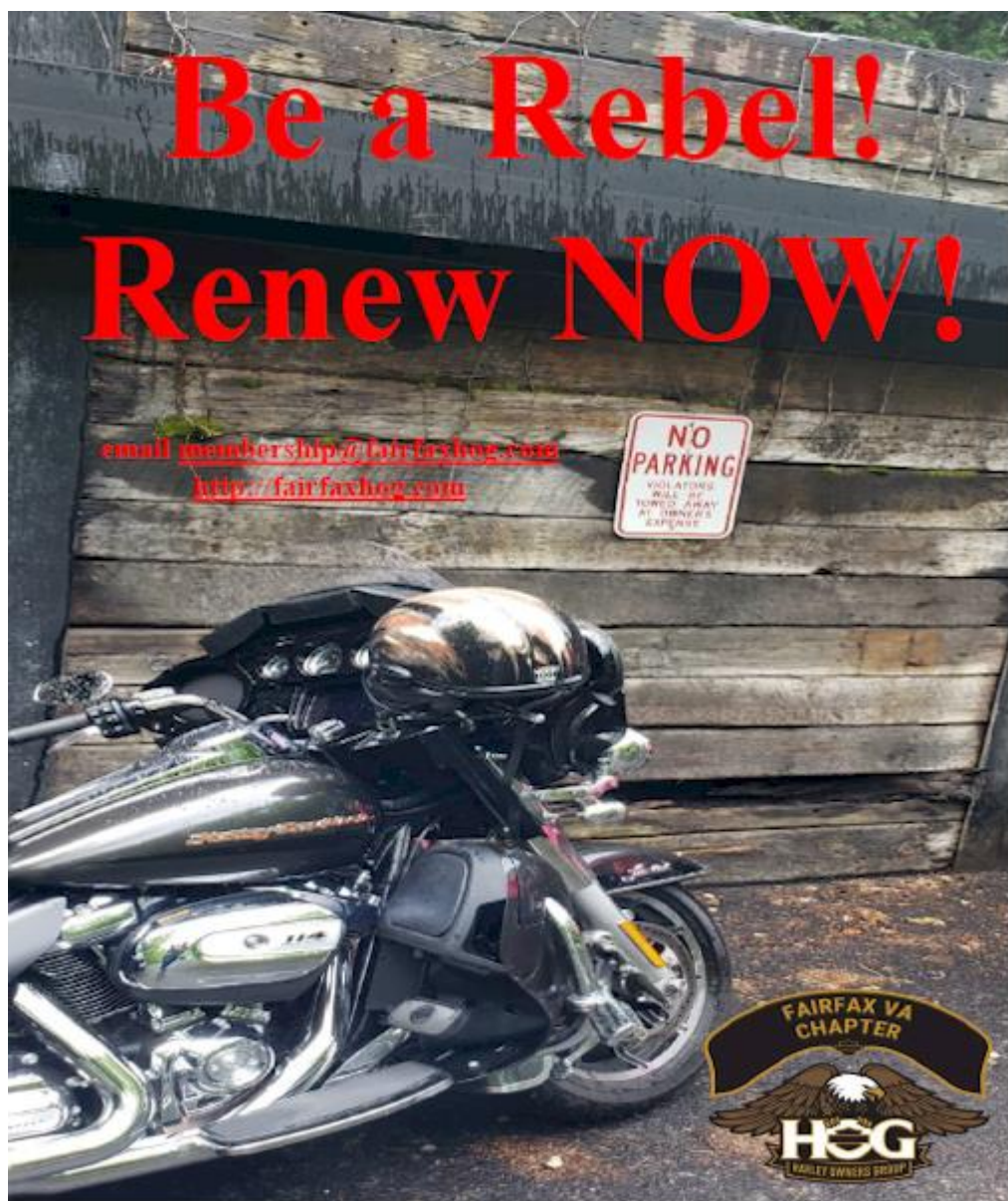


**Renew your 2022 Fairfax  
HOG Membership early.**

**Current membership expires  
12/31/21 - \$25 / each**

[CLICK HERE TO RENEW!](#)

**Please  
have your current National HOG  
ID# handy when renewing.**



Email:

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

<http://fairfaxhog.com>



Fairfax Chapter #3698. is a local chapter sponsored by Patriot Harley-Davidson in Fairfax, Virginia. We invite you to attend our chapter meeting or be our guest on a chapter ride.

Just \$25 a year for all the fun you could imagine. You must also be a current National H.O.G. member. For many of our members the chapter has become a second family. Life long friendships were started with one common bond...The love of riding Harley-Davidson Motorcycles (or even non-HD motorcycles).



# PATRIOT HARLEY-DAVIDSON EVENTS!

## Welcome to Patriot Harley-Davidson®'s **WINTER STORAGE**

### CHOOSE FROM 2 OPTIONS:

#### Storage Plan 1 (Cost \$149):

- Storage from 1 November 2021 through 28 February 2022
- Bike stored in climate-controlled environment
- If customer provides battery tender, bike will be kept on tender
- Multipoint safety inspection

#### Storage Plan 2 (Cost \$299):

- Storage from 1 November 2021 through 28 February 2022
- Bike stored in climate-controlled environment and kept on a battery tender
- Engine oil change
- Multipoint safety inspection
- Bike started once a week and brought to operating temperature
- Bike cleaned prior to pick up date

### WINTER STORAGE FEES MUST BE PAID WHEN BIKE IS DROPPED OFF

Additional work can be performed upon request and at a discounted rate of:

**25% off Labor** - authorized and paid for by customer at date of drop off.

**20% off Labor** - authorized and paid for by customer prior to 31 December 2021.

**10% off Labor** - authorized and paid for by customer prior to 31 January 2021.

### GET WINTER STORAGE FOR FREE!!!

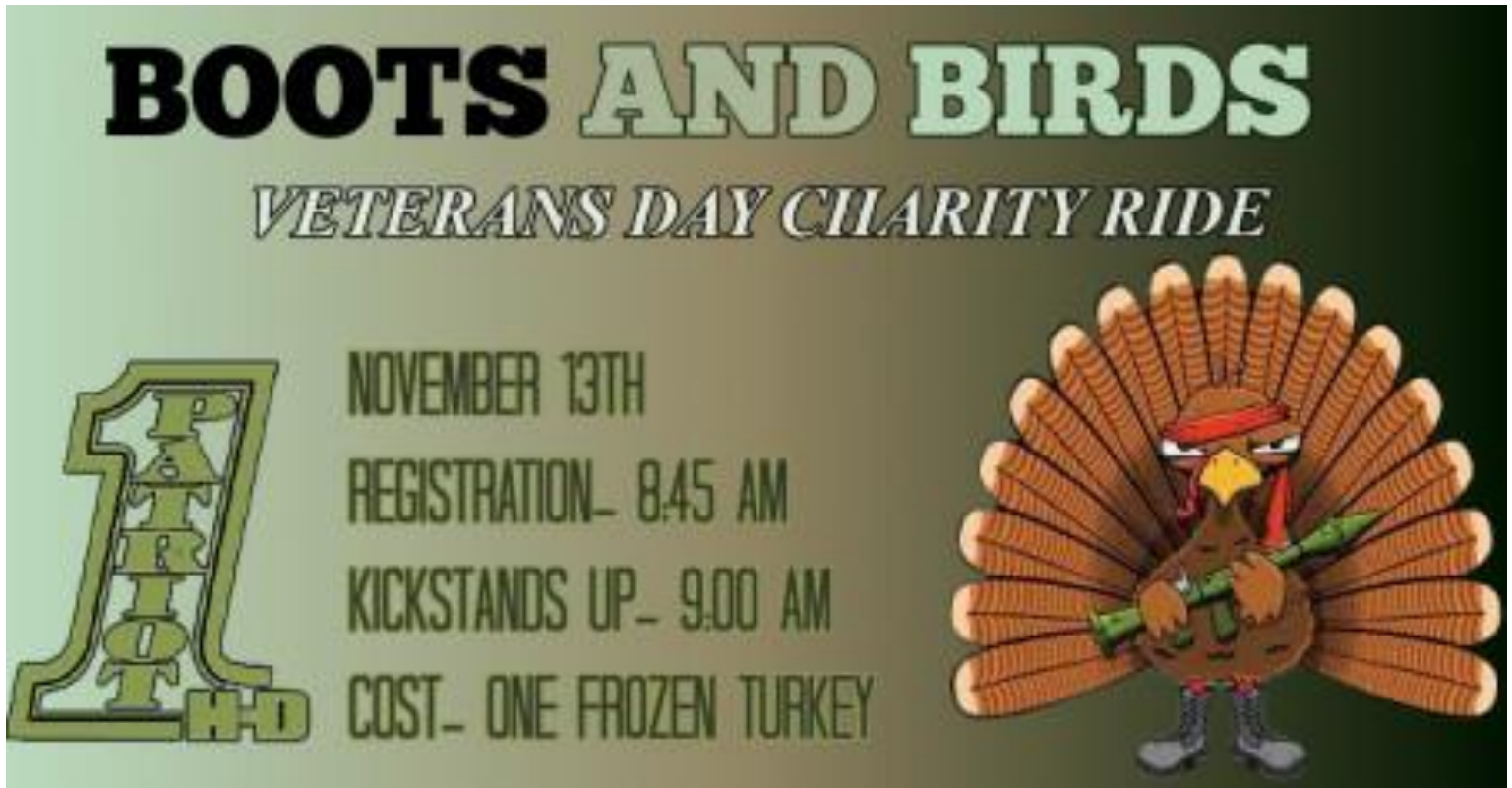
*Winter storage fees will be waved if you have \$3000 or more work done on your bike  
(original Winter Storage fees not included in \$3000)*

\*All Winter Storage bikes will be picked up no later than 28 February 2022. It is the responsibility of the customer to make arrangements to pick up their bike or have it delivered prior to 28 February 2022.

Starting on 1 March 2022, all remaining Winter Storage bikes will be charged a \$25 per day storage fee unless prior arrangements have been made. Should you have any questions, please don't hesitate to call us at 703-352-5400 or email at [service@patriothd.com](mailto:service@patriothd.com).



# PATRIOT HARLEY-DAVIDSON EVENTS!



**13 November 2021 08:45 - 12:00**

Your mission: honor vets everywhere and lend a helping hand to those in need.

## **Objective one**

Grab a frozen turkey strap it to your bike and join us for a quick donation ride to Food for Others

Be sure to grab all the selfies and swagger with your beautiful backseat bird.

## **Objective two**

Saddle up and take a nice long putt to Mission BBQ Woodbridge.

We have a great Road Captain leading us with a fantastic route picked out.

## **Final destination**

Mission BBQ for lunch.

## **Times**

Registration 8:45 am at the dealership

KSU- 9:00 am

9:45 Staging for Mission BBQ route

KSU- 10 am

## **Cost**

Frozen turkey or \$10

Cash proceeds to benefit Amvets

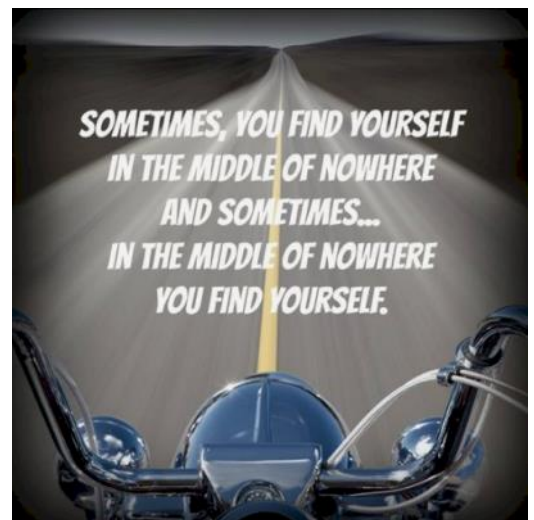
Turkey proceeds to benefit Food for Others

## **Final objective**

Help Patriot H-D make this a tradition and join us again next year.

Invite all your friends and family.

The ride is open to two wheels, four wheels, or any wheels!





# SO WHY DO DOGS STICK THEIR HEADS OUT OF CAR WINDOWS?



Anyone who has ridden a motorcycle can answer this question, but, like each of us, the answer is unique and personal to our experience. Here are but just a sampling of the responses I've come across in my travels:

To feel the wind run through my hair (or what's left of it)

To quote George Michael "Freedom"

To experience God's amazing creation without doors or windows

To see life from an unfamiliar perspective

To cast aside cares of the world, work, and family

To take a ride on the wild side

Because it just feels good

Each of these responses shares the common theme of experiencing something different and taking a brief ride down the journey of life without interruption or distraction. I, on the other hand, believe it provides each of us an opportunity to reflect on why we are here and how we will navigate the road that lies ahead.

The next time you see a dog with his head out the window going down the road, just smile, give the dog a nod of your head and remind yourself that "Four wheels move the body, but two wheels move the soul."

**Joseph Livingood**

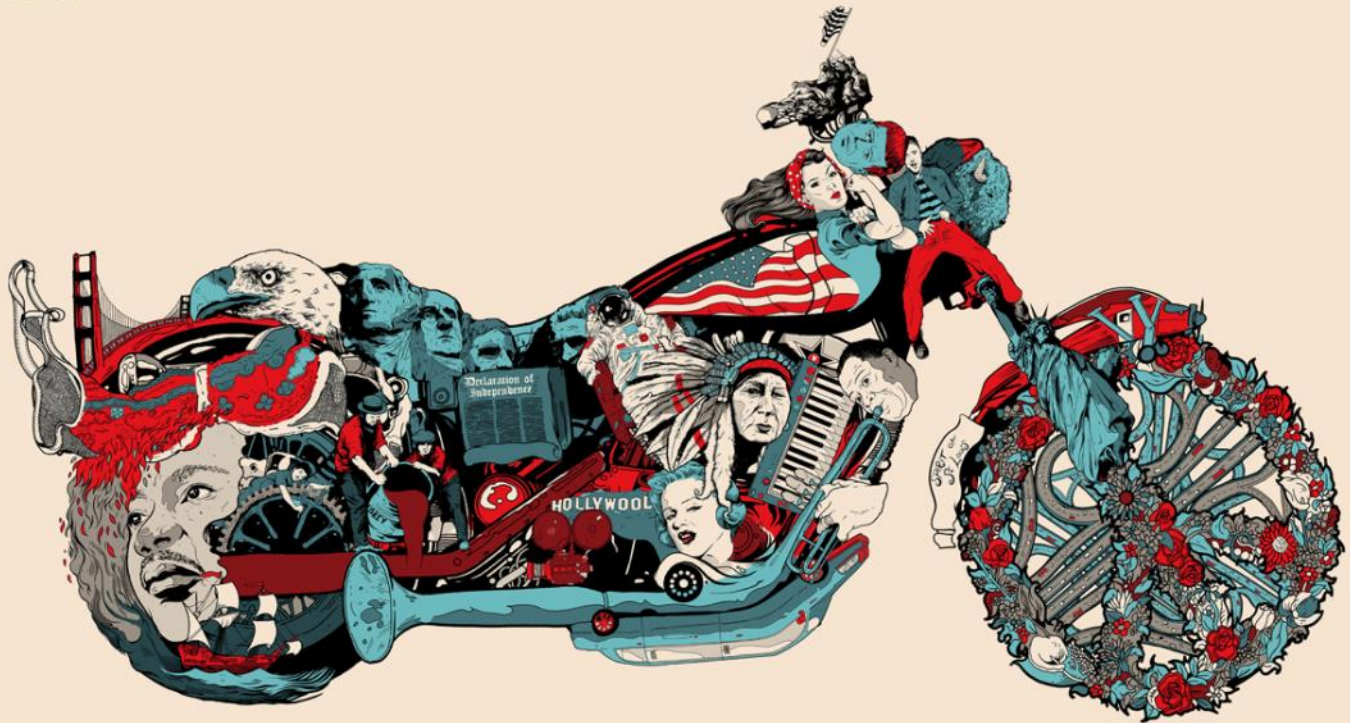
**Secretary**



Above: "Soon Electric" Print advertisement created by MullenLowe Group, Paris, France for Harley-Davidson. [Click here.](#)



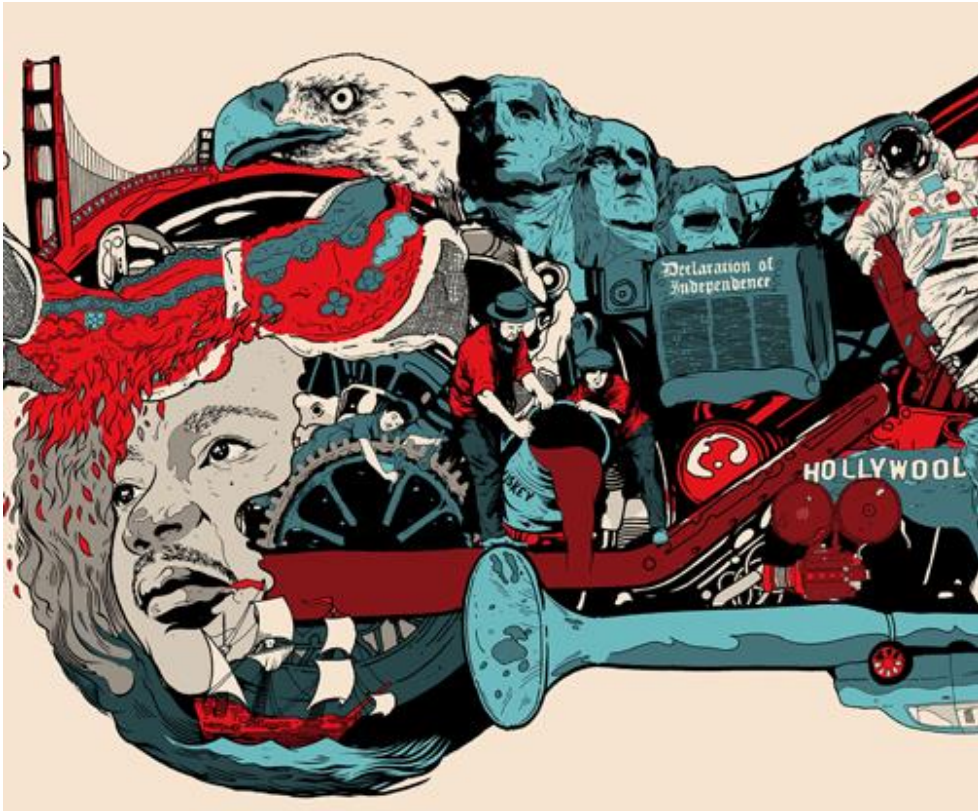
Harley-Davidson Bratislava  
authorised dealer



DRIVEN BY HISTORY



Print advertisement created by Jandl, Slovakia for Harley-Davidson.  
Illustrator: Tim McDonagh.





# You're Leaning the Wrong Way!

by Wes

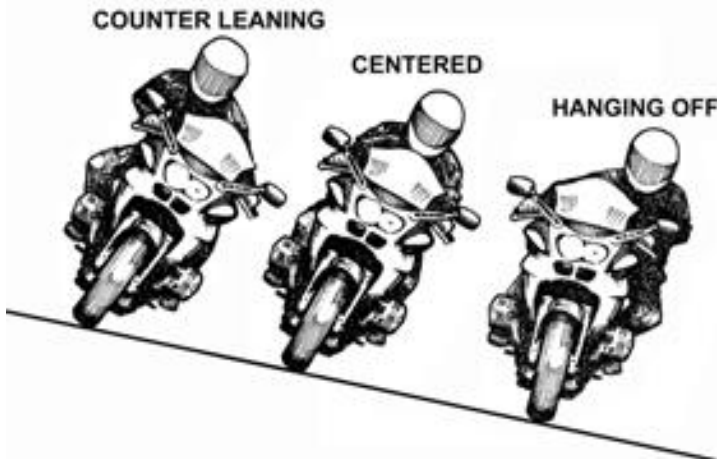
Some time ago I watched [an interesting YouTube motorcycle how-to video](#) about leaning entitled "You're Leaning the Wrong Way." It's by Ryan F9, aka Ryan Kluftinger, a popular Canadian motorcycle video blogger who is associated with a company called FortNine, the Canadian version of retailer RevZilla. ("FortNine?" It refers, sort of, to the 49th Parallel that separates the United States from Canada.)



Kluftinger sometimes takes what I think is a knee-jerk dislike of Harley-Davidson, so watching his stuff can be a bit of an ordeal. I also find him somewhat snarky. But the video in question was released on September 12th and, to date, has garnered over a million views. So who am I to criticize?

What's it about (or about)?

Basically, this: when it comes to leaning there is leaning into the curve, maintaining an up and down body position (centered, or neutral), and counter-leaning, or leaning your body away from the turn. Ryan explains the physics of a motorcycle in various turns and mentions that policemen are trained to counter-lean their heavy street bikes in turns. The video concludes with an endorsement of counter-leaning by a police trainer.



Hooray! When I first learned to ride three years ago I found

myself wanting to counter-lean instinctively but I could never get anybody to explain if it was the correct form or not. I am happy to see that I had the right idea. I have since counter-leaned more on the curvy road to Clifton, VA (a frequent destination) and it often makes sense and feels right.

Ryan also points out that taking a sportsbike as fast as possible through tight turns in Moto Grand Prix racing requires extreme leaning, not counter-leaning, but here we're talking about cornering speeds way in excess of something you'd find - or *ought* to find - in street riding.

Ryan's video has garnered a few response videos. On September 12th [MotoJitsu issued a response video](#) basically agreeing with the notion of counter-leaning at street speeds. I like the quote "The more I learn, the more I realize I don't know." So true.

A popular motorcycle training channel, Mcrider, issued a [response video](#) on September 13th, endorsing counter-leaning for speeds normally encountered during street cornering. The gent on this video, Kevin Morris (a professional motorcycle instructor), says "You are not on a track." That pretty much says it all for me.

One last comment: When I was first learning to ride I encountered a most interesting fellow Harley rider on the road who was wearing a leather vest with the patch of a motorcycle club (I won't say who) that one would normally expect represented riders who were all professionally taught and were themselves professionals. This fellow was leaning into each corner and turn, no matter how slight, by physically moving his butt in the seat and leaning. "Is that really necessary?" I wondered. It looked like so much work, all that shifting around. Since, to this day I haven't seen anyone else riding like that, I assume it was more a matter of style than technique.

But what's your take? Do you agree? Disagree? Do you generally lean or counter-lean on highways and roads?

I bet your answer is, "It depends."

**Can I switch my  
kickstand to the other  
side?  
I don't even want my  
motorcycle leaning left  
anymore.**





**Above left:** The Crucifixion Ride.



**Above right:** Powered by 24 chain saw engines. Surprise, it's German. (They have rednecks, too.) Is that a Harley frame? Well... I'll pretend that it is for the sake of this article. BTW, the German word for chain saw is *Kettensäge*.

# WEIRD BIKES!

**Right:** Florida?



**Below:** When I go I want to be transported by THESE guys. And if they don't start wearing helmets one of them is going to be in that box.







**Above:** The Anaconda "Limo."

**Right:** Japanese Battlecruiser.

**Middle left:** Nice rear end.

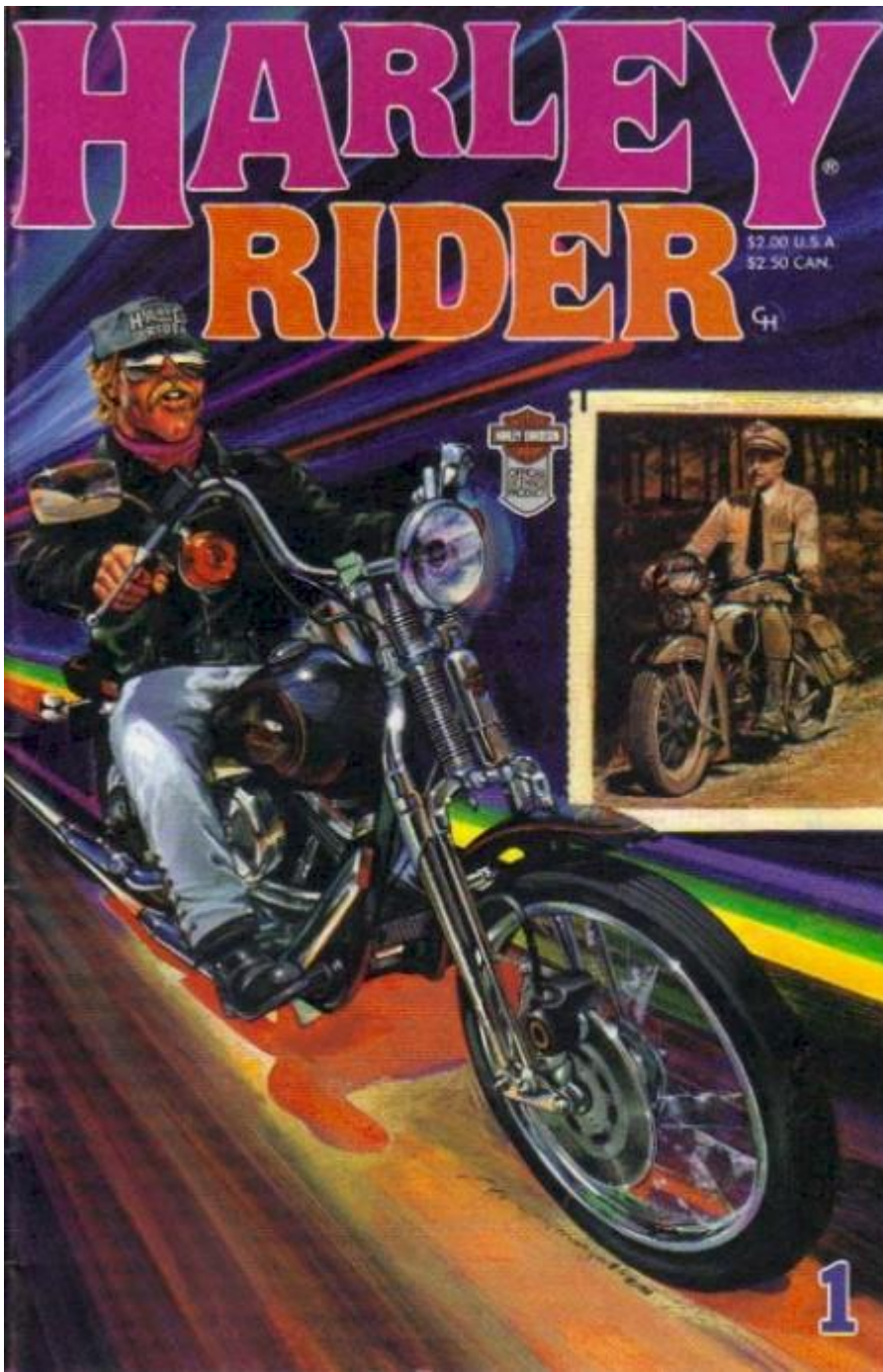
**Middle right:** Half of a classic Chevy, sort of.

**Below left:** It's made out of leather.

**Below right:** For very, very young Harley riders who are more than a touch insecure.







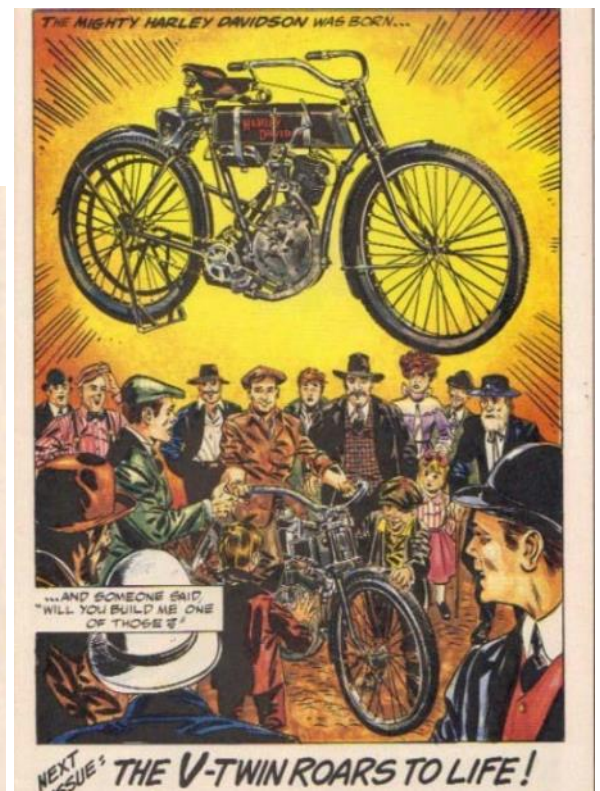
## The Harley Rider Comic Book

Yes, indeed, there was once an officially-licensed Harley-Davidson comic book. It appeared in 1988 and never got past the premier issue due to distribution problems. [You can read the entire thing at sunnymeadcycles.com's web site.](http://sunnymeadcycles.com) And you should.

From the introductory page: "This officially-licensed product was produced by Carl Hungness Publishing in 1988 and has since become a valued collector's item. Inside you will find 32 full color pages produced by some of the nation's most famed comic artists such as Gray Morrow, Bill Overgard, Frank Springer, and Vince Walter. The famed Larry Shinoda Design Studio produced the memorable center spread. The first half of the comic contains true stories and the second part is fiction. Lack of a good distribution system prevented further issues from being published."

Check it out. The introductory story, about the founding of Harley-Davidson, isn't bad at all. The latter, fictional, stuff is... well... you can make up your own mind.

I have culled some images from the comic book to present here. - Wes







Above: Yes, that's supposed to be Ronald Reagan. Yikes.

Left: Jezebel's interpretation of "All the gear, all the time."

Below: I was in the I A of M back when I worked at Lockheed in 1979/1980.



## FREEDOM, YES!

**F**reedom. Power. Knowing that you control your life. That you decide who you are and where you go.

Machinists Union members are a proud, independent breed. We build Harley Davidson motorcycles. We build the finest products on earth, from jet fighter planes to the great eighteen-wheelers.

The Machinists Union believes every working person has the inalienable right to freedom and respect. The right to decide what goes on in their union, on the job and throughout the country.

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**UNION YES** ✓



# RIDING SLOW BIKES FAST

By Wes

The other day, while watching a motorcycle video, I encountered an interesting comment: "It's more fun to ride slow bikes fast than it is to ride fast bikes fast." On one hand I instinctively knew what he meant, on the other hand I wasn't really sure.

My father once had a 1968 Porsche 912, and I owned a couple of "poor man's Porsches," a 1971 914 and a 1975 914. If you didn't know anything about Porsches you might think that a 912 is one better than the legendary Porsche 911, but it isn't. A 912 is a 911 body with a lesser-powered 4-cylinder engine in it. Dad's 912 engine was a 1.6 liter flat four that made 90 brake horsepower. Compare that with the 2 liter flat six engine in a 1968 911 (which developed 130 brake horsepower) and you can see that the 911 has more get up and go. But the thing is, the 912 *felt* fast when you drove it briskly. Why was this? I have no idea.

**The new  
Sportster S.  
Not a slow  
bike!**



I have talked to owners of the Porsche 356 type (which preceded the 911 series), which always had a four cylinder engine that made about 90 horsepower, and they all told me the same thing: the car *feels* fast. These days, a stock Honda Accord can easily blow the doors off one of those - but what's meant is the whole feeling of speed: the vibration, exhaust note and sensation of going fast.

So how does this fit into the world of motorcycles, and specifically, Harley-Davidsons?

Harley-Davidson makes sport bikes that are considerably more zippy than the big tourist-class v-twins that have become synonymous with the brand. (The electric Livewire does 0-60 in three seconds. I've test ridden one and it is indeed stunningly quick. It's like flying.) But I'm not talking about them. I'm talking about the Road Kings, Road Glides and Street Glides that seem to make up most of what we F-HOGs ride.

The first time I ventured into a Harley dealership I made the mistake of asking what 0-60 time one of these would do. The salesman, while supposing about 5 seconds, quickly told me that a touring class Harley wasn't about that - they were about torque, which leads to a better ride. I have come to appreciate that this is true. A touring bike is not at all about horsepower or off-the-line speed. It's about the experience you want when you're touring.

While I am not a fast rider, or even what one would call a "spirited" one, I have come to realize that my big Harley feels fast in the very same way Dad's Porsche felt fast. I'm almost always the first one off a street light without really intending to be, and when I roll the throttle harder than usual, my 103 twin cam gets that big frame (and my big frame) moving in a very fun and satisfactory way. Very rarely is acceleration scary on my bike; my bike's too solid, stable and planted. It feels quick but not life-endangering. Not twitchy (Which is the term I've heard applied by Harley guys to sportbikes).

So all that being said, what's riding fast on a fast, twitchy bike like? I'd imagine equal parts exhilarating and frightening. A Suzuki Hayabusa is one of the fastest production bikes made, with a stock top speed of 188+ mph. My need for speed - which barely exists - will not permit me to take one of these up to its limit. On one occasion I got my Road King up to 100 mph and then very quickly backed off. It was very much a "Okay, I've checked off *that* box" kind of thing.

Age is a factor. Along with age comes a certain reluctance to do things that might cause pain. The longer you live, the more pain you've probably experienced, and, if you're rightly put together, you don't want to repeat that.

So, is it more fun to ride slow bikes fast than it is to ride fast bikes fast? You tell me!





# Motorcycles in the Comic Books

By Wes

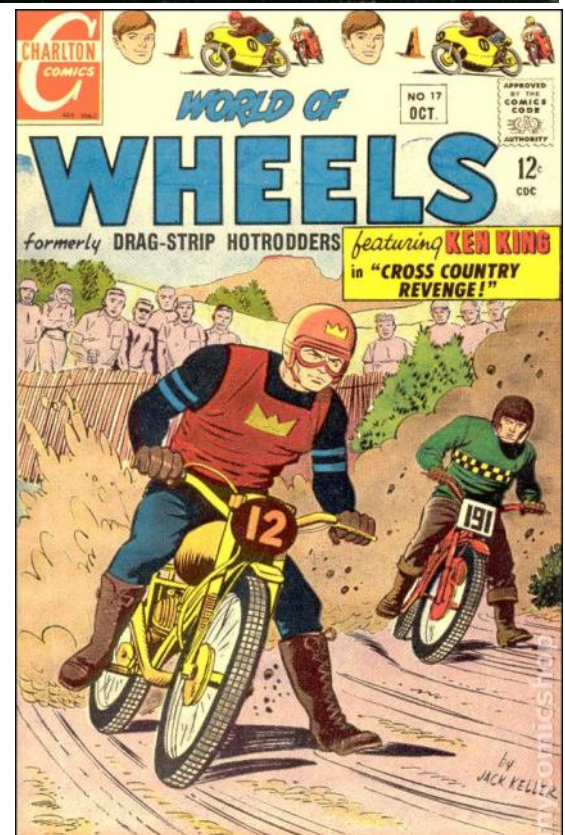
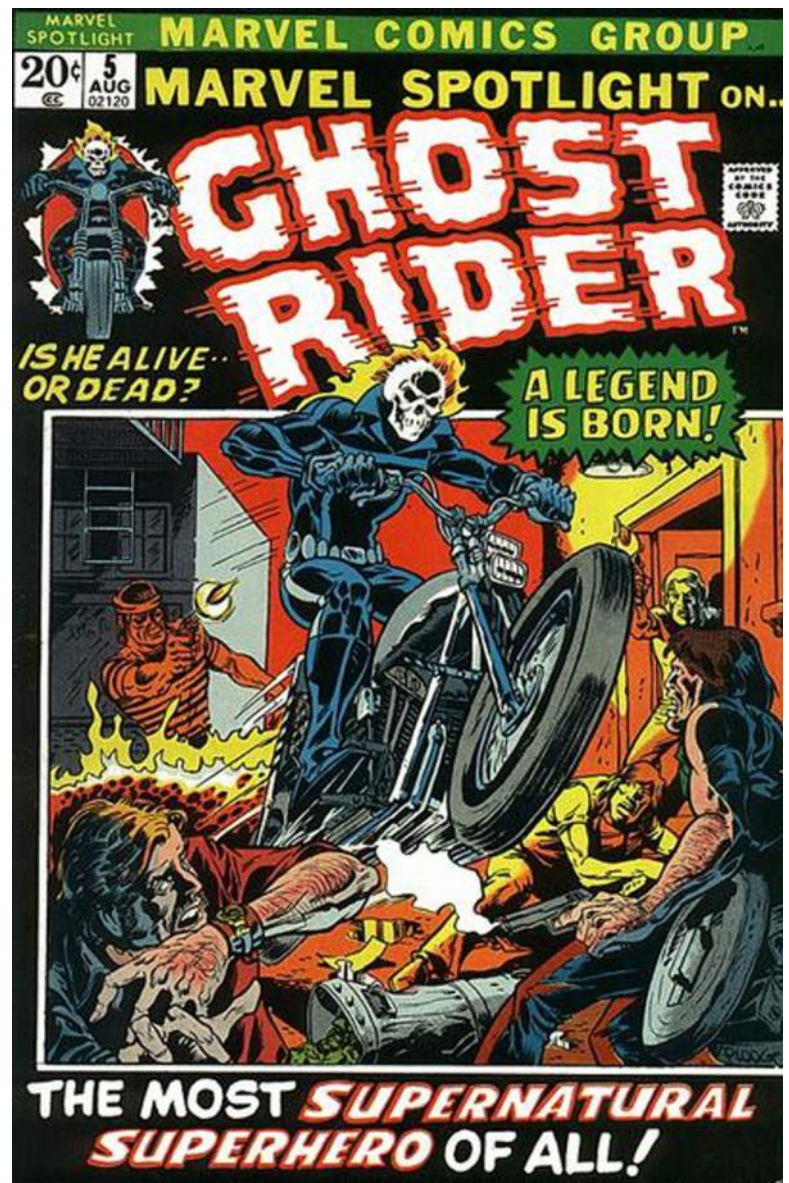


I used to collect comic books when I was a kid; I had an old steamer trunk with over 1,200 of them - some of them now very valuable. I unloaded them all for next to nothing at age 19 when I decided that I was a big bad Marine who put childish things behind him. But that's another story. What we're concerned with here are the appearance of motorcycles on comic book covers.

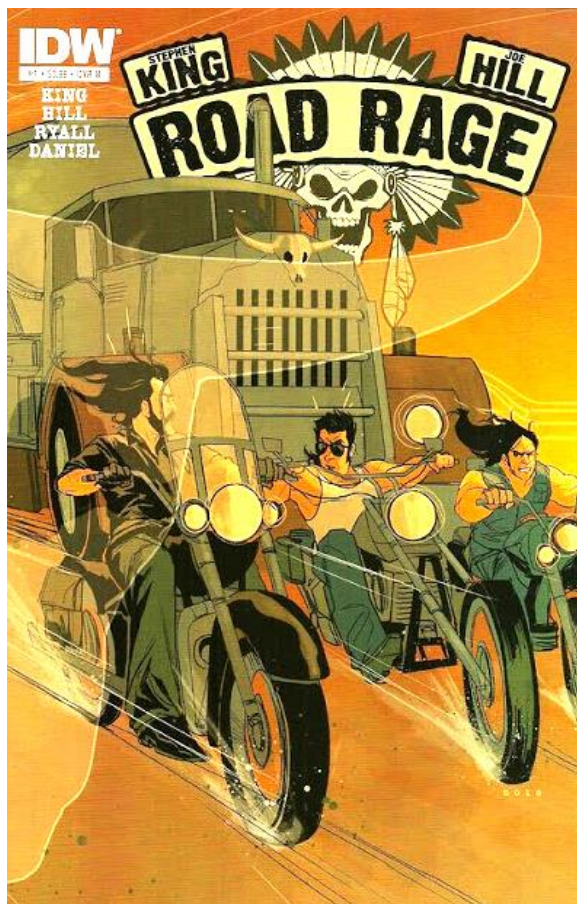
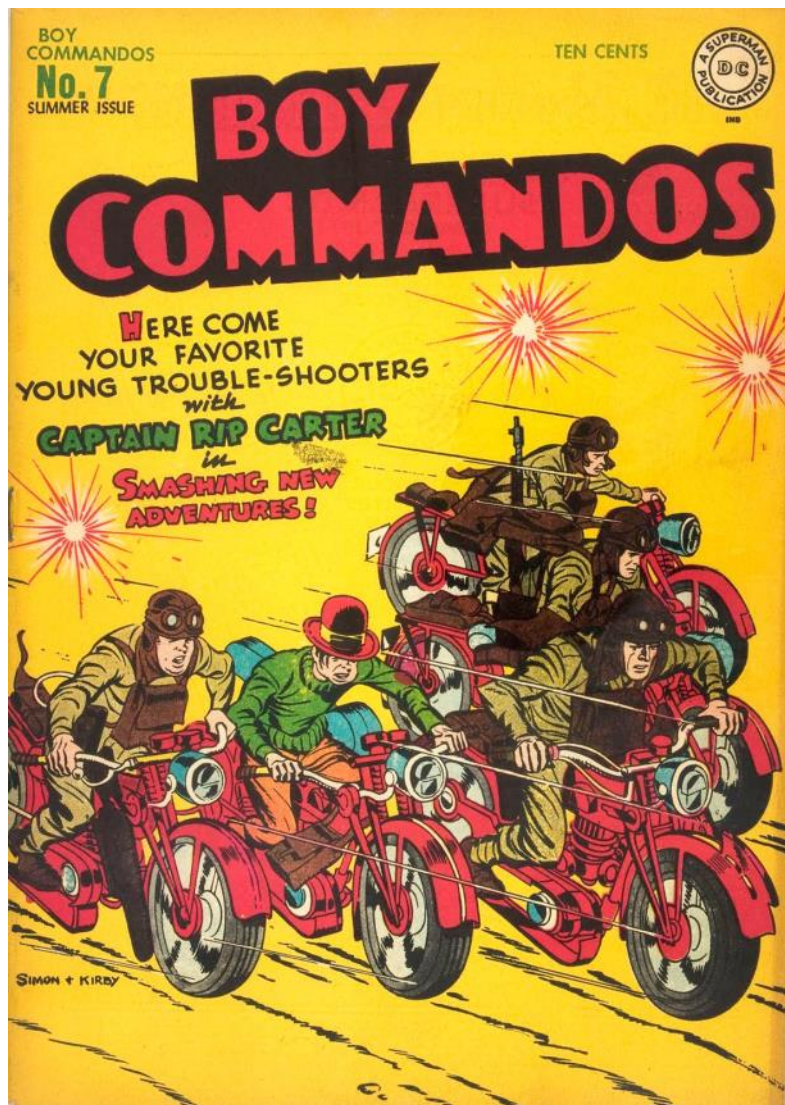
**Above:** Clearly, this 1950s cop on what appears to be a Harley isn't messing around. Beware, wrong-doers!

**Above right:** Ghost Rider is the main motorcycle-bound comic book hero. One cover will suffice for him. He was introduced after my time, so I had no issues of his.

**Right:** World of Wheels (formerly Drag Strip Hotrodders). The title suggests that the drag strip was too restrictive a locale for stories...





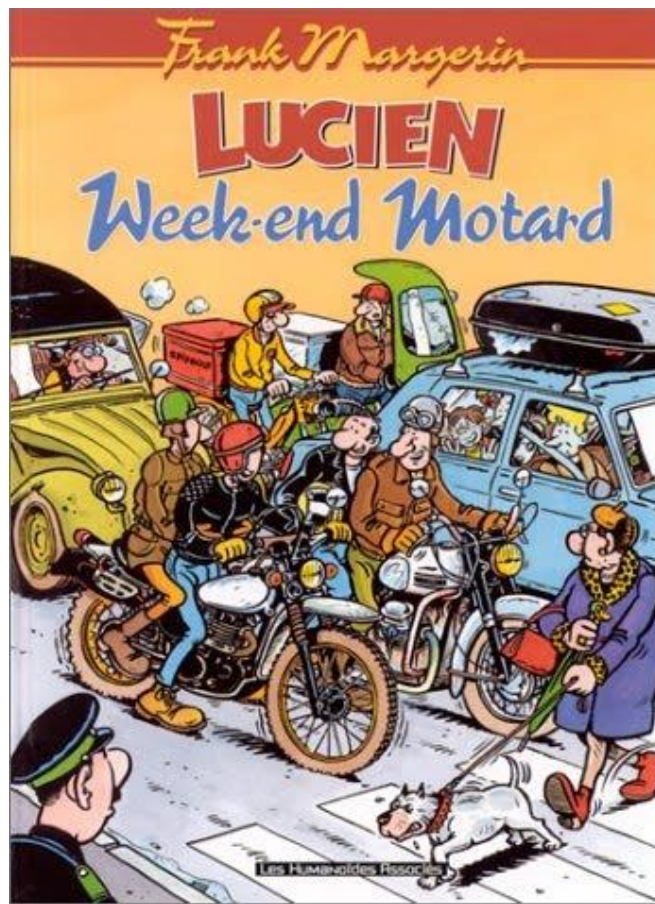


I used to wonder: What responsible adult committed underage boys into combat? Still, I loved the Boy Commandos as a kid. The one in the red bowler is from Brooklyn.

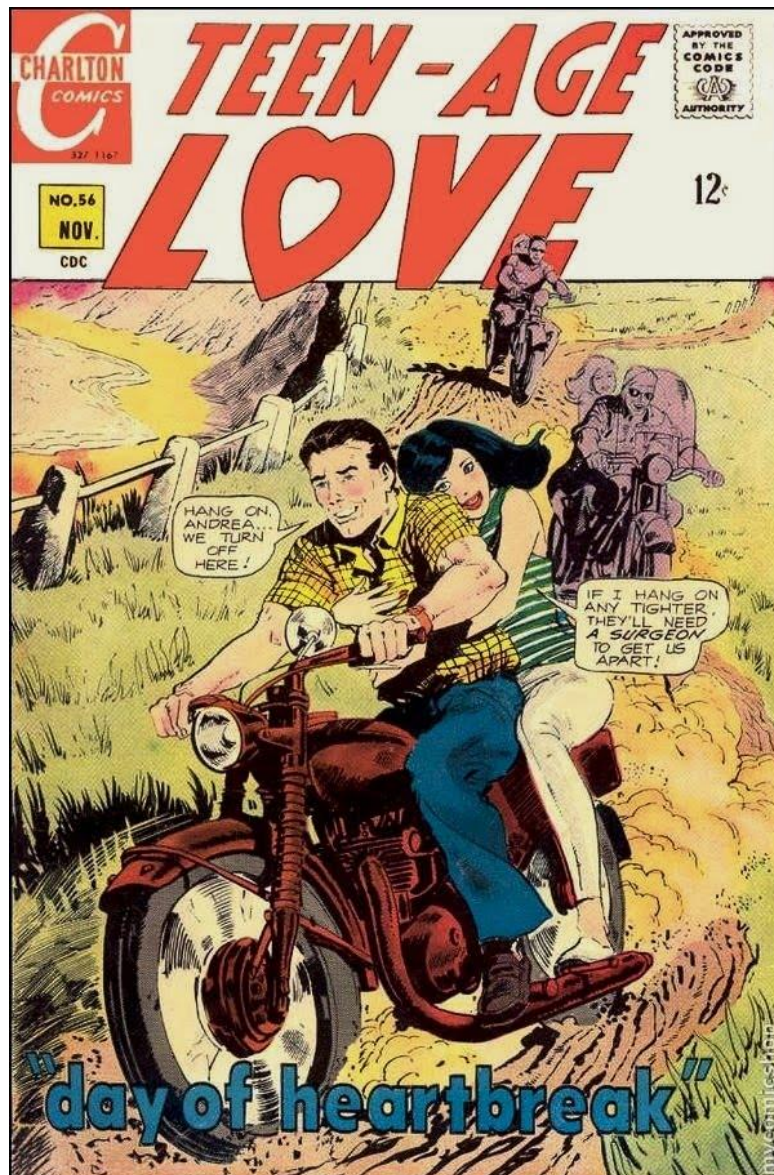
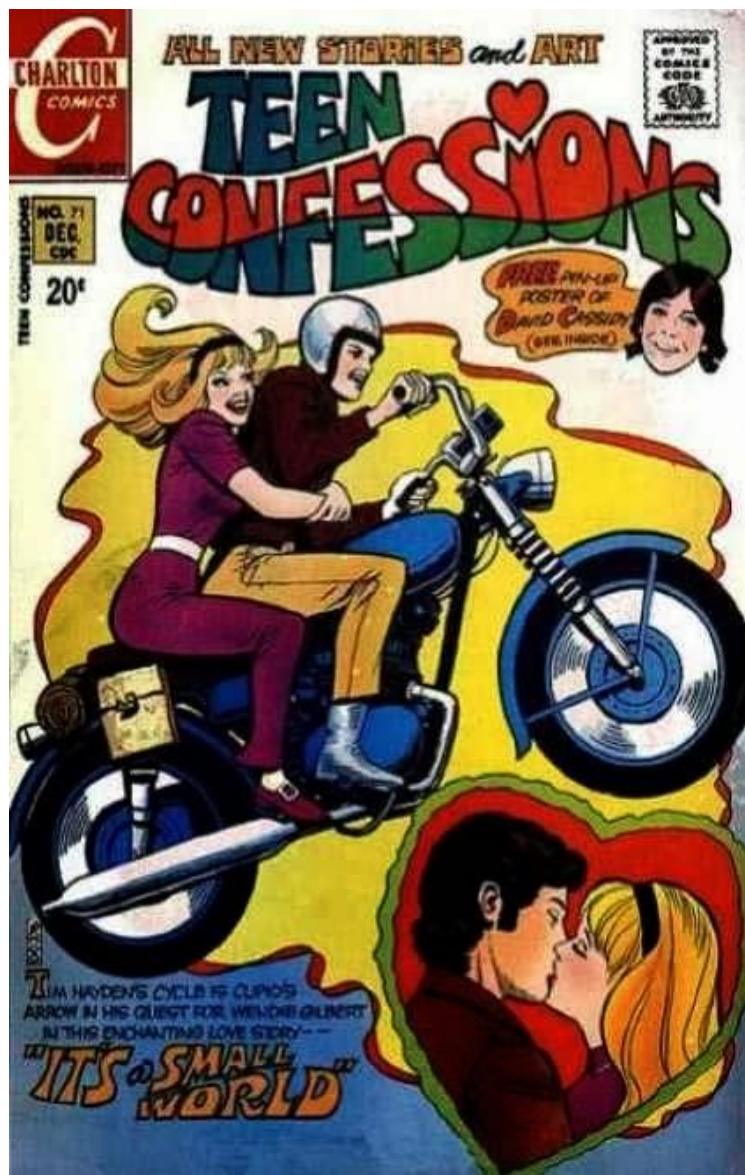
Meanwhile Sgt. Fury again manages to thoroughly rip his shirt. (unlike his fellow commandoes).

"Road Rage" looks like a dressier and more polite version of one of those *Mad Max* movies.

"Week-end Motard" sounds a bit like an insult, doesn't it?







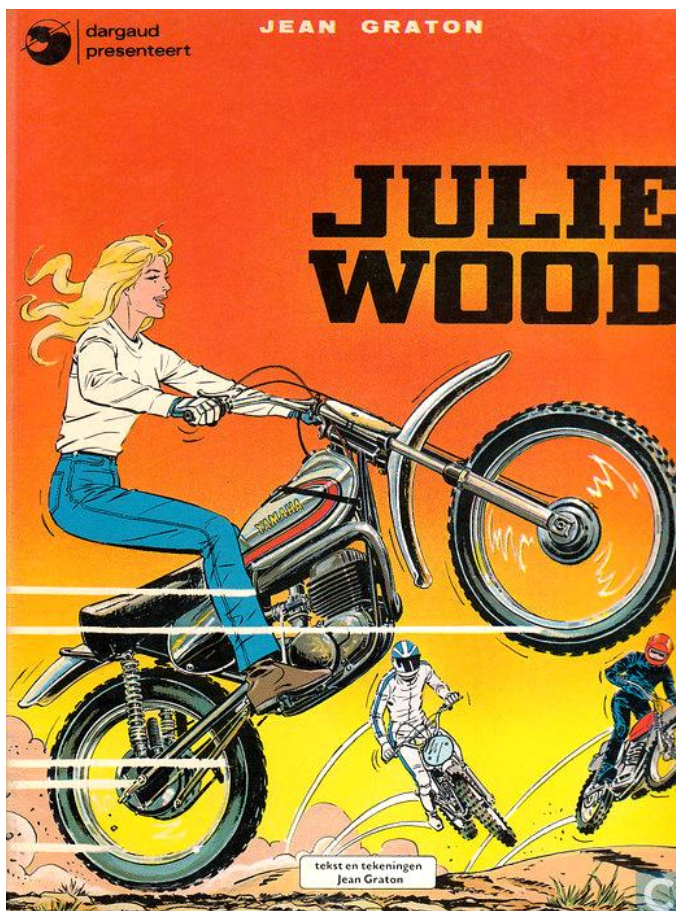
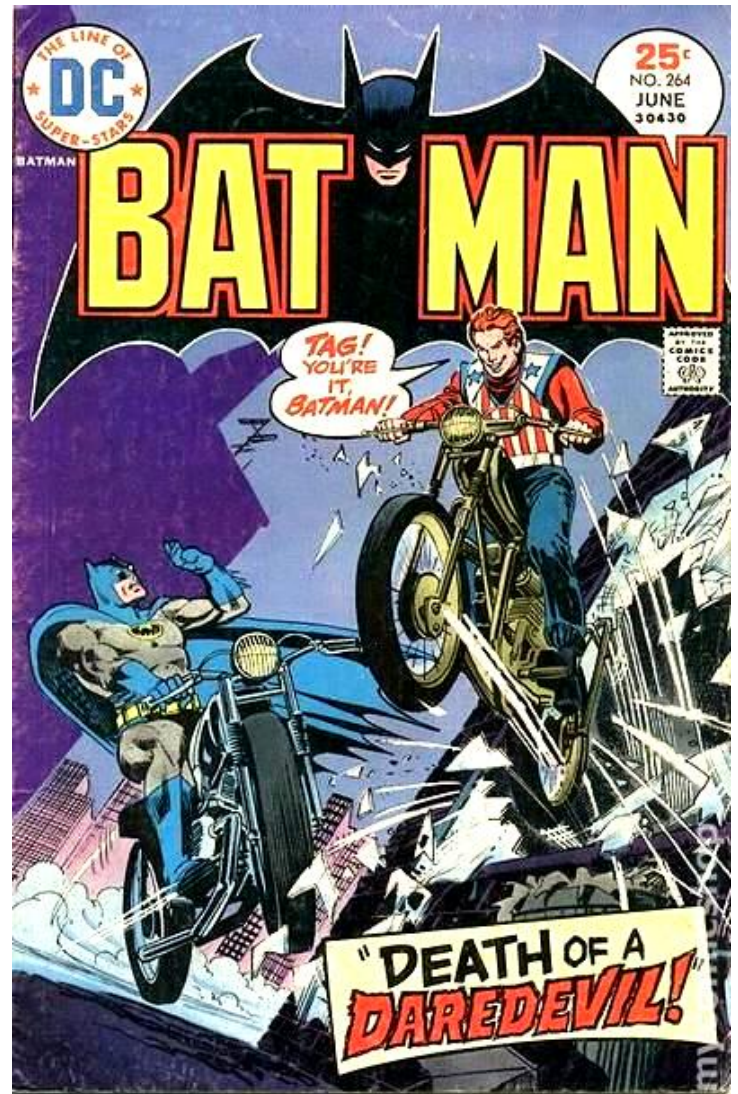
Clearly, when it came to the motorcycles-and-romance space, Charlton was all in. When I was a kid it was clear to me that these were for girls. Read about love? In a comic book? Surely you jest.

That bike bum doesn't look greasy to me...

I think Clint Curtis - all these action hero names alliterated, like Kent King on the first page - is the one on the motorcycle. Whichever he's on, it's a DRAG FEUD! (It dawns on me that today the phrase "drag feud" would probably have a different meaning to people.)







That costumed goober at top left is amusing the girl with the camera and the pert rear-end.

Clearly, Batman can and should afford a more stylish bat-bike.

Julie Wood's cover is wholesome and tasteful - but that's the kind of girl she is!

OR IS SHE?





# JULIE WOOD

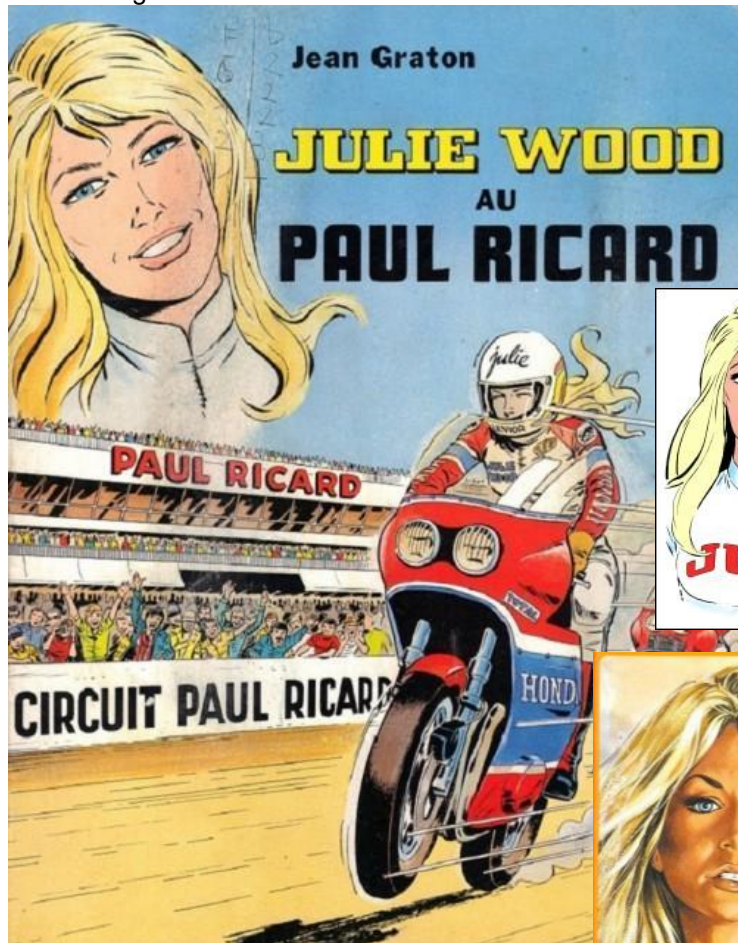
I confess to being intrigued: Who is **Julie Wood**? The ever-helpful Wikipedia gives that answer: "*Julie Wood* was a Franco-Belgian comics series drawn and written by French cartoonist Jean Graton between 1976 and 1980. It centered around a young female motorcyclist, Julie Wood. When the series ended the character was introduced in Graton's other, more famous, comics series *Michel Vaillant*. The character was portrayed by German actress Diane Kruger in the 2003 film adaptation of *Michel Vaillant*." And here, for no good reason other than the fact that I have a daughter named Julie, are various images of our new favorite Franco-Belgian biker. I like that she has her own font. - Wes



Diane Kruger (born Heidkrüger) takes a break from filming.



More umlauts!



Right: Julie, ce n'est pas un casque de France. C'est un casque des Etats-Unis.



Julie will ride through Hell for the glory of France! (Or Belgium.)



Julie is clearly a girl of varying makeup styles. Didn't we see the version at right in an episode of *Baywatch*?





# HARLEY TATTOO GALLERY

More or less stolen from an article in [wildtattooart.com](http://wildtattooart.com)  
No commentary because, well, I just don't feel like I'm qualified. - Wes.





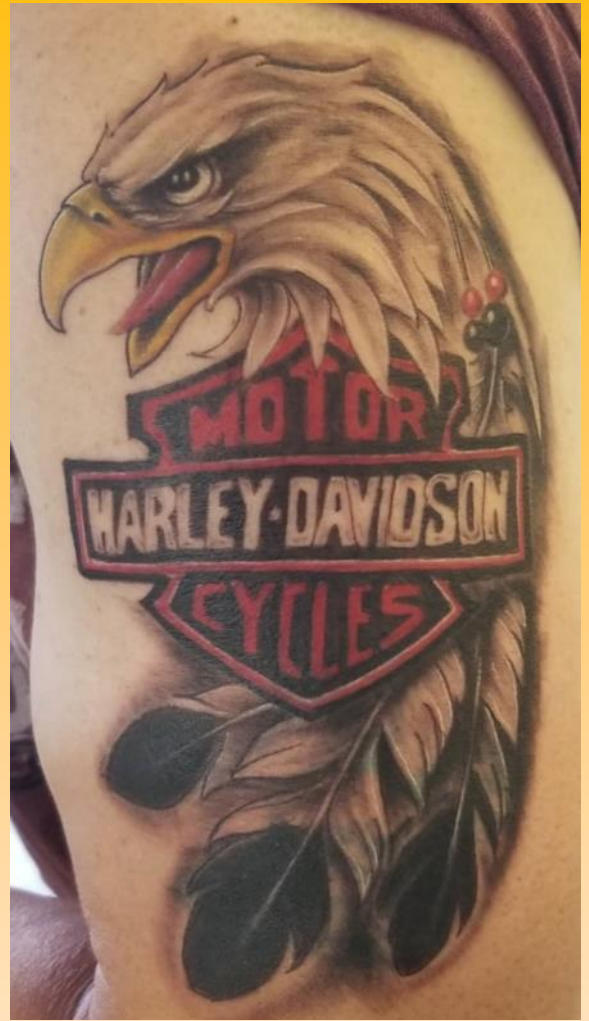
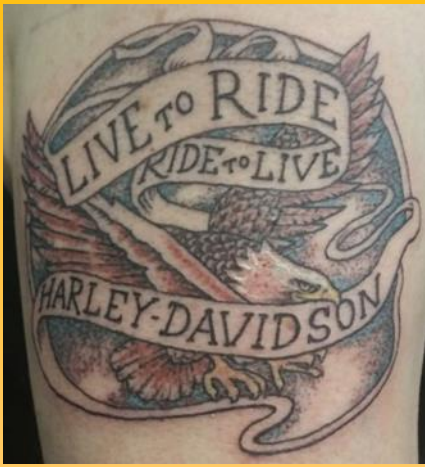


The story is that after AMF sold Harley-Davidson to a group of investors in 1981, a loan was needed to help save the company. The leader went to a major bank and talked to the loan officer, who looked at the books and expressed doubt. "Why should my bank give your company a loan?" asked the loan officer. "Because there are tens of thousands of people tattooing our company's logo onto themselves," replied the executive.

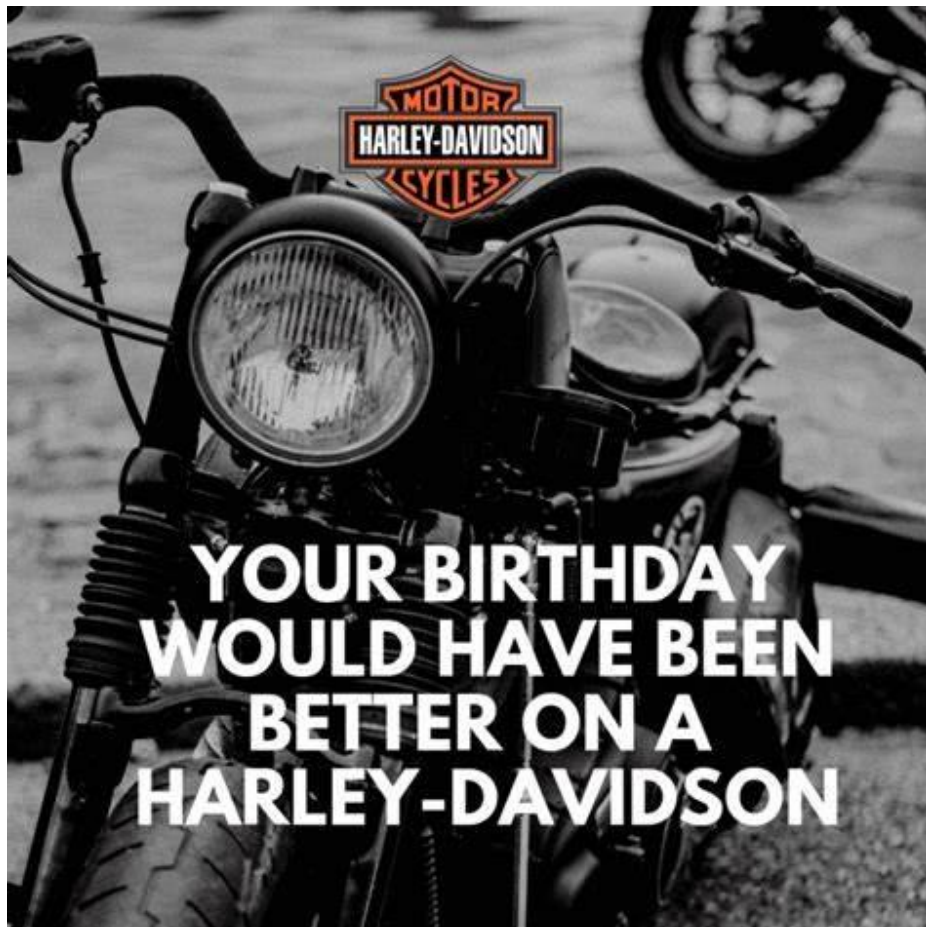
The loan was granted.











# HAPPY NOVEMBER 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!**

## Advertising Guidelines

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

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**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.