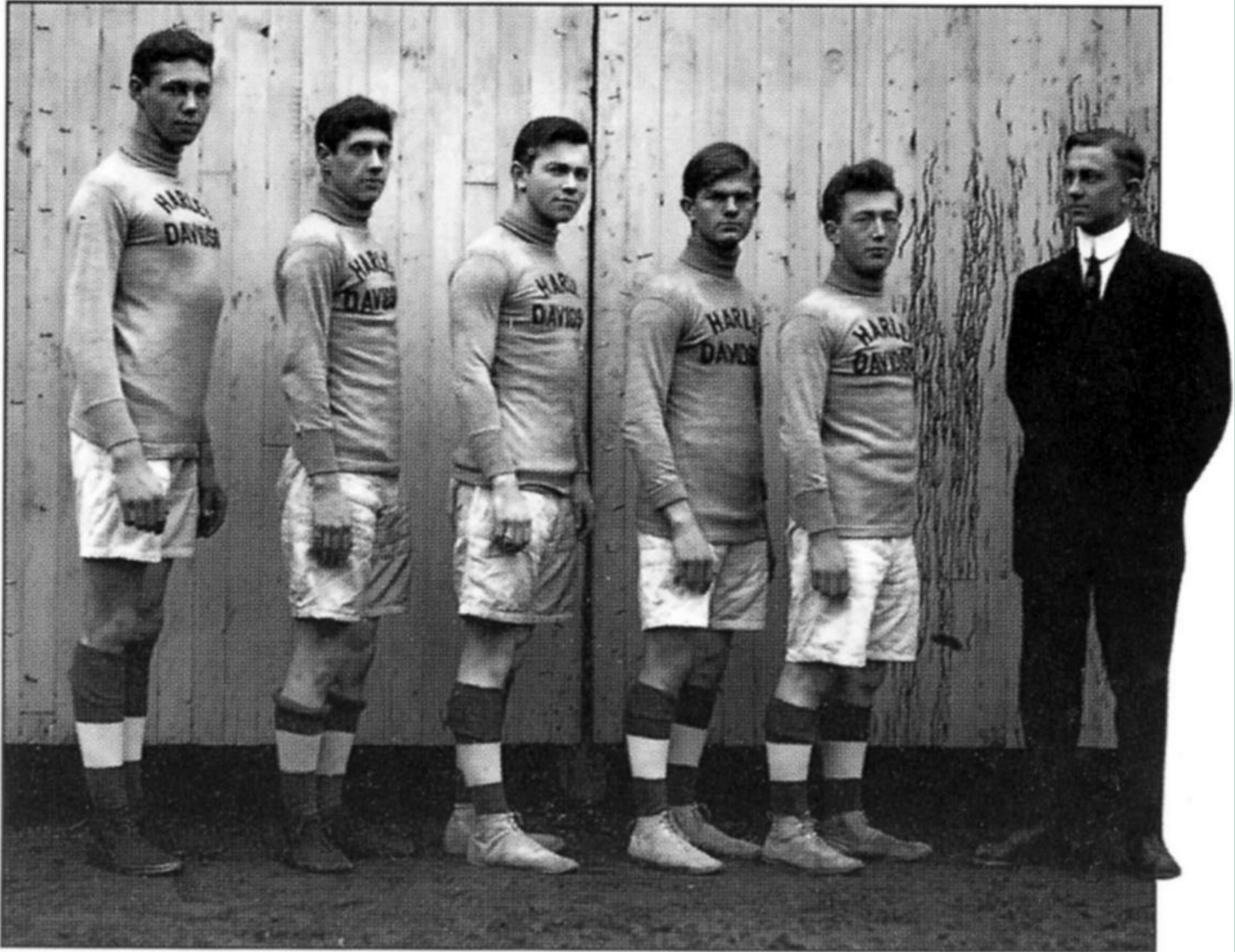


The Stars and Pipes

September 2021



Fairfax Harley Owners Group



EDITOR'S COLUMN

Being a Civil War buff, I wish I could have done the Abe Lincoln Gettysburg Ride on 7/31 with F-HOG, but my son and grandsons, being second and third generation Legomaniacs, got me a ticket to the Brickfair at the Dulles Expo Center on that day, so I went to that instead. It was fun (everything with my grandkids is fun), but there doesn't seem to be a grown-men-assembling-Lego pieces/biker social intersection that I could discern. But hey, it's an American thing, the Pursuit of Happiness and all that. For some of us it's the road and the roar of the pipes, for others making little plastic bricks clutch each other. God Bless America!

I got the latest *Enthusiast* in the mail; as we all surely know this is the official publication of the National Harley Owners Group, known around these parts affectionately as "Mother HOG." It's a quality publication, that's for sure, and I read it at one sitting. I like it almost as much as *the Stars and Pipes*. Harley's new bikes are featured within the pages... I think I feel more enthusiasm for the upcoming Sportster S than I do the Pan America, namely because I have zero desire to take a motorcycle off the road. When the Sportster S starts making its way into the dealership I'd like to take one out for a test ride, despite the fact that I am very much a touring bike guy and not a speed guy. (But I still think back fondly on that Livewire test ride I did.)

The other day my son-in-law, a Dyna Bro, came up from Richmond to visit with my daughter and grandkids and I let him take my Road King out for a ride. He was quite impressed with the comfort of a touring bike and the acceleration of my 103 Twin Cam - all of which proves that there can be mutual appreciation between touring bike guys and speed guys.

We had to put our dog Buddy to sleep recently; he was originally my son's pet and was thirteen years old. He's been in our home for the past eight years. I don't have a worst enemy in the world (I don't think I have any enemies *per se*), but if I did, I wouldn't subject him to the dying pet experience. It was awful. It will require more than one motorcycle ride to clear my head of that. But that's the wonderful, oddly



The Stars and Pipes

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

September 2021

Volume 23, Issue 8

therapeutic thing about motorcycle riding. They say that you never see a motorcycle parked outside of a psychiatrist's office and I think that may be true! There's just something about the ride that puts everything into perspective, settles jangled nerves, helps eliminate doubt, calms fretfulness and, I hope, soothes distress.

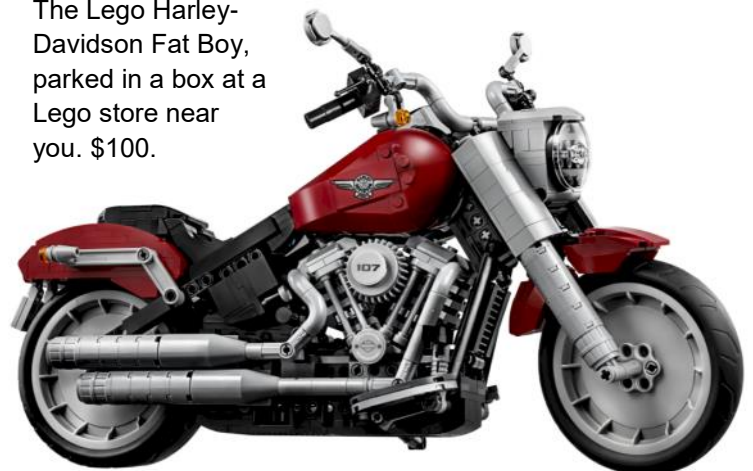
For you in this issue: Hollywood Bikers 7 (the rock star edition), the H-D Snowmobile, Joe is Jason Bourne, motorcycle racing in Beverly Hills, oil, the Hogfather Ray Weishaar, bike restoration, Harley logos and the usual assemblage of flotsam and jetsam I call newsletter filler.

Enjoy!

Wes

COVER: *Okay, guys, line up in order of height. Hey, you tall gorilla, whatcha stickin' yer chest out for? I don't see no wimmen here. You, next to him! Unroll yer socks! You! Second in line! Get a haircut! Geez, whatta buncha maroons I gotta work with, here...*

The Lego Harley-Davidson Fat Boy, parked in a box at a Lego store near you. \$100.



DIRECTOR'S MESSAGE

Hello Fairfax Harley Owners Group Family!

It's hard to believe but September is upon us! The cooler weather, I believe, is not coming any time soon but the changing flora will bring some of the prettiest riding days of the year. This autumn will be a busy one; the chapter's election has begun for our 2022 Director. I am sure by now members have received eblasts explaining the new procedures and the nomination and voting process. Our chapter has a solid history of talented and dedicated leaders and a membership that stays involved through strong, open communication and

activity support. Although we are a riding club and we are here to "Ride and Have Fun," our future depends on the volunteer efforts of our leaders. The election process is the time for all members to provide input on the future. The election committee is determined to make this election fun for everyone.

I think we all can agree there is a lot of craziness currently going on in our world and nobody really knows how things are going to turn out. I really do not want to open that topic up for conversation but do

want us to take a moment and slow down and just BREATHE. Look around and cherish the surroundings, respect those that are in our lives, reach out and support others that might be in need. We never know what someone else might be going through in their life. F-HOG does not discuss politics or religion, but we can discuss family and share Harley Hospitality!

When I joined this chapter many years ago it became part of my circle or family that has made my journey enjoyable. We can get caught up in all the craziness and forget about the chapters main goal, Ride and Have Fun! So, Breathe & Remember we Ride as One!

Ray



JOHNNY BOAZ: VOLUNTEER OF THE YEAR

Johnny Boaz has been a member of Fairfax Harley Owners Group for well over the past decade, but no one of us could have ever imagined the challenges 2020 would present. Johnny faithfully continued to serve the Fairfax community while many others stopped volunteering due to COVID-19. Johnny not only continued to serve, but more importantly created awareness of the many opportunities for our local chapter members to serve during the pandemic.

Johnny has regularly donated blood and platelets at INOVA Blood Donor Services, but he also assists our chapter's INOVA Blood Drive, where dozens of chapter members donate. Johnny being a "regular" helps walk first-time donors through the process and what to expect.

During the pandemic Fairfax Harley Owners Group Adopt-a-Spot program served several purposes: First, to pick up trash along Lee Highway and to help keep our city clean. Second, it provided an opportunity for members to get outside and provide some safe fellowship during a year of isolationism. Finally, and most importantly, it provided Johnny a chance to check up on everyone and ensure their physical and mental well-being. Johnny would walk alongside (socially distanced of course) to see how you and your family were doing.

Every year Johnny, along with other chapter members, helps to coordinate serving Thanksgiving meals at the Lamb Center. 2020, as you can imagine, was a little different than in years past. Meals were served outside socially distanced, but the heart and spirit of giving was alive and well. Just this one event provides so much hope to those that are homeless or in a difficult transition or season in their lives. This serving opportunity also provides a chance for our members to learn more and walk alongside the Lamb Center in other events and programs.

For as long as anyone can remember, Johnny helped coordinate our annual toy drive with the Salvation Army in Fairfax. He gets empty gift stocking bags, passes them out to our membership and, as they come back to Patriot Harley Davidson, he delivers them to the Salvation Army for distribution. In addition, he assembles a small army to help assemble the dozens of bicycles that are donated each year. It's quite the production line! 2020 and Covid did not allow for actual "toy" distribution, but in typical Johnny fashion he gathered dozens and dozens of gift cards which were provided instead to the families we serve here in Fairfax.

In summary, Johnny is just always there for the city, for our chapter members and for anyone who is in need. We are truly blessed to have someone like Johnny serving our community.

DECISION 2021

2022 Fairfax HOG elections

It is that time again where our chapter will elect the next director for 2022. Patriot Harley Davidson, our sponsoring dealer, has met with our core officers with interest for greater participation in the election process to ensure our chapter's success. Below is the guidance provided by Patriot Harley Davidson:

H.O.G. 2022 Election Guidelines

Objective:

This election year, Patriot H-D is committed to a more hands-on approach to the Director election. The goal is to ensure a balanced and symbiotic relationship with the dealership and the Fairfax H.O.G. Chapter for 2022 and forward.

Officer Elections

Current elections for the year 2022 will be for a new Chapter Director. The Director will be elected for a one-year term. Patriot H-D will retain the right to extend the elected Director's term or ask for re-election upon finalization of the 2022 term.

Patriot H-D sponsoring dealership would like the following procedure for the 2022 election of Fairfax H.O.G. Chapter:

Director

1. A general announcement to be made that the Director's position is now open for reelection.

- a. To be made via email and sent to all current F-HOG members.
- b. The Directors position is open to all National/Fairfax current H.O.G. members.

2. Candidates will submit to the dealership, via email, a short question and answer survey.

- a. 5 questions will be asked
- b. Responses are sent to "BenPellowe@Patriothd.com" and "Melissa@Patriothd.com"
- c. Responses will remain anonymous to all except participating dealer employees

3. Patriot H-D will select three candidates from submitted questionnaires.

- a. Once candidates are announced the voting process for all H.O.G members may begin.

- b. Voting will be cast per using an electronic system.
- c. Fairfax H.O.G. will be responsible for running and maintaining the election.
- d. The election must be run in fair and anonymous practice.

4. Results will be tallied and announced to Patriot H-D participating employees before being announced to the F-HOG chapter members.

- a. Patriot H-D holds the power to veto the final Director electee. A veto will be decided if the electee has a conflict of interest with Fairfax H.O.G. Chapter/Patriot H-D or the electee does not have the dealership or the chapter's best interest at hand.

5. When FHOG and Patriot H-D have reached the final decision, the new Director may be announced to members.

Election timeline:

- 8/20 – Notification to membership of new election process
- August 23rd to September 6th – Candidates submit application to sponsoring dealership for Director or other officer positions
- September 7th to September 24th – Candidate interviews with sponsoring dealership
- September 27th – Sponsoring dealership provides slate of candidates to Election committee
- October 13th Chapter meeting
 - o Slate of candidates presented to membership
 - o Voting opens
- October 29th voting closes
- November 1st to 4th - election result review by sponsoring dealer and election committee
- November 5th – Final approval by sponsoring dealer
- November 8th – Notification to new director
- November 10th – announcement to membership





Any questions about the process can be directed to "director@fairfaxhog.com"

SEPTEMBER RIDES AND EVENTS!

Sun	Mon	Tue	Thu	Fri	Sat
29	30	31	2	3 TGIF Ride - 11am	4
5 Asphalt Roller Coaster Ride - 9am	6	7 Fairfax HOG Officers Meeting - 6:30pm	9	10	11 Monthly Chapter Meeting - 6:30pm 9-11 Ride - 7:30pm
12 Friends Helping Friends (Short Ride After) - 9am	13	14	16	17 Friday Menu Riders - 11am	18 Alan Florkowski Memorial Ride to Coney Island - 6am Officer Down Ride
19	20	21	23 FHOG Family Birthday Dinner - 6:30pm	24	25 Moms Ride - 9:15am
26	27	28	30	1	2

[Click here to see the web page...](#)

September 2021

<p>TGIF Ride - September 3rd</p>  <p>Friends HelpingFriends - September 12th</p>	<p>Monthly Chapter Meeting September 11th</p>  <p>A.F. Memorial Ride to Coney Island - September 18th</p>	<p>9/11 Ride - September 11th</p>  <p>Officer Down Ride - September 18th</p>
<p>Family Birthday Dinner - September 23rd</p>	 <p>Moms Ride - September 25th</p>	



This year's Mid Atlantic Police Motorcycle Rodeo will be held September 22 -25 at Tysons Corner II Center. It is being hosted by the Fairfax County Police Department. The schedule will be as before with judges needed Friday afternoon and then Saturday 6am until around 2PM. Some of you have participated in the past and I wanted to extend the opportunity to you again and to anyone else interested. I am asking for 50 dedicated volunteers and hope you can be one of them. I have heard from some of you already and for that I am appreciative. Thanks, Murph

I AM JASON BOURNE



I've had many of my non-motorcycling friends often inquire about riding a motorcycle in Northern Virginia with all the distracted drivers, crazy traffic and poor road conditions. They ask me if I have wish to get into an accident and that with all the traffic it's just a matter of time before something happens.

Just like in life, we all have different choices we can make, and one that I choose is to ride a motorcycle. I don't have to explain it most of us reading this article as you already get it.

I love the open road, feeling the wind and scenery breeze by while admiring God's amazing creation all around me. Am I on "edge" while riding? Without a doubt!



I share with everyone an analogy to help put what I'm thinking into terms they can understand. I ask the question: Have you seen a Jason Bourne film? They usually answer, "Yes, but what does that have to do with riding a motorcycle?" I reply, "Well, every time I go out on my motorcycle, I pretend I'm Jason Bourne, and everyone in a car, SUV, minivan, bus, dump truck or 18-wheeler is a hired assassin out to kill me. That soccer mom in the SUV is going to cut me off. That car

is going to run the light and pull out in front of me. That dump truck will have some debris fall out of the back. That 18-wheeler doesn't see me and is going to change lanes."

If you ride in that manner, you have a better chance of appearing in the next Jason Bourne sequel.

Joe Livingood, Secretary

Added note by Wes: Yep, that's how I ride, too. 50% exhilarated, 50% wary. When I first started to ride it was about 20% exhilarated and 80% nervous, but then I realized that a nervous rider is not necessarily a safe rider because nervousness leads to panic, and panic never leads to good decision-making.

More related text: "Practicing motorcycle safety, just as in car driving safety, means paying attention to the road at all times. Riding a motorcycle while distracted can result in disaster. Motorcycle riders already have a disadvantage on the road, as many car drivers can't see them. For this reason, motorcycle riders must always stay hyper-aware of everything going on around them. Taking your hands off the bike or eyes off the road, even for a second is extremely hazardous. Phone calls and text messages should be saved until you have safely reached your destination. In the event of an emergency, pull over until your phone call or text message has been completed." - The law office of Jacoby & Meyers.

From "10 Rules to Stay Alive on a Motorcycle" at medium.com: 1. THE MINDSET: Always Assume Everyone and Everything is Out to Kill You. It might seem like riding would be a drag if you think like this, but it's not. You can make this your default mindset and still have a blast riding. Example: That person ahead of you getting ready to turn onto the same road? Assume they don't see you and will pull out just as you pass them. Example: Riding through wooded areas around dawn or dusk? Assume that there are deer, and that they will leap from the woods just as you're riding past them. Example: On a 2-lane undivided road, assume that every car passing you going the other way will cross the centerline into your lane. (Always have an escape plan in mind.)

2. STAY FOCUSED. Anytime you ride, you've got to be hyper-aware of your surroundings - every second, every minute, every hour. Riding a motorcycle is like flying a fighter jet - you can't let your attention wander. If it does, slap yourself back to full focus immediately. You must constantly scan the picture ahead - the road, the terrain, the woods, other vehicles, anything that moves, anything that even remotely might be a hazard. In short, you've got to be a Terminator out there, scanning ahead like a ruthless cyborg. Nothing should ever surprise you or catch you off-guard.



Joe Livingood out for a ride



7/25/21 F-HOG Drill team: Tight circles, swerves in parking lots, chats and cheeseburgers.



7/31/21 Abe Lincoln Gettysburg Ride





Left: On 8/4/21 John Boaz was given the Volunteer of the Year Award.

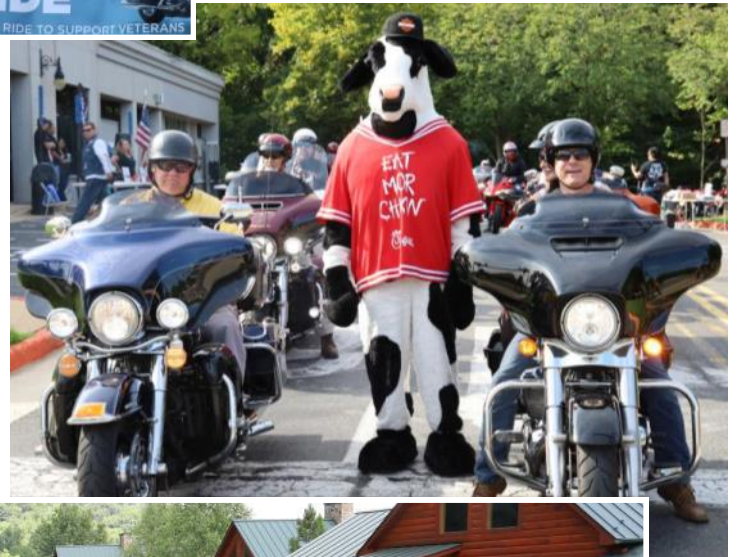
Well done, John!



8/7/21: Chapter Meeting









For the record, I ride a 2016 FLHP, a police Road King. It has the proven and reliable 103 cubic inch Twin Cam engine, and despite the fact that it says "High Output" on the air cleaner, it produces the same 87 horsepower (at 5,000 RPM) and 101.8 foot-pounds of torque (at 3,250 RPM) that the engine in an ordinary FLHR Road King produces. Given that I've heard various conflicting opinions about this, I wrote Harley-Davidson citing the VIN and confirmed it. It also doesn't have a non-standard cam or a high output alternator, which is two other bits of lore that I've heard from Harley folks. Other than having two red switches for pursuit lights and a siren near the grips (these were removed for civilian use - what a pity) and the speedometer mounted on the lamp housing, it's a standard Road King with a mechanical clutch cable.

But we're here to talk about oil - which I understand often turns into a passionate debate among bikers. I therefore venture onto slippery ground. (*See what I did there?*)

The other day I did a three-hole oil change (motor, transmission, primary) at almost exactly 30,000 miles. I have a somewhat cranky friend who, when I suggested that I was going to use Harley's Syn3 oil, gave a *Paugh!* (yes, he actually said this - you don't just encounter the word in Dickens novels) and haughtily assured me that the only oil sloshing around in his CVO is Amsoil. Well, okay... I've read many times that Amsoil is indeed a superior product. Everyone seems to agree. But I've also heard that about Red Line, which is what I used at the 20,000 three-hole service. Red Line makes an oil for specific primary use and another for the transmission; a chat with the mechanic at my local bike shop suggested that Red Line would make my transmission purr and eliminate any difficulties finding neutral and hush any untoward noises. Well - it didn't. In fact, I noticed no difference at all from the Harley Syn3 oil change I did at the 10,000 mark. So, Syn3 being less expensive than the Red Line stuff, I'm going back to the Harley-Davidson recommended product.

I did learn something useful about finding neutral, however. On the occasions when I have difficulty finding neutral gear quickly, it has much more to do with clutch cable adjustment than with what oil I'm using. In fact, when my clutch cable isn't properly

adjusted, my bike is very eloquent about it. Squeezing the clutch lever and backing the bike up in my garage, I can feel resistance. (Well, that is, my upper legs can.) This happens along with extreme difficulties in finding neutral at lights. Fortunately, adjusting the clutch cable is very easy to do. [Lemmy shows you how.](#)

When I bought my bike I asked the lead tech what he recommended for oil. His opinion was surprising: plain old non-synthetic mineral oil of the proper viscosity. Whaaaat? I expressed doubt, and he told me that faithfully changing the oil and filter at the 5,000 mile interval was far more crucial than what oil - mineral or synthetic - is being used. I suspect he may be right.

As I write this (early August, 2021) my Harley just hums along. Is this due to the recent oil change? Could be. But I think it probably has more to do with the fact that I installed new spark plugs the other day. At a cost of only \$5 for two at the PHD parts desk, I think I'm going to replace the plugs more often than the maintenance schedule recommends. I had NGK Iridiums installed before. Yes, they're... *Japanese*.

So. What's the best oil to use in a Harley-Davidson? [Celebrated hirsute YouTube mechanic John Maxwell talks about it at length and ultimately recommends... Syn3.](#) Based on my own experiences with mineral oil, Mobil One, Syn3 and Red Line products, I'm going with that. Do you agree? Disagree? Any of you going *Paugh!* And making huffing, dismissive noises? Let me know and I'll run your comments in the next newsletter.

* * *

I'm not ruining anyone's brand loyalty or worldview by stating that while Harley-Davidson makes wonderful bikes, they don't manufacture their own labeled oil, spark plugs or boots, am I? As I understand it from the Internet, Syn3 is really made by Sunoco or Citgo (depending upon what source you encounter), the spark plugs are by Champion or (gasp!) NGK (depending upon model) and the boots by Wolverine. I love my Harley/ Wolverine boots despite the fact that they are missing one steel hole reinforcement and I got them on sale as seconds.

By the way... when it comes to oil for cars, there's a fellow who does interesting oil tests for YouTube videos. His channel is called [Project Farm](#). His test results for amazon.com's budget motor oil, Costco's budget motor oil and Wal-mart's budget motor oil was so similar that he concluded that they are all made by the Warren Oil Company and are, in fact, the very same oil! What's more, they have performance characteristics similar to Mobil One.



RIDERS' PROFILES

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

Name: David Graham

How long have you been in the Fairfax HOG Chapter? Since (I think) 2009. Vanessa and I joined in the same month as the 10th Anniversary Ride, so whenever that was.

How long have you been riding? I had a moped in high school, and a Vespa in college. I lusted after a Sportster when they came out in the 50's but that just wasn't in the picture then. Fast forward to 2004: new job, new to the area (Rockville), and newly single. It was time to look into getting back on two wheels, and I found that Montgomery County College offered a motorcycle training course. It was booked solid through the end of the year, but you could show up for the first session of a class and put your name in the hat (literally) for any no-show spots. I did that, there were two no-shows, my name was drawn, and a few days later there was an "M" on my license. That was a Sign. A couple of weeks later, I was out for a walk after work and saw a bike for sale. It was a fifteen-year-old Sportster, the Roadster model with dual front disks and a tach, and it was affordable! That was Another Sign. I bought the bike and rest is, well, not history, but current events.

Why do you ride? Two wheels on an open road. Wind in my face. Leaning through a turn like a wannabe fighter pilot. Waving to other bikers. Pulling up to a stoplight, and the pretty girl in the convertible in the next lane smiles up at me like she wants my phone number (actually happened), or the guy in the minivan in the other lane gives me a thumbs-up like he wishes we could trade places (also actually happened). Best of all, making new friends through shared interests and shared experiences.

Bike you currently ride: 2013 Road King. License plate is "MLCV" for Mid Life Crisis Vehicle.



Bikes you have owned: The aforementioned '89 Sportster, a 2002 Dyna Super Glide Sport, a 2009 Dyna Super Glide, and the Road King. The moped and Vespa don't count.

The Best Ride you have ever done: Several years ago, I led a group on an overnight ride to Fallingwater, the famous Frank Lloyd Wright house in Pennsylvania. This was Vanessa's ride; she thought of it and planned it. We were heading west on I-68 toward a lunch stop, and the clouds ahead were getting ominously dark. I knew the very next exit had a gas station where we could pull under cover and get into rain gear, so I decided to press on for a couple of more miles. It was a bad decision. We hit a wall of water right at the exit, and by the time we got to the gas station, everyone was drenched. The rain was so bad that the Burger King next door where we sheltered had water several inches deep inside, and Fallingwater closed for the day due to the ferocity of the storm. When the rain finally let up, we checked into the motel (at the same exit) where we already had reservations for the night, dried out, went out for a group dinner, including a heartfelt apology from me, and had a good time getting better acquainted. The next morning, we went up to Fallingwater for the tour (highly recommended), then headed home, with a stop at the Flight 93 memorial on the way. We became good friends and went on several more trips together over the next few years.

Quote: "Real Harleys have dual front disks and tachs (my Road King has a proper four-inch Police-style tach), and they don't have radiators." (I'll show myself out now...)

KNOW YOUR

PATRIOT
HARLEY-DAVIDSON

STAFFER!

Name: Dutch Sanger

Title: Fit specialist

How long have you worked at PHD? One year.

How long have you ridden? 30-something years.

Bike you currently ride: GSX-1100 (I sold my '16 Breakout. I'm buying a 2022 Sport Glide soon!)

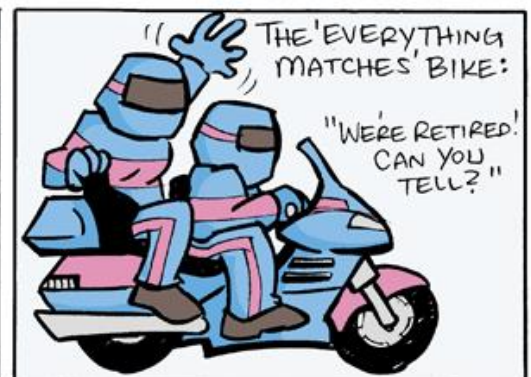
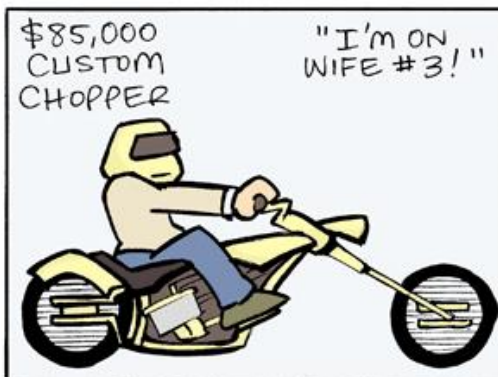
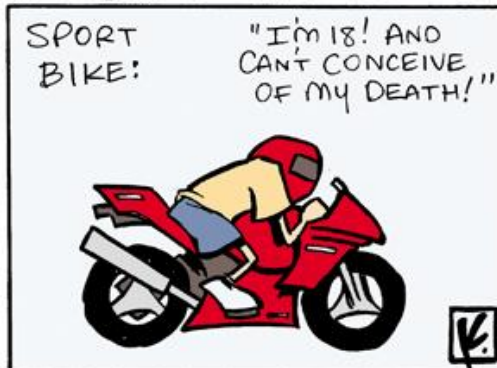
Bikes you have owned: Honda trail bike, 2012 Softail Slim.

The Best Ride you have ever done: Easy. Skyline Drive in the Shenandoah mountains.

Quote: "I'll be your huckleberry..."



TYPES OF BIKES...AND WHAT THEY COMMUNICATE



PATRIOT HARLEY-DAVIDSON EVENTS!

Hot days, Hot Dogs & Hot Harleys



Dog Days
of Summer

@

PATRIOT
HARLEY-DAVIDSON



Once a month, we cook some dogs on the grill,
set up demos rides, and enjoy the Summer sun.

September 11TH

[Click here for details.](#)



Work stinks, let's ride.
Join us once a month for a
quick lunchtime ride.

PLAYING HOOKY
RIDES



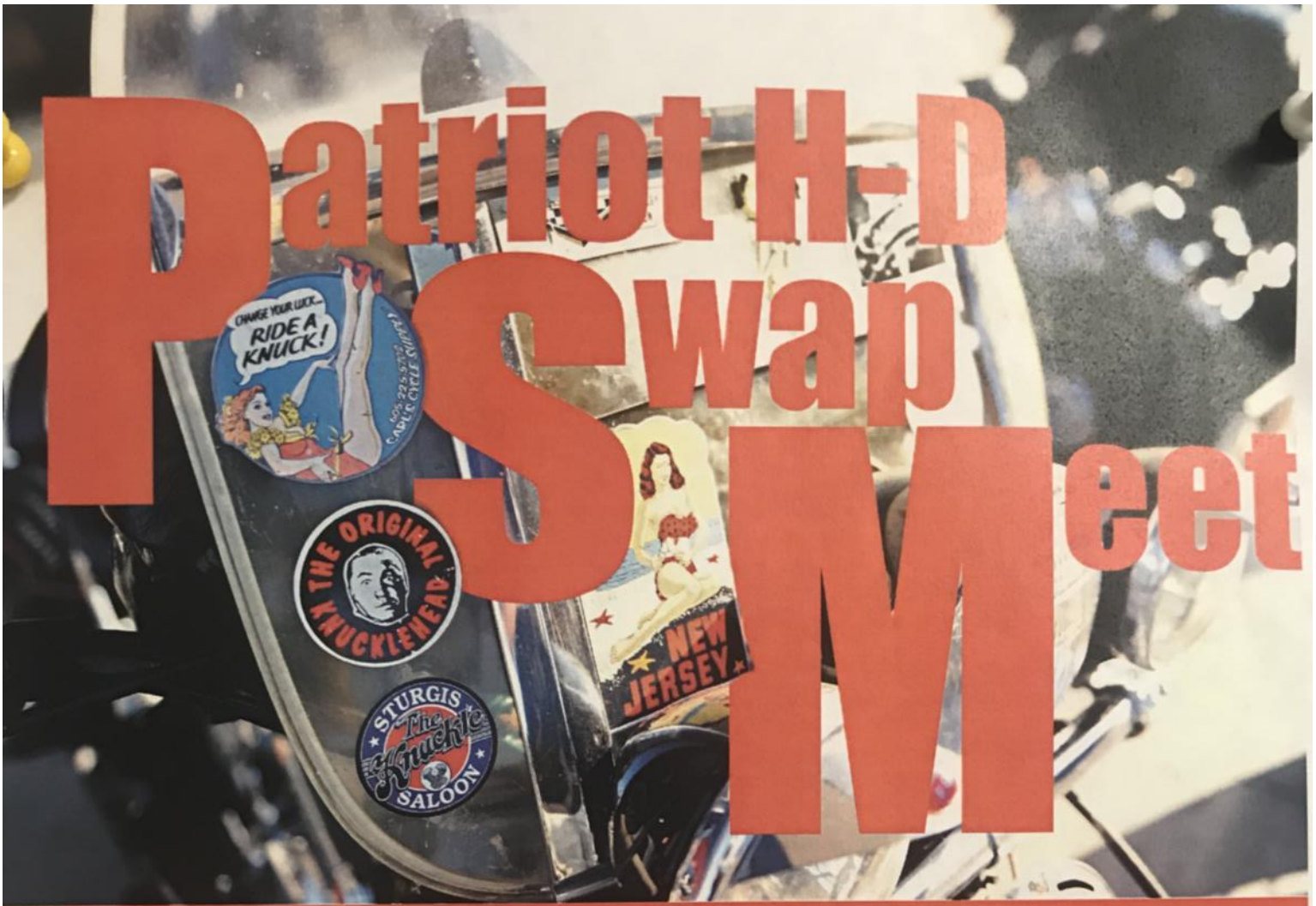
Work Stinks
Let's Ride

September 28TH, October 27TH

[Click here for details.](#)



PATRIOT HARLEY-DAVIDSON EVENTS!



Date: September 4th

Time: gates open at 10 am

Cost: Free to public

- **Vendor spaces \$20**
- **Proceeds benefitting AmVets**
- **To purchase space visit <https://bit.ly/PHDSwap>**
- **For more info email Melissa@patriothd.com**

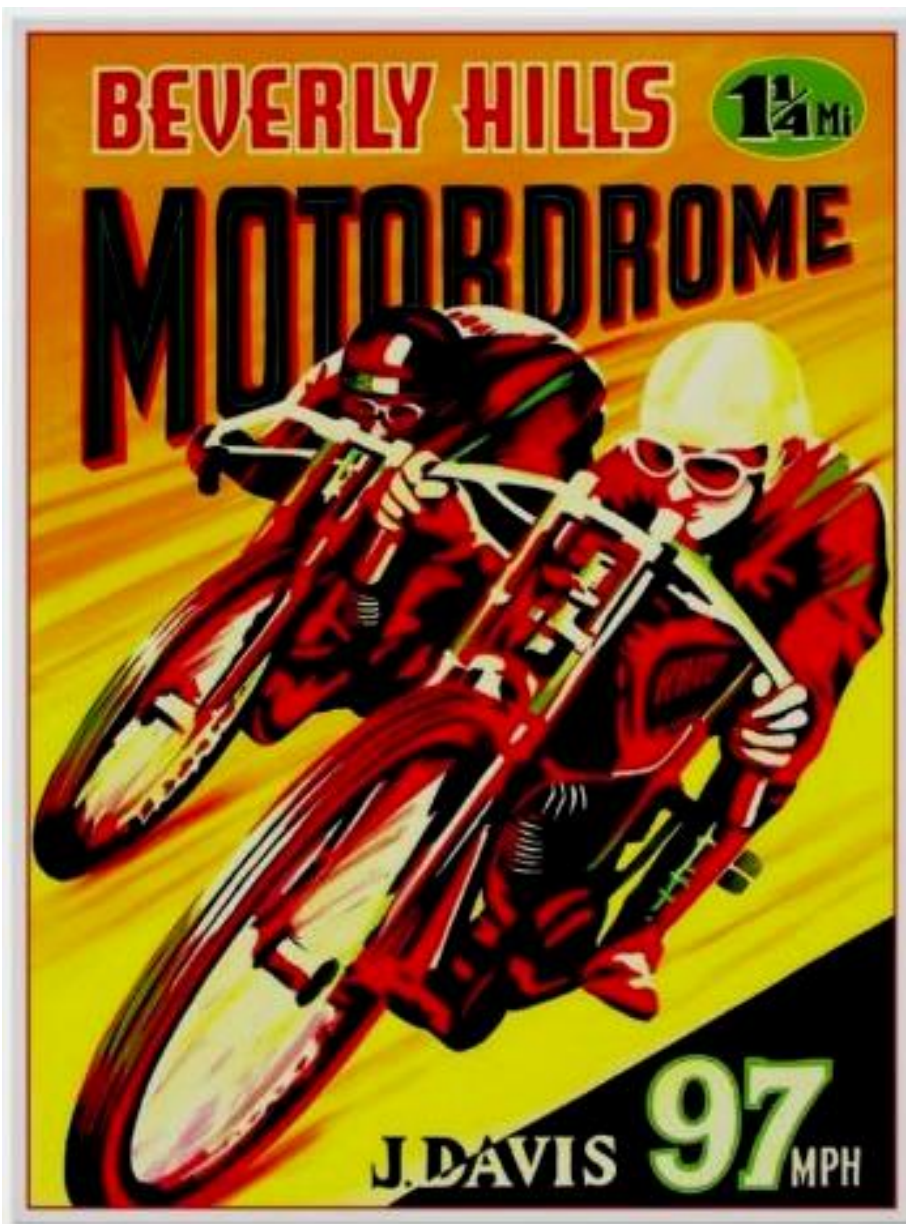
Join us for a Big 'Ole Swap Meet.

Vendors welcome and will be onsite. Food trucks, music, swag & more!

- **Enter to win a \$250 Patriot H-D gift card in Motorclothes and Parts**
- **Free T-shirts for every parts counter purchase over \$200***

***Limit one per customer**

***Excludes purchases made at outside Swap Meet**



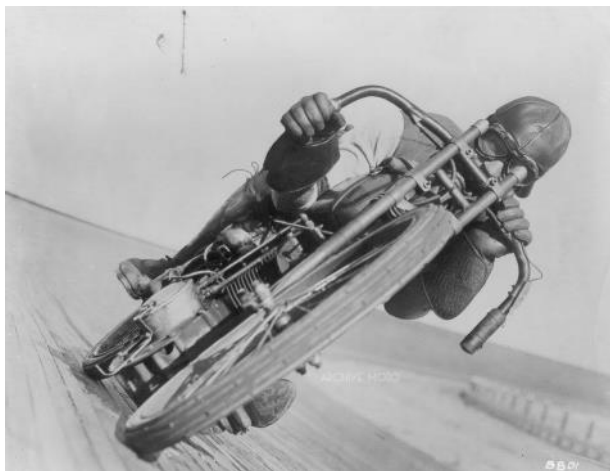
THE HILLS OF BEVERLY

I saw the poster at left when roaming around in Google images for newsletter material. Motordrome? In Beverly Hills, California? *Swimming pools, movie stars* as Jed Clampett once intoned? *That Beverly Hills?*

Yes, indeed. From Wikipedia: "The Beverly Hills Speedway (also called the Los Angeles Speedway) was a 1.25-mile wooden board track for automobile racing in Beverly Hills, California. It was built in 1919 on 275 acres of land that includes the site of today's Beverly Wilshire Hotel ... The project was financed by a group of racers and businessmen that called itself the Beverly Hills Speedway Association. The track was the first in the United States to be designed with banked turns incorporating an engineering solution known as a spiral easement. ... Because of rapidly increasing real estate values, the Speedway became an uneconomical use of property. The track was torn down and the Association moved its racing operation a few miles away to Culver City, California in 1924."

It wasn't just for automobile racing. There are photos of olde-tymey racers on olde-tymey Harleys, as you can see.

Below: Waiting for the starting gun, Beverly Hills, 1921.



Above: Otto Walker in Beverly Hills, 1921.

Otto Walker was a leading racer of the 1910s and early 1920s and was one of Harley-Davidson's first factory riders. Walker set numerous speed records during his eight-year professional racing career. He earned the distinction of being the first rider to win a motorcycle race at an average race speed of over 100 mph in 1921.





THE HARLEY-DAVIDSON SNOWMOBILE

(Adapted from [this article at hotcars.com](http://thisarticleathotcars.com))

Err, come again? Harley-Davidson Snowmobile Division?

That was sort of our reaction too when we got to know that once upon a time, Harley-Davidson had made and sold snowmobiles. When was this and what happened to it?

Harley-Davidson made and sold snowmobiles between 1971 and 1975, under the aegis of its parent company AMF that also owned Aermacchi at the time, which made two-stroke engines in Italy.

AMF already made and sold snowmobiles in the '60s under its Western Tool Division. The snowmobiles were the Sno-Clipper and the Ski-Daddler Power Sleds and in 1966 alone, more than 3,000 units of these were sold with a 175-strong dealer network. In 1968, Ski-Daddlers were being manufactured in the AMF's factory in York, Pennsylvania, where Harleys are made today. At the time, Aermacchi's engines were used to power up these snow sleds, much-like in Polaris and Bombardier sleds.

When AMF acquired Harley, they dropped the Ski-Daddler's name in 1971, opting for Harley Snowmobiles and the first one came powered with a 30-horsepower 398-cc engine. The second model upped the engine displacement to 440cc, and there was no third model. Both were offered with pull and electric start.

Harley-Davidsons dealers were offered the snowmobile line as a whole new product and even formed successful Ski-Daddler dealers were let in on the networks. At the time, these snow sleds were assembled in the Missouri facility along with the Harley-Davidson Golf cart.

By 1975, the Harley-Davidson snowmobile adventure came to an icy end with only 10,000 of these ever made and

manufactured. Some of them still lay in museums across the world.

The entire premise of AMF re-launching their snowmobiles under the Harley-Davidson name was that the parent company felt sales would be high. Sadly, they were at an all-time low.

One reason was that the Harley-Davidsons sled lacked almost all commonly found safety and comfort features. No gas gauge to check fuel, no kill-switch for emergency cut-off, no handle pad for ease of riding, and no storage compartment made these snowmobiles sully the Harley-Davidson name even further, although sled-enthusiasts liked the idea. The sleds also lacked in power and performance, so basically they were well-branded duds.

All this and more led to the closure of the Harley-Davidson Snowmobile division in 1975, and, soon after, AMF sold off the motorcycle brand, now in bad shape. After the new investors acquired it, the company churned up profits only in the latter end of the '80s after they ran a tight ship. For a while, H-D was in major doo-doo.

Today, the Harley-Davidsons snowmobiles are popular with vintage collectors and displayed at museums. But at the time, what AMF did not quite understand that is motorcycle enthusiasts often have nothing in common with snowmobiles and vice versa. So this was not expansion, but a diversification no one wanted or needed. Thus the Harley-Davidson snowmobiles are nothing but anecdotal history today.



THE VERY FIRST HARLEY-DAVIDSON MOTORCYCLE

(Adapted from [this article at firstversions.com](http://thisarticleatfirstversions.com))

In early 1901, William S. Harley, who was only 21 years old, had developed a project for a small engine capacity of 7.07 cubic inches. In the following two years, Harley and his childhood friend Arthur Davidson labored on their bike with an engine using a garage in the house of their friend, Henry Melk. The work was completed by 1903. This was followed immediately by work on a new, more modern motorcycle. This first "real" Harley-Davidson motorcycle had a bigger engine at 24.74 cubic inches with 9-3/4 inch flywheels weighing 28 pounds. The prototype was completed September 8, 1904, and on the same day it took part in motorcycle racing at the State Fair Park. The rider was Edward Hildebrand; he finished the race in fourth place. This race was the first documented appearance of a Harley-Davidson motorcycle.

First model features: The 1905 Harley-Davidson Model No. 1 was almost identical to the bikes built in 1903 and '04. Engine: Inlet-over-exhaust single.

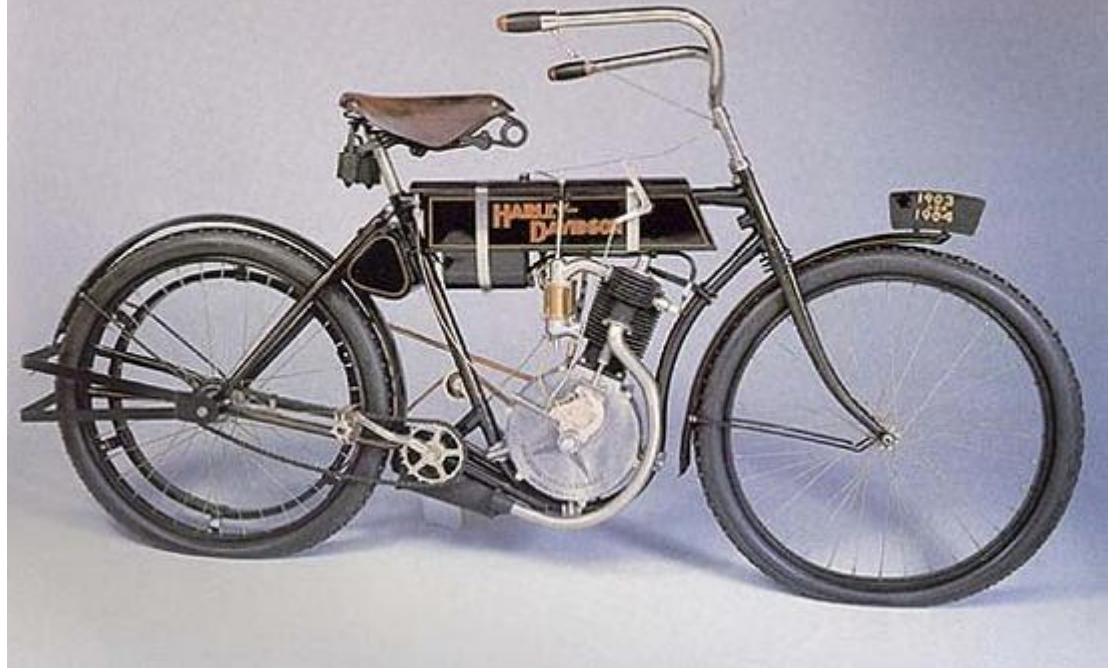
Capacity: 24.74cu. in.

Transmission: Single-speed, belt drive. Frame: Tubular loop.

Weight: 185 lb. Top speed (est.): 40mph. Pedal-power was often needed when the engine alone did not provide enough power.

Interesting facts: In January 1905, small advertisements were placed in the *Automobile and Cycle Trade Journal* offering bare Harley-Davidson engines to the do-it-yourself trade. By April, complete motorcycles were in production on a very limited basis. That year, the first Harley-Davidson dealer, Carl H. Lang of Chicago, sold three bikes from the five built in the Davidson backyard shed. In 1906 a new factory, measuring 28 x 80 feet, was built on the Chestnut St.

The Harley-Davidson "Model 0" (1903-1904)



site, later renamed Juneau Avenue. The staff size was increased to six full-time employees. Also, the first motorcycle catalog was produced by the Company and the nickname "Silent Gray Fellow" was used for the first time. The company produced about 50 motorcycles that year. The Harley-Davidson Motor Company was incorporated on September 17, 1907. The stock was split four ways among the four founders, and staff size more than doubled from the previous year to eighteen employees.



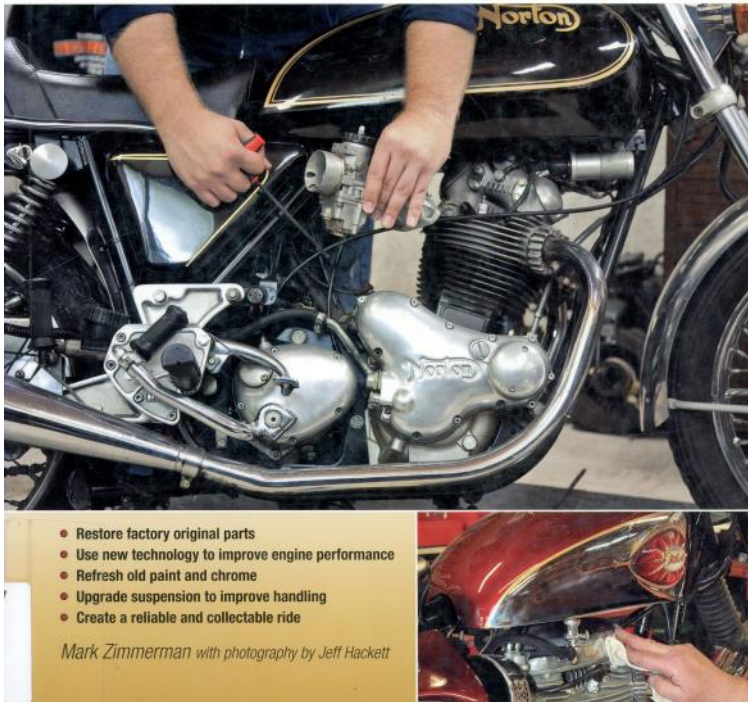
BOOK "REVIEW"

by Wes Clark

How to Restore Your Motorcycle (2nd Edition) by Mark Zimmerman (Motorbooks, 191 pgs., 2010)
The Fairfax County Library system has this book!

MOTORBOOKS WORKSHOP

How to Restore Your Motorcycle 2nd Edition



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Mark Zimmerman with photography by Jeff Hackett

This book begins, "Restoring classic motorcycles is a challenging, rewarding pastime. It can also be time-consuming, expensive, and frustrating beyond belief. Restoration will teach you a little bit about history, a lot about mechanics, and fair amounts about frustration, patience, and determination. Occasionally and unfortunately, you might even learn something about first aid." Ha!

The first thing you should know about this book is that it concentrates on British, Japanese and German bikes. It's really not a Harley restoration book at all. But, hey, if you have a yen to fully restore that little Honda you started out with and couldn't bear to sell, then this is what you'll want to read.

Full disclosure: I didn't read it; I merely thumbed through it, reading some passages. I have no intention of ever restoring a bike. That's way beyond my ability to focus on a long-term project. Besides, I'm a homeowner. Plenty of work there! I am merely bringing this book to your attention.

The book begins interestingly: It almost tries to talk you out of a restoration: "Why even bother to restore a motorcycle? I'm usually tempted to give the answer often printed on T-shirts: "If you have to ask, you wouldn't understand." But that really doesn't explain it, does it? Motorcycles are restored for a variety of reasons - nostalgia, for instance. Nostalgia can be insidious, in part because we so often view the past through rose-tinted goggles. I restored a BSA B25 once because I had so much fun on that model when I was still a leaky kid. I had forgotten what a truly terrible motorcycle it was, and I disposed of it soon after the restoration. I did have fun restoring it though. If you want to restore a model simply because it brings back fond memories, by all means do so.

Some riders just like to be different. After all, being a little different is a big part of motorcycling in general. Restoring mainstream motorcycles, while challenging, is hardly as ambitious as tracking down and returning to "as new" a motorcycle as rare as, say, a 1939 Dollar 750. (Dollar was a builder in France between 1925 and 1939; only one of its shaft-driven 750s is known to exist. If you run across another, call me collect!)

The 'savior syndrome' is another reason to restore, and I confess I suffer from this myself. The savior syndrome means you just can't stand to see a bike, no matter how dubious its heritage, languish and die. Otherwise, rational men wouldn't spend hours devising a way to drag some rusting hulk 20 miles out of the woods to the nearest road and into their garage. Once it's in the garage, they'll work morning, noon, and night on the bloody thing until it's perfect.

Subspecies of the 'savior' will only try to save every model of a particular marque. For instance, I once decided to collect and restore one of every model of twin-cylinder Triumph. It's an ambitious goal, to say the least. That was 20 years ago, and I'm still working on it.

Some guys (and girls) just want a bike they couldn't have or afford when it was new. Now that they've achieved a measure of financial stability and independence, they can afford to relive their youth, this time on a 1967 Bonneville. When you're 45 or 50 and decide to buy a motorcycle, it's tough for Mom and Dad to say no. If that is still a problem, you obviously have some unresolved issues you need to deal with.

Some restorers just like to tinker, and nothing lends itself to tinkering like an old motorcycle. Although, I imagine a steam engine comes close.

Finally, some of you might be tempted to restore a bike in the hope that when it's done, you'll be able to sell it for a big wad of cash and then buy something you really want. Bad plan. Very few restorers turn a profit - even the pros. If that's your aim, I can tell you from lessons hard learned that, in the end, chances are you'll finish in the red."

That's all I intend to cover with this book. If you've a mind to do restoration, check it out. (Literally. It's a library book.)

HARLEY LOGOS THROUGH THE YEARS

(Freely adapted/stolen from an article on motorcycle-logos.com)



Left, 1910: So why didn't Harley-Davidson have this cool, timeless logo when they started in 1903? Because they didn't think of it yet. Yes, the H-D logo we all know and love



Right, 1953: This one appeared on the front fenders of 1954 models. The "V" design is obvious: it stands for v-twin engines, which, by the mid-1950s, were (justly) celebrated. American Made!



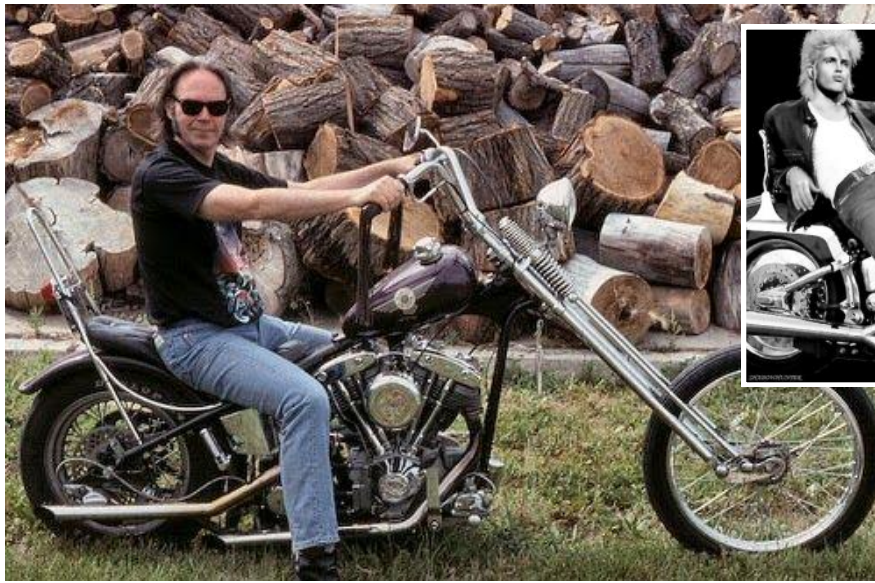
Left, 1965: The famous bar and shield takes on the form that is easily-rendered and more or less ubiquitous today. 1965 was also the last year of the Panhead engine, to be replaced by the Shovelhead engine. Below, 2003: Hooray! Our favorite motorcycle company turned 100 and to commemorate the fact they turned out a special logo to be used on bikes and other goods.



Left, 2008: Riders were probably wondering, "Are we going to have a new logo every five years now?"

Right, Modern: Black and white is good, but for the digital age color is needed. That orange is Pantone 165 C, BTW.

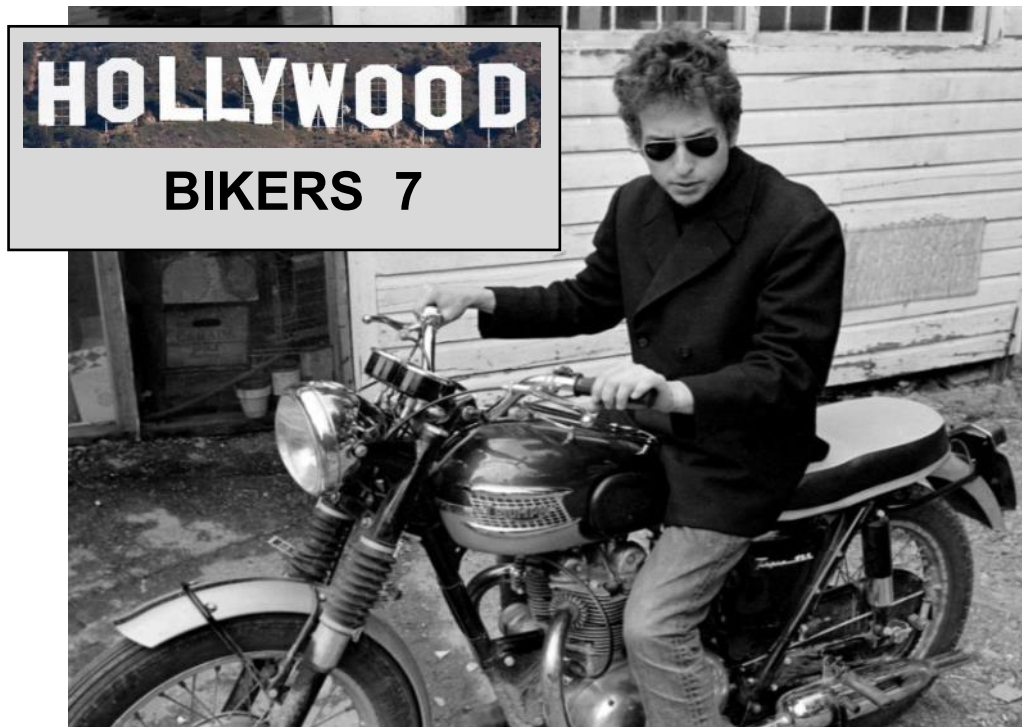




Left: Neil Young on a Shovelhead chopper. With a bunch of cut logs. (Inset: Billy Idol.)

Below: Pink. She's married to a former motocross star.

Below left: Rock Icon Bob Dylan. Have you ever read about his 1966 accident?

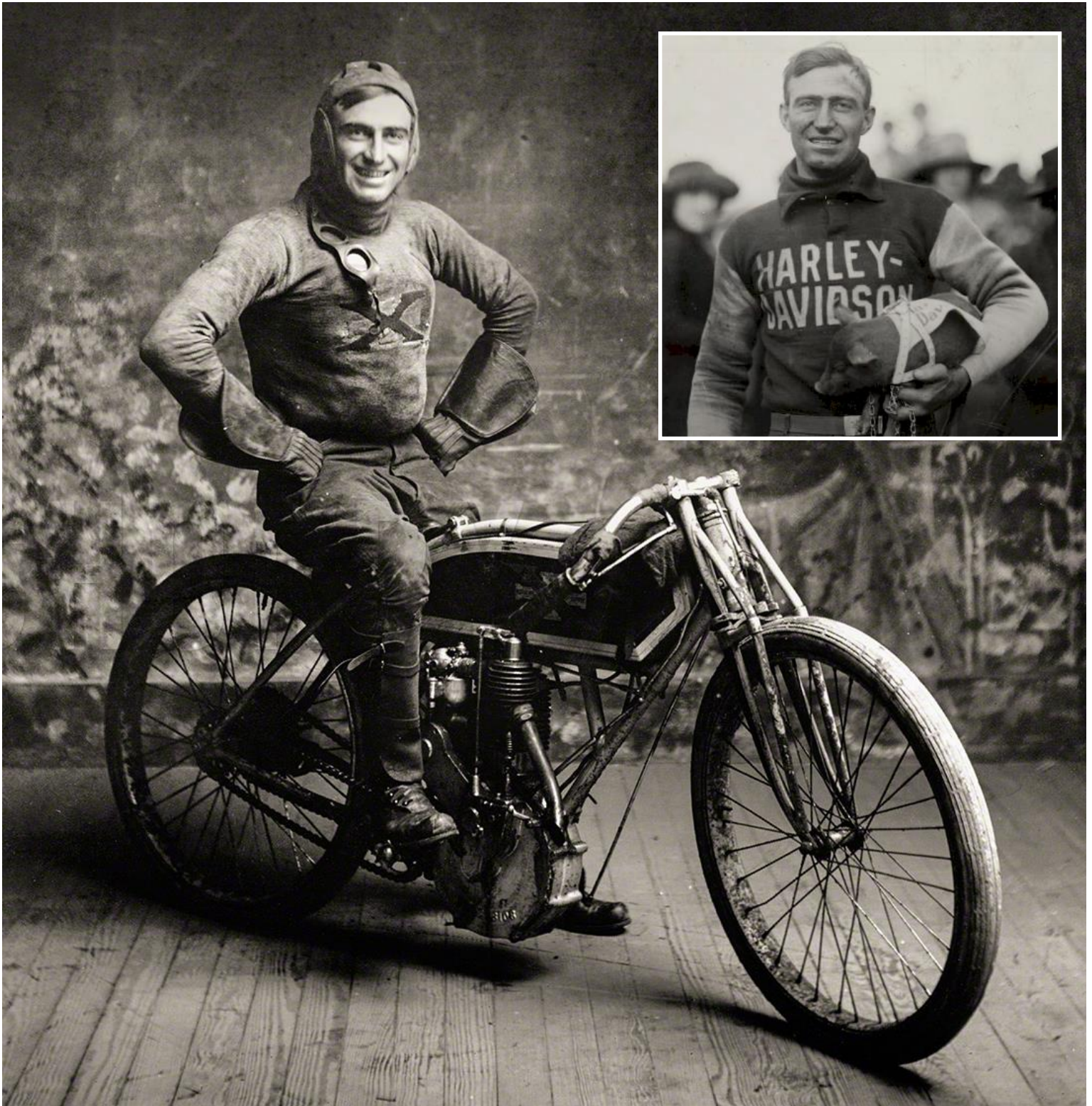


Kid Rock and Joan Jett on Harleys.
Gene Simmons on a chopper.



Yet another great historical image from shorpy.com!

Ray Weishaar - Harley Hog Father



Ray Weishaar, winner of 100-mile race at Norton, Kansas. October 22, 1914. Time 2 hr. 1½ min. World record." Lawrence Ray Weishaar (1890-1924), the "Kansas Cyclone" and rider for the Harley-Davidson "Wrecking Crew," died at the age of 33 after crashing his bike during a race in Los Angeles.

He's wearing an Excelsior shirt and is shown here on an Excelsior bike. What does he have to do with Harley, other than being in the Wrecking Crew? He helped to popularize the nickname 'hog' in reference to Harley-Davidson by carrying the team's mascot, a small pig, around on victory laps. "[A Brief History of Harley's Hog Father.](#)"

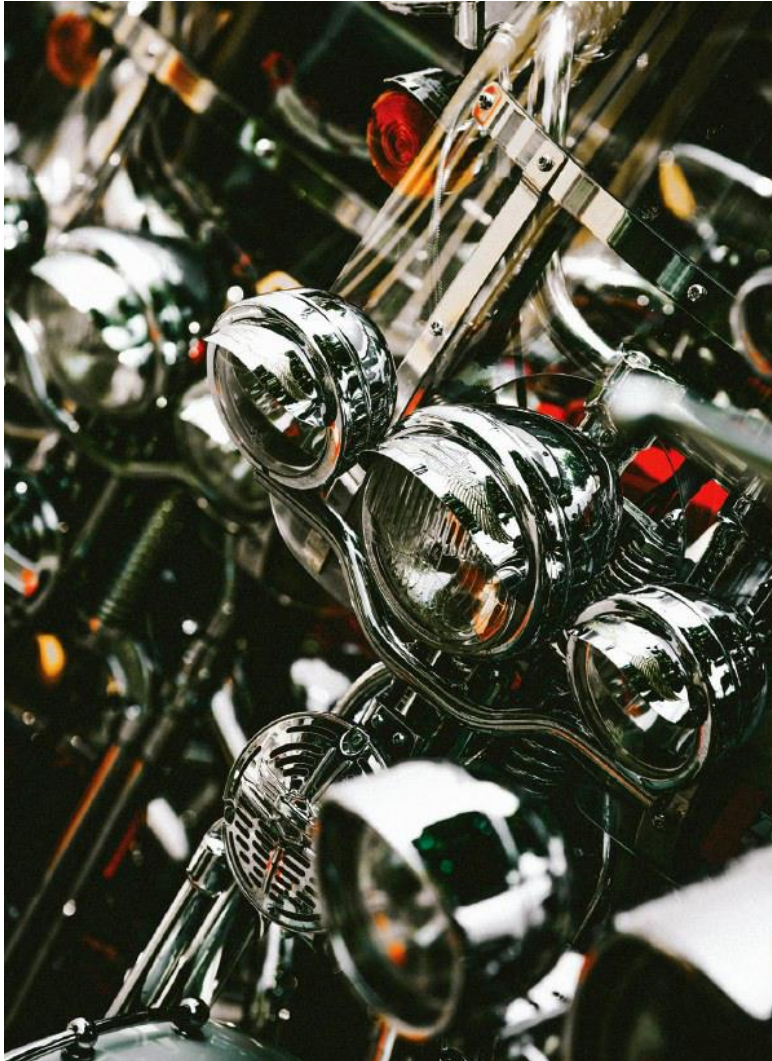
SEPTEMBER BIRTHDAYS



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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.
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