



Newsletter of the Memphis Harley Owners Group
Chapter 4928~Founded February 20, 1986

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The Director Says...

Well, it's been a hot July with many Chapter members taking time to go on vacations. As many of you are aware, Janice and I got married. We like it so much we decided to do it twice! We had a "legal" wedding here in Memphis, and a week later did a ceremonial wedding in the Dominican from Canada so some of Janice's family could attend. I will say, if you ever need a minister, Joe Moscon did an awesome job on the nuptials at the Dominican ceremony. I think he missed his calling! We had a fabulous trip and enjoyed a great week on the beach with family and friends.

Several other Chapter officers took time off in July to go explore the northeastern part of the East coast. Seven Chapter members rode for 16 days up and back along the east coast. What a great opportunity to see the coast and enjoy some cooler weather in the process. In late June, there was also a group of members who headed up to Wisconsin to enjoy the sites up there. I'm aware of many Chapter members spending days and weeks on the road on their bike exploring the country. So I bring this up to point out that many of these folks met each other by being HOG Chapter members. If you're not getting involved in the Chapter, and coming to meetings and rides, then you may be missing an opportunity to make new friends and riding companions. We are a riding club and the best thing about the Chapter is every member wants to get out there and ride. Come get out with us and meet some folks...who knows where you will wind up riding together.

(continued on next page)

UPCOMING CHAPTER EVENTS

	AUGUST		SEPTEMBER
6	Chapter Meeting: Mollie Monday's, Savannah, TN	10	Discovery Park - Union City, TN
14	Dam Ride - Crystal Springs	22	4 Day Cave Ride (22 nd – 25 th)
20	Bug Slime Ride - Marion, AR		OCTOBER 1 – HOG WALLER

One more comment about getting involved: the Activities committee is always looking for some great ideas for Chapter events or rides. They would prefer that you take your idea and create the event around your idea so it's exactly what you envision. We all have ideas and have personally done things we thought were fun. If you have a suggestion, let one of the officers know and hopefully we can make it happen. Nancy Moore did a great overnight ride to Bell Buckle TN and the Moon Pie festival. Several members won some cool prizes on a scavenger hunt Nancy put together. Bring your ideas to us. Let's give them a try!

We will be releasing hotel details on the four-day Cave Ride soon. The dates of the trip are Thursday to Sunday, September 22 – 25, 2016. Over the four days, we will ride up towards Cave City, KY and check out the Mammoth Cave, and others, then over to the Makers Mark Distillery. This will be a posse type ride meaning we will ride in groups with your dearest friends but meet up for dinners and other events. If you don't have anyone to ride with, there is always room for you in our group. Don't miss out on the ride! It will be a fun four days with a surprise or two thrown in. More details will be published soon so everyone can reserve their hotels for the trip!

More events are coming so keep an eye on the website calendar and Facebook page.

Regards,
Jim Ferguson
2016 Memphis HOG Chapter Director

FROM EVENTS IN JUNE & JULY

Left: Visiting Jack Daniels (Moon Pie Trip), June
Bottom: Wise Guys Pizza, July 17



WAVING AT HIGH ALTITUDE

While riding through the mountains of Colorado at about 9,000 feet, I noticed that waving to passing bikers was easier than in Memphis. It seems that the wind resistance/hand pushback is much less at high altitude than at sea level. (The Memphis airport is 330 ft. above sea level.) I did some calculations and found that the air at 9,000 feet is 71% as dense as the air at sea level. From this, I concluded that we experience 29% less drag when waving at 9,000 feet than at sea level. Then I thought . . . maybe I could get some grant money to do a research project to determine changes in hand waving patterns due to changes in elevation. Specifically, I would want to know if a sea-level biker waves more when riding at higher elevations and, does a biker coming down from the mountains wave less when they reach sea level.

Knowledge is valuable, and the quest for knowledge is often supported by federal or private funding. I decided to explore the likelihood that my project idea could get support by looking at what kind of unusual stuff was funded in the past. Armed with this thought, I found many dubious research projects that received grant money. I was looking for research conducted for the sole purpose of adding more data to humanity's nearly full data bank. I was relieved to discover that America does not have a monopoly on weird research because I found some peculiar things from other countries. For example, in Australia two mathematicians calculated how many photographs that must be taken to guarantee that nobody in the group photo will have their eyes closed. While at UCLA, two ornithologists determined why woodpeckers don't get headaches. Over at Kuwait University two researchers in nutrition published that dung beetles are finicky eaters. Then from Canada, we have a North Bay Ontario safety engineer who built and tested a suit of armor that is impervious to grizzly bears. Last but not least, there is a researcher at our own UT College of Medicine, who published a medical case report on "Termination of Intractable Hiccups with Digital Rectal Massage". I think it would be interesting to determine the correlation of hand wave patterns with increasing and decreasing altitudes, and with enough effort I probably could acquire some financial support. That would be a lot of work for some impractical knowledge.

For practical knowledge we can look to the book of Jeremiah where the Lord says, "call on me, and I will answer you, and I will show you great and mighty things, which you don't know." So when we want to ponder the stuff of life, we can talk to God and try to gain some of His knowledge, the good stuff. It's the knowledge of the good things that makes us valuable persons. Knowledge of unusual stuff is amusing at parties but true wisdom can be used to help others. There is a time to study and a time to ride, and right now I would rather be outside riding than inside studying about riding. As the famous folk philosopher, Arlo Guthrie once sang "I don't want a pickle, I just want to ride my motor-sickle." And Sydney J Harris said "Happiness is a direction not a place." And I'm happy to wave at other bikers, at any altitude, while riding down a twisty road on my Harley™.

That's my view from behind the handlebars, Peter Doorley

Editor's Note

I was curious about the origin of the wave and found this online.... Leigh

"Many riders believe there that was once a secret wave society, similar to the Priere de Sion fraternal order, founded back in 1903 when the first Harley Davidson rolled out of the shed. There wasn't. It all started one day in 1904 when Arthur Davidson passed by William Harley and, since they knew each other, they waved. Another biker saw the two "Kings of Motorcycles" doing this and thought this was a biker necessity. A tradition was born."

Source: <https://axleaddict.com/motorcycles/MotorcycleEtiquetteHowNotToWaveLikeADork>

Daddy's Girl

Sheree E. Noffsinger



You may notice I wear a 2nd Armored Division patch on my vests. This is not because I am a veteran of the Army...it is in honor of my father. While I enjoy, as do most of you, the freedom of riding and the accompanying stress relief I experience from riding, I believe that deep down the reason I ride is because it is in my blood.

My father, at the mature age of 20, was drafted into the Army at the beginning of WWII, as were most young men of his generation. My father retired in 1963 as a 25 year career soldier who did two tours of duty in the Korean conflict as a helicopter mechanic, and instructor. But his "war" stories almost always involved his stint as a motorcycle rider during the "Big One".

My father's ~~DBA~~ from WWII lists all of the campaigns in which he served. It reads like an atlas. He rode his bike through the dense vegetation or slashed and burned and bombed out battlefields of Europe ending in Germany. He also rode through the wind-blown, arid desert of North Africa.

Before being drafted, my father was a motorcycle "enthusiast". He rode a motorcycle while being employed as a delivery boy for various businesses in Kansas City and Los Angeles. The Army was smart enough to see the advantages of an experienced rider for dispatch and reconnaissance, and placed him in the motorcycle riders training. I have watched videos of the training these riders were put through and they rode these 700 pound Harleys like they were dirt bikes. They rode in obstacle courses that were designed much like dirt tracks of today...steep hills one right after the other, mud, water, rocks, gravel, sand, etc. Not only did they have to be prepared for rough terrain, but also they were often under enemy artillery.

The bikes primary function was their use in the front lines for delivering emergent messages from one location to another, and they functioned much like the pony express in that their dispatches had to get through without fail, and had to get through rapidly, even in the midst of battle. I can't imagine riding under such circumstances.

In addition to dispatch service, the bikes also did reconnaissance by finding the best path for the oncoming tank divisions. In WWII, tanks were first utilized in a broad sense. While tanks were able to drive forward through almost anything, they were not well balanced and could tip over or tip onto their sides on steep hills. The Army wisely utilized motorcycles to scout ahead of the tanks to ensure safe crossings. There was not usually any support of the bikes as they drove straight into enemy fire.

The motorcycles were also not as well built as they are today. The riders had to do their own service to their machines, with limited parts, under extreme time pressures and extreme environments – battlefield, desert, gunfire and all types of weather conditions.

According to Rain Hoe in the article Military Motorcycles, Part 1: WWII and Harley-Davidson,

“Harley engineers took an existing civilian bike, the WL, and adapted it for military use with several changes. The fenders were shaped in such a way that mud flung by the wheel could exit from the sides rather than clog. It was fitted with a heavy duty carrying rack in the rear that could support an ammunition box or two radios, and saddlebags could be hung from its sides. A scabbard placed up front was sized large enough for the driver to tuck a Thompson submachine gun in. On the other side of the front wheel, another ammo box could be attached.

There were mechanical changes from Harley as well. In a nod to the Army's logistical needs, the air filter was replaced with an oil-bath air cleaner—something then used in farm tractors in high-dust environments—for ease of maintenance; rather than having to stock replacement air filters, the rider could “freshen up” his filter by adding regular motor oil. And the crankcase was redesigned to reduce water intake, so that the vehicle could reportedly cross up to 16 inches of water without stalling out.”

My father named his Harley “Diablo”. The pictures I have seen of his bike have this name emblazoned on the gas tank in white paint.

I remember snatches of stories around the table with his “war buddies” regarding “Diablo” and the adventures they shared. He spoke of “kidney belts” (which were standard issue for the riders), because the motorcycles shook and shuttered so badly their kidneys took a beating. They discussed the wires strung across roads which could, and did, decapitate fellow riders. I was frightened by the descriptions of riding through blitz bombings with the riders right in front and behind him being “blown to bits”, and the bombs shaking the ground so hard that just keeping the bike up was an effort. Remembering these stories puts my fears of “cagers”, interstates, sweeps and switchbacks on our fine paved roads into perspective.

Below is one picture I have of my Dad's battalion – 17th Engineering Bike Riders. Look at all those Harleys lined up (with one Indian thrown in for good measure). In my younger days, I circled my Dad's face so I would always be able to identify him among all the riders with their leather riding helmets and standard olive drab bikes.

So, when you see me, and my military patch, you will know why I ride, not only for the freedom but also as my **Dad's legacy**. My father passed away 20 years ago, but when I ride, I can almost feel him and "Diablo" cutting through the wind right along with me. He would be as proud of me as I am of him.



DO YOU KNOW HOW TO STAY IN CONTACT WITH THE MEMPHIS HOG CHAPTER?

- Get text alerts or follow us on Twitter

To join: Text a message to 40404 with the following information
Follow memhog4928
You should receive an instant confirmation.



- Join our members-only Facebook group

Link: <https://www.facebook.com/groups/282199048513345/>

To join: Go to the page and click "Join"
One of the officers will add you to the FB group.

Note: There is a public FB page but it DOES NOT have event information.
<https://www.facebook.com/MemphisHogChapter/>

- Check out our webpage and online calendar

<http://www.memphishog.com/>

<http://www.memphishog.com/#!calendar/c1nf7>

The chapter calendar is compatible with Google Calendar and iPhones.
Search for the calendar associated with the chapter activities email:
memphishogactivities@gmail.com

Not receiving emails from the Chapter?

AOL Users and Other Email Account type Alert:

If you are not receiving any e-mail from Jim Ferguson (tnharley@bellsouth.net), and you have an AOL account, or similar e-mail account, you may want to try adding the email tnharley@bellsouth.net as a contact in your e-mail client. Jim has personally observed that AOL is not delivering e-mail, even though the member's e-mail address is correct. Just create a quick contact in your email client with Jim's name and email address above.

2016 Leadership Team

Dealer Liaison: Tim Bumpus
Director: Jim Ferguson
Assistant Director: Nancy Moore
Treasurer: Robert Gantt
Secretary: Linda Gibson
Newsletter Editor: Leigh Williams
Website/FB/Twitter: Jim Ferguson
Activities: Lisa Patton, Laura Gantt,
Michele & Jeff Poland
Head Road Captain: Greg Patton
Membership: Rob & Leigh Williams
Ladies of Harley (LOH): Sue Anne Cobb
Photographer: John Grisham
Greeter: Richard Cooley
Safety Officer: Dave Stockton

2016 Road Captains

Head Road Captain: Greg Patton

Larry Allen	Joe Moscon
Brian Bryant	Jerry Nichols
Gene Cofer	Michael O'Rourke
Richard Cooley	Denisce Paine
Peter Doorley	Jeff Poland
Greg Easton	Burt Powell
Jim Ferguson	Curry Pruitt
Robert Gantt	Robert Rehkopf
Bob Gasko	Allen Rhymer
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Jerry Hayes	Michael Smith
Mac Hill	Jim Stingley
Robert Hunt	Dave Stockton
David Lester	Dan White
David Leutwyler	Rob Williams

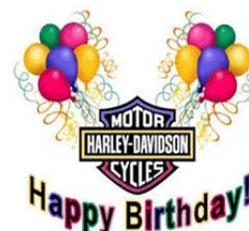


JULY BIRTHDAYS

Michele Bryant	Sue Anne Cobb	Keith DeRung
Greg Easton	Al Langbein	Mike Self
Sandy Self	Tammy Stingley	

AUGUST BIRTHDAYS

Alan Becker	Jimmy Demery	Bob Gasko
Deborah Gasko	Mary Ellen Parks	
Curry Pruitt	Amanda Rhymer	
Kenneth Stingley		



INTERESTED IN ADVERTISING IN OUR MONTHLY NEWSLETTER?

Ads are free to current members selling personal items, e.g. bikes, bike parts, garage sale items, etc.

Business ads run for \$50/yr. for a business card, \$75/yr. for a 1/2 page, and \$100/yr. for a full page ad.

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Have you joined LOH yet? If you are a Memphis HOG member, your local LOH membership is free.

Summer Reading List about Woman and Motorcycles

- “Everything Starts with a Dream, the Motorcycle Diaries” by Weronika Kwapisz
Follow Weronika’s motorcycle adventures through 17 European countries. Visit her website to make a purchase or read her blog: http://ridingacross.com/?page_id=3144
- “Grit and Grace” by William Murphy
The adventures of early 20th century women adventurers
Visit to purchase or read William’s riding blog: <http://booksbywilliammurphy.com/index.html>
- You can even find academic research on motorcycle culture
Kimberly Mass, a Masters student at Minnesota State University - Makato, wrote her thesis on “MAKING SENSE OF MOTORCYCLE BROTHERHOOD: WOMEN, BRANDING, AND CONSTRUCTION OF SELF” from interviews with 21 everyday rider (10 Harley owners included).
Check it out here: <http://cornerstone.lib.mnsu.edu/cgi/viewcontent.cgi?article=1237&context=etds>



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