



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

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Do motorcycles have souls?

Have you ever wondered why most motorcycle riders cared so much about their motorcycles, as if their bikes were humans and had souls?

The fact that some riders get very attached to their motorcycle can be attributable to a few things. Let's say for example that you are the one fixing your motorcycle when it breaks. And you're also the one customizing it, so it matches your wants and needs. Wouldn't it

become some sort of a reflection of your identity over time, like a mirror to your personality? Wouldn't you develop some sort of a relationship with it at some point?

Those who work on their own motorcycles are probably more likely to become attached to them, than the ones who use motorcycles for the only purpose of commuting. Most motorcycle riders would say that riding a bike is way more than just going from point A to point B. A motorcycle is far more than mere transportation: it brings great enjoyment and freedom. Think about it. How can you not bond with something that brings you pure joy and that gives you an amazing feeling of freedom at the same time? This is to me, unbeatable!

When you own a motorcycle, you spend some time with the bike. You fix it, you take care of it, you customize it. You take your bike on adventures; from road trips, to lunch rides with friends, to discovering remote back roads. The beauty of riding a motorcycle is that it kind of makes you feel like a weekend warrior. It makes you feel like you can conquer the world.

After a few adventures, you end up forming some sort of a bond with the bike. It becomes a natural thing after spending so much time and sharing so many experiences with the machine. "Because anything you do with passion, becomes your bridge to that passion, which also becomes a gateway to your soul" (no, I didn't come up with that deep introspective saying, but it says a lot). When you're on a motorcycle, you're entirely immersed in your surroundings. You feel everything, you smell everything. You are so connected with your bike and with the environment that you're driving through. Riding a motorcycle frees the spirit. It clears the brain. It puts you "in" and "among" the surrounding scenery and landscape. A recent study from the Semel Institute for Neuroscience and Human Behaviour found that riding a motorcycle is extremely good for your mental health. The study, funded by Harley-Davidson, revealed that riding a motorcycle helps you stay focused and feel less stressed. Are you surprised? I bet not.

Not only does motorcycling makes you feel incredibly good, but there's also the physical contact with the bike. You touch it and caress it with your heart as you pour out your love for that activity through it. Thus, it is alive in a way. It becomes a "he" or "she" and develops a personality, which echoes your love of what it is you do back out to the world.

Some motorcycle riders develop a strong bond or some sort of a relationship with their bike, others don't. How riders perceive their bike is different for every individual. Some riders might admit that even though they love their motorcycle and admit to sometimes assign human attributes to it, they don't necessarily go so far as to think it has a soul.

The truth is, it's totally legitimate to think this way. When you think about it, attributing human traits to a non-human entity is quite irrational. But thinking about it a little deeper, when you ride your bike, you're in your own bubble. You're submerged by freedom, delight, and peacefulness at the same time. And the only one responsible for this peaceful state of mind is your motorcycle. SHE is the one who takes you there.

Here's the bottom line — If people ride their bike because it's kind of cool and fun, that's totally fine. They won't necessarily develop that kind of attachment and it's okay. Other riders make a deeper connection and think their bikes have souls.

"All motorcycles have a soul. It's yours, riding it".

Ride Safe, Ride Smart, but most of all Ride

Robert
2020 HOG Chapter Director



William Arthur Ward -

"The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails."

Change, 2020 is the year of change! We see change everywhere and affects us all from the corona-virus, quarantines, face mask, social distancing to protesting, and civil unrest. How we deal with these changes is an important thing. We keep hearing about the "New Normal" and how things will be from now on. I believe we are already experiencing long term effects of change, with limiting touching no shaking hands, and no hugging. I've always been big on shaking hands and hugging, so this is difficult for me! In my mind, I still feel awkward when I see someone I know and don't shake their hand. But this may be the new normal for some time, maybe for the rest of my life on earth, who knows! We all have to learn to adapt these days and "adjust our sails"...sometimes it's for the better sometimes maybe not. We will all make it through this with a little support from each other and hope tomorrow things get better.

Speaking of change, also in 2020, Harley-Davidson has made changes to the CEO position of the motor company. H-D has appointed the Interim CEO Jochen Zeitz to the helm beginning in last May 2020. The Motor Company has also announced that it plans on going back to the basics by refocusing on its core clientele. Specifically, H-D is going to put more focus on the cruiser products and may cut back on the innovation line of products previously announced. This could impact some of the previous products announced like scooters, bicycles, and un-Harley like models! It's no secret that Harley stocks have dropped, and the company has struggled over the past few years to gain back the momentum it once has. Kids, believe it or not, there was a time you had to wait 6-8 months to get new Harley. While those days are long ago we would all like to see Harley become a powerhouse again! Maybe going back to their roots and focusing on the cruisers will be good for business! I for one hope so....

Be prepared to adjust your sails this year, it seems the seas of life are particularly rough this year! Get out and ride, support your Chapter, come meet with friends, and stay safe out there! Again, we will all get through these trying times leaning on each other!

Stay Safe, Ride safe....

Jim Ferguson
2020 Memphis HOG Chapter Assistant Director



Today was a great day and 12 bikes and 16 chapter members found their way to Trimble, TN, for some moonshine at the Full Throttle Saloon there. We had grabbed some lunch at the Grecian Steakhouse in Dyersburg earlier. It actually got a little hot out on the road. Two riders were spinning some new wheels on their new bikes.

So now that the Corona Virus seems to have died down a bit, we are approved to go out and do some more riding. In last month's newsletter, I already mentioned the ride to Shiloh, always a good destination. What has happened since we had our last newsletter?

- On May 16, 7 chapter members took part in the Experienced Rider Class. Jim T brought the donuts and he brought enough to feed a football team. I was one of the lucky 7 that got to participate, and it was a lot of fun as well as very educational. I still hate the figure 8s though!
- On May 19, we had the chapter meeting at our home away from home, Kooky Canuck. I am very thankful for the Kooky Canuck team to jump in and host our meetings when Sidecar was still closed.
- On May 24, 11 bikes and 19 people found their way to Whiteville for some breakfast or lunch at the Country Café. A great recommendation from Carol. I had never seen this place and have probably passed it on multiple occasions. I love going to these little places to support family owner businesses.
- A week later, we rode to Redbones in Jackson, TN. 30 members (22 bikes) had lunch at Redbones, some ended up going to the Jackson dealership for a stamp in their Tour of Duty passport others hurried back to Memphis to grab a couple beers at the Sidecar café.

As you can see, there is a lot of participation on the "local" rides, what I find even more exciting is that we are seeing lots of passengers joining in the rides. I appreciate everyone participating in these events, they are a lot of fun when many of you ride. What I think is really cool, is that we are a very diverse group, but nobody is a stranger when we get together, I love it.

So, what's coming up. We have a big group going to Natchez the weekend of June 12-14. We'll be with 19 bikes and 28 chapter members. I am not sure how we are going to grab something eat, but we'll figure it out. Some members of the Austin chapter will also be in Natchez. They will be arriving on Friday and leaving for Memphis on Saturday. Hopefully we'll get a chance to interact with them.

On the 9th, we will be having our chapter meeting at the Sidecar café. On the 18th we have a social scheduled and at this point we are planning to go to Wyatt Earp's Steakhouse in Oakland (more info to follow). We are closing out the months with our trip to middle Tennessee to get our Tour of Duty passports stamped in Jackson, Murfreesboro, and Lynchburg. Hopefully the rain stays away this year. 😊 We will leave on Saturday, June 27 and return on Sunday, June 28. If you need hotel information to make a reservation, reach out to me.

For more information on upcoming events, please see the calendar in this newsletter. I hope to see you on one of our scheduled rides.



Membership "Maintenance"

Now that things are starting to get back to some sort of normalcy, that means we're getting out riding. With that comes more opportunities to get together as a chapter, do some riding, of course do some eating, and just have some fun. What a great turn-out we had for last Saturday's ride to Red Bones!!

With all that riding comes the racking up of miles and the need for routine maintenance. As a kid right out of high school, I worked in a Mobil gas station. It was one of those that actually had service bays. So, I started off as basically a Petroleum Transfer Engineer (I was putting gas in gas tanks!!,) but eventually moved on and by the time I left, five years later at 23, I had keys to the building, the safe, toolboxes, was driving a wrecker, and got my mechanics license. To this day I still say it was one of the best jobs I've ever had!!

Now, I'm no master mechanic, but I do consider myself to be mechanically inclined, and I take care of a lot of stuff between my truck and my commercial mowers. I've always enjoyed tinkering with things, and still do.

Maintaining these expensive toys, we ride can be expensive! I guess it goes with owning a Harley. But there are many things that can be done ourselves, even for those without a lot of mechanical aptitude.

In addition to basic maintenance, i.e., checking tire pressure, lights, and even trying to keep ours bikes clean, I am a firm believer that the single best thing you can do for any engine is to change the oil and filter regularly. And it's really not that difficult! Get down on the ground and remove the drain plug. Yeah, it's a tight squeeze trying to get to the filter, but you just do it! It can be messy, and you can buy a special drain from HD, but I don't think that works all that well. I have managed to cut a paper plate in half and use it as a drain. Hey, whatever works! Replace the drain plug with the new o-ring, install the new filter, and put in the new oil. An oil change with filter will need about 4 quarts. ALWAYS check your owner's or service manual for the proper oil type, capacities, torque settings, etc. I have found my service manual to be a great reference. When everything is drained, I typically add about 3.5 quarts, start the engine for a minute then shut it off. Let the oil drain back into the oil pan, then check the level. Top off as necessary. So, you go the dealer, buy your oil, buy your filter, and a new o-ring for the drain plug. It's about \$50.00 versus the average dealer cost of an oil change of \$150.00 or so, and it might take you an hour. You can also change the transmission fluid and primary case fluid too. Both of these are pretty simple. To do it right, you will need a torque wrench, especially to tighten down the primary case cover bolts.

The T-CLOCS inspection list from the MSF is a handy little chart to check out. Getting to know your bike is important, and this chart helps you do that. Not long after we bought our bike, I noticed one of the four fairing bolts was missing! I don't know if it was a production error or if it simply vibrated off. Either way, I caught it by simply by checking out the bike.

I am not advocating that we don't patronize the dealer. On the contrary, there are many things we can't or shouldn't do that are better off left to the professional tech. But basic maintenance items are not that difficult, will save you some money, and it's also a great way to get to know your bike.

I am happy to help anyone who wants to learn how to do these!!

Thanks everyone and be safe!!

"Every Ride A Memory"

Jim and Carol Tactac

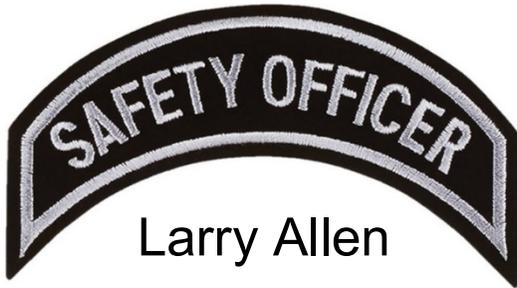
Membership Officers

T-CLOCSSM Inspection Checklist



T-CLOCS ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
T-TIRES & WHEELS				
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects.	Front	Rear
	Air Pressure	Check when cold, adjust to load.	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel: "ting" = OK — "thud" = loose spoke.	Front	Rear
	Cast	Cracks, dents.	Front	Rear
	Rims	Out of round/true = 5mm. Spin wheel, index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning.	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside.	Front	Rear
Brakes	Function	Each brake alone keeps bike from rolling.	Front	Rear
	Condition	Check pads and discs for wear.	Front	Rear
C-CONTROLS				
Handlebars	Condition	Bars are straight, turn freely, handgrips and bar ends are secure.		
Levers and Pedal	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar levers, proper adjustment.		
	Pivots	Lubricated.		
Cables	Condition	Fraying, kinks, lubrication; ends and interior.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire supports in place.		
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, hose supports in place.		
Throttle	Operation	Moves freely, snaps closed, no revving when handlebars are turned.		
L-LIGHTS & ELECTRICS				
Battery	Condition	Terminals; clean and tight, electrolyte level, held down securely.		
	Vent Tube	Not kinked, routed properly, not plugged.		
Headlamp	Condition	Cracks, reflector, mounting and adjustment system.		
	Aim	Height and right/left.		
Tail lamp/brake lamp	Condition	Cracks, clean and tight.		
	Operation	Activates upon front brake/rear brake application.		
Turn signals	Operation	Flashes correctly.	Front left Rear left	Front right Rear right
Switches	Operation	All switches function correctly: engine cut-off, hi/low beam, turn signal.		
Mirrors	Condition	Cracks, clean, tight mounts and swivel joints.		
	Aim	Adjust when seated on bike.		
Lenses & Reflectors	Condition	Cracked, broken, securely mounted, excessive condensation.		
Wiring	Condition	Fraying, chafing, insulation.		
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean.		
O-OIL & OTHER FLUIDS				
Levels	Engine Oil	Check warm on center stand on level ground, dipstick, sight glass.		
	Gear Oil, Shaft Drive	Transmission, rear drive, shaft.		
	Hydraulic Fluid	Brakes, clutch, reservoir or sight glass.		
	Coolant	Reservoir and/or coolant recovery tank — check only when cool.		
	Fuel	Tank or gauge.		
Leaks	Engine Oil	Gaskets, housings, seals.		
	Gear Oil, Shaft Drive	Gaskets, seals, breathers.		
	Hydraulic Fluid	Hoses, master cylinders, callipers.		
	Coolant	Radiator, hoses, tanks, fittings, pipes.		
	Fuel	Lines, fuel valve, carbs.		
C-CHASSIS				
Frame	Condition	Cracks at gussets, accessory mounts, look for paint lifting.		
	Steering-Head Bearings	No defent or tight spots through full travel, raise front wheel, check for play by pulling/pushing forks.		
	Swingarm Bushings	Raise rear wheel, check for play by pushing/pulling swingarm.		
Suspension	Front Forks	Smooth travel, equal air pressure/damping, anti-dive settings.	Left	Right
	Rear Shock(s)	Smooth travel, equal pre-load/air pressure/damping settings, linkage moves freely and is lubricated.	Left	Right
Chain or Belt	Tension	Check at tightest point.		
	Lubrication	Side plates when hot. Note: do not lubricate belts.		
	Sprockets	Teeth not hooked, securely mounted		
Fasteners	Threaded	Tight, missing bolts, nuts.		
	Clips & Cotter Pins	Broken, missing.		
S-STANDS				
Center stand	Condition	Cracks, bent.		
	Retention	Springs in place, tension to hold position.		
Side stand	Condition	Cracks, bent (safety cut-out switch or pad equipped).		
	Retention	Springs in place, tension to hold position.		

06/14



Larry Allen- Safety Officer
Motorcycle Braking - 15 Questions and Answers

1. Which brake is the most effective?

The front brake is the most effective, giving between 60 & 80% of the bike's stopping power in hard stops, depending upon surface conditions. This is because most of the weight of the bike and rider transfers forward onto the front wheel when the brakes are applied. A common example of weight transfer is when you trip on a gutter - your feet stop but momentum keeps the top of you going and you fall flat on your face. The weight transfer that takes place under braking on a motorcycle pushes the front wheel onto the ground and makes it grip very well.

2. Is the front wheel likely to skid if you apply the front brake hard?

No. The front wheel is likely to skid uncontrollably and bring you down only if you jam the front brake on hard. If you apply the front brake in a staged (progressive) process, the front wheel may skid but that skid is normally quite controllable.

3. Is the rear wheel likely to skid if you apply the brakes hard?

With most of the weight being on the front wheel, the rear wheel tends to be light under braking and will therefore lock up and skid very easily.

4. How do you control a rear wheel skid?

Control of a rear wheel skid is easy. Just keep your eyes up to the horizon and look where you WANT to go (not necessarily where you are actually going) and the bike will skid in a controllable manner with a minimum of fishtailing. Basic and advanced braking techniques are best learnt under controlled conditions rather than when a truck pulls out on you! Your local motorcycle school will run a fun braking exercise session for you and some mates if you care to call the school and arrange it.

5. Is braking a natural skill?

Braking, as with any riding skill, is a learned skill, not a natural one. This means you must practice the correct braking skills enough to make them an instinctive reaction before you can be sure that you will do the right things in an emergency. Overseas research has shown that, because of panic overpowering the rider's conscious reactions, nearly a third of all riders do absolutely nothing in an accident situation: they don't even apply the brakes! If, however, your high-level braking skills are so well learnt that they are instinctive, you will do it right, no matter what the situation. However, this requires you to do a lot of high-level braking skill practice, the skills will not come with normal everyday riding.

6. Is there a special braking technique that ensures that a rider will get the best out of a motorcycle's brakes?

Yes. The process is called STAGED BRAKING and it involves the rider applying the motorcycle's brakes in a staged process. This gives the rider predictable, progressive braking.

7. In an emergency do we concentrate on using staged braking on both front and back brakes?

This is a controversial subject. Some experienced riders reckon that, even in an emergency when research has shown that panic tends to decrease your riding skills, they can apply the back brake perfectly with no loss of braking on the front. Well, research has shown that the average rider can only properly concentrate on the use of one brake in an emergency so, unless you think you're road motorcycling's equivalent of a top motorcycle racer, we would suggest that you concentrate on getting the best out

of one brake. Of the front and rear brake on a motorcycle, the one to concentrate on in an emergency is the front brake because if you get that one wrong, lock it up and don't correct that problem then you're going to crash. According to the American Motorcycle Safety Foundation, if you try to get the best out of both brakes in an emergency, you will get the best out of neither. The MSF says you can't concentrate FULLY on both brakes at one time. You know your mother's old nag, "You can't concentrate on two things at one time"!

So, to get the best braking, you must concentrate using either the front or the back brake and, since the front brake gives up to 80% of your braking power and incorrect application is likely to make you fall off, it makes sense to concentrate on the front brake.

The American Motorcycle Safety Foundation teaches their instructors that "in an emergency braking situation you should apply the back brake hard and let the back-wheel slide if it wants to. This way you can concentrate on what is happening up front; there's enough to think about in the use of the front brake."

8. So how should I apply the rear brake?

Apply it and forget about it. Let the back-wheel skid if necessary. Concentrate on using staged braking to harness the superior power of the front brake to save your life.

9. Is Staged Braking difficult to learn?

Given practice, the skill is not difficult to learn. The best way to learn it is to start off with a four-stage application of the front brake. Later you can increase the number of stages to make your braking more and more progressive, if you want to.

10. Can you explain four stage braking in practical terms?

To understand four stage braking, think of a rider coming up to a set of lights. Stage One is the force with which he applies the front brake when he sees the lights turn orange some way ahead, in other words, lightly.

At Stage One, the rider is applying the front brake to the point where the brake is just on and slowing the bike down very, very gently to roll to a stop.

Stage Two is the force the rider would use if he was a bit closer to the lights when they turned orange, and he had to make a normal, smooth stop at the lights. So, Stage Two is the firm pull used to bring the bike to a firm, but quiet stop. The rider applies his front brake to Stage One (friction point) before going on to apply to a steady force at Stage Two.

Stage Three. Our rider has dithered about whether to stop for the orange light before deciding he'd better. By this time, he has to stop quite hard to stop. So, he applies the front brake to friction point (Stage One), then onto a firm pull (Stage Two) before applying pressure with a strong pull at Stage Three.

Stage Four. The rider very unwisely decides to run the orange only to find, just before he reaches the lights, that they turn red. In this serious situation the rider needs all the braking he's got. So, he applies the front brake to friction point, moves onto the firm pull of Stage Two, then to the strong pull of Stage Three, before giving it all he's got at Stage Four.

11. If you "give it all you've got" on the front brake at Stage Four, won't you get front wheel lockup?

Possibly but by using the staged braking process, by the time the tire gets to the point of locking up at Stage Four, the weight has transferred forward onto the front wheel and any tendency of the front tire to lose grip is both easily sensed and controlled, unlike a front wheel skid caused by a tire locking up when the brake is jammed on hard while weight is moving around on the bike under weight transfer.

With correct use of the Four Stage process, controlling a front wheel skid is simply a matter of keeping the wheel steering straight ahead as you relax pressure on the front brake to allow the wheel to revolve again and regain grip.

12. What will happen if the front wheel locks and I don't relax some pressure?

You'll fall off as the wheel will eventually tuck under and the bike (and you) will fall down.

13. How good can you get at emergency braking?

In emergency stops, expert riders are capable of controlling a front wheel skid by releasing pressure on the front brake just enough to get that wheel turning again without actually letting the brake right off. This requires considerable sensitivity on the brakes and the only way you will gain this sort of sensitivity is to practice.

14. Is a bald tire a liability when braking?

A treadless tire will quite adequately handle braking stresses on a perfect road surface. The trouble is that perfect road surfaces are more than rare - they're virtually extinct. Tire tread acts like a broom, sweeping debris, dirt, gravel and water etc off the road surface in order that the tire can grip the road.

The tread on a sensibly ridden motorcycle can comfortably handle most foreign matter on a road surface - with the possible exception of oil (especially diesel oil), thick mud, and smooth wet paint. But link a bald tire with foreign matter on the road surface and throw in braking stresses for good measure, and the crash will resound throughout the neighborhood.

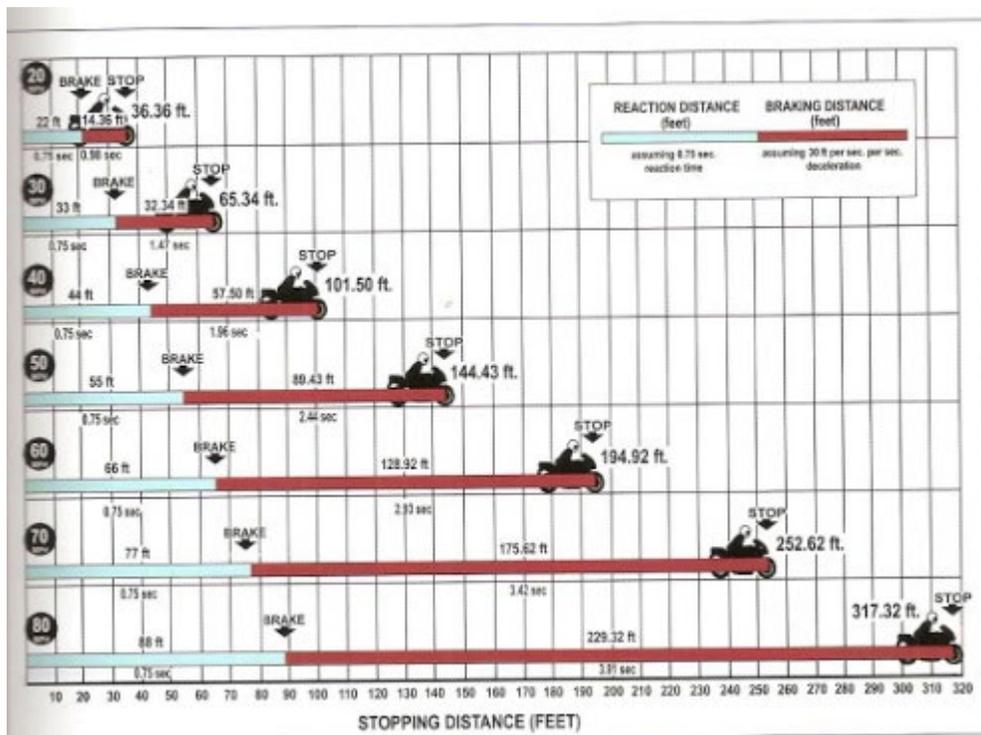
15. How should I brake on slippery and loose surfaces?

Carefully but not timidly. The secret to good braking on poor surfaces is observation. If you know what's under your wheels you can tailor your braking to the surface.

So, keep an eye on the road surface. If you cross a slippery surface under strong braking the front wheel may lock. This is why riders who brake late and hard for orange or red lights often spill off - into the middle of the intersection. The fall occurs because the rider fails to ease the front brake as the front wheel crosses the white line that crosses the lanes at the edge of the intersection. Then the front wheel breaks loose under braking on the slippery surface, the rider panics and freezes, and he and his bike head ground wards.

The basic requirements for braking on a loose surface such as gravel are the same as those applying to braking on a sealed surface. The difference is that you must observe the requirements more strictly on gravel.

You must brake in plenty of time, preferably brake while upright and in a straight line (any braking while leaned over in gravel is extremely hazardous), use both brakes very progressively, carefully interpret the noise from the front and rear tire while braking to detect and counteract any wheel lock-up, know your road surface, and take particular care when braking on gradients, inclines, and heavy cambers.



Heat Flow and Cold Defenses

Can you remember that cool feeling when you first slip your hand under your pillow at night? Or how about the cold feeling when placing your hand on a solid surface countertop? Then, how about the freezing feeling while sitting on an aluminum or concrete bleacher during an outdoor sports event on chilly autumn eve. In each case, heat is being transferred from your body into the surrounding material. A little bit of heat loss is refreshing but a lot is almost painful. That is why we bring along some sort of seat insulator, a foam pad or folded blanket to slow down the flow of heat. In contrast a wooden bench is neutral. Even on a hot day we do not notice much heat loss or gain when sitting on wood. The comfort difference between wood and aluminum is due to the way aluminum can conduct heat, it absorbs heat easily, but it doesn't hold on to it, and by touching it we can feel the heat being sucked from our bodies.

The universe exists because heat energy flows from hot to cool. To live as warm-blooded creatures we need to eat, drink and breathe. And by being alive, we generate heat: some heat we need and some heat we need to shed. It is this balance of needed and unneeded heat that creates our comfort zone. The bottom line is that our feelings about heat are subjective. Have you ever thought, "I don't care what the thermometer says. I'm cold."

When it comes to a comfortable ride on our Harleys, we gear up for the chill factor, not for the temperature in the sunny driveway. Our temperature comfort memory is not very consistent. We tend to get climatized. For example, the first 50°F day of November always seems much colder than a 50°F day in the middle of February. And it's hard to remember the discomfort of an extremely hot July day during a cold snap in January.

All our perspectives are centered around us, as it should be. Since the Bible doesn't say much about riding a motorcycle in cold weather, I would like to modernize an old proverb to fit our current situation. Proverbs 27:23 says, "Know well the condition of your flocks and give attention to your herds." Peter's motorcycle version would be "Do a TCLOCK on your motorcycle and gear up for the weather." In the cold weather my heated gear allows me to ride longer and more comfortably. And in the heat my mesh jacket protects me from road rash and sunburn. So, to get the most out of your motorcycle, plan for the worst and hope for the best. And like the boy scouts say, "Be prepared".

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

Bumpus Harley-Davidson



Membership

To Join HOG National

In order to join the Memphis HOG Chapter, you must first be a national or associate HOG member in good standing. Click the link for the Harley Owners Group website to read about HOG Events, Membership Types and Membership Benefits.

Once you join, you receive a membership number. Use this number to join Memphis HOG.

Join the local Memphis HOG Chapter

Download the Memphis HOG form and fill it out. There are three ways to submit the form;

1. Drop off the form along with \$20 cash or check at the Bumpus HD Memphis parts counter.
2. Bring it to the next Memphis H.O.G. activity. Check the Events Calendar for upcoming events.
3. Mail the form and a \$20 check made out to "**Memphis HOG Chapter**". Mail to:

Memphis HOG Chapter # 4928
Bumpus Harley Davidson
2160 Whitten Road
Memphis, TN 38133-6004

To get to the Memphis Chapter Membership Form follow the following link:

<https://www.memphishog.com/membership>



2020 Officer Team

Sponsor: Tim Bumpus
Director: Robert Gantt
Assistant Director: Jim Ferguson
Treasurer: Bob Browder
Secretary: Tim Backus
Activities: Amy & Roelant Verbeek
Head Road Captain: Dave Stockton
Membership: Carol & Jim Tactac
Safety Officer: Larry Allen
Photographer: Tony Crook
Web Master: Tony Crook
Dealer Liaison: Joe Moscon

Participation Points and Club Mileage through
May 31, 2020
Max Points = 34
Max Mileage = 1133

Top 20 Participation Points		
Place	Name	Points
1	Roelant Verbeek	31
2	Jim Tactac	30
3	Frank Rector	29
4	John McDowell	25
5	Richard Cooley	23
5	Michael Becker	23
7	Jim Ferguson	22
8	Carol Tactac	20
8	Timothy Backus	20
10	Robert Gantt	18
10	Larry Allen	18
12	Amy Verbeek	17
12	Paul Dunaway	17
12	Kristi Dunaway	17
12	Peter Doorley	17
12	Tony Crook	17
17	Phillip Harris	15
17	Laura Gantt	15
19	Dave Stockton	14
19	Dan Benson	14

Top 20 Club Mileage		
Place	Name	Points
1	Richard Cooley	1119
2	Frank Rector	991
3	Roelant Verbeek	963
4	John McDowell	952
5	Michael Becker	916
6	Dan Benson	873
7	Jim Tactac	856
8	Paul Dunaway	779
8	Kristi Dunaway	779
10	Carol Tactac	706
11	Timothy Backus	699
12	Phillip Harris	600
13	Kenneth Barbee	597
14	Jim Ferguson	430
15	Ed Lowe	423
16	Mike Tarina	380
17	Amy Verbeek	363
18	Robert Gantt	323
18	Laura Gantt	323
20	Janice Ferguson	280

Chapter Events



June

04 **Memphis HOG Officers Meeting**
6:30pm. Tekila Mexican Bar and Grill, 1335 N Germantown Pkwy, Memphis TN 38016

09 **Memphis HOG Chapter Meeting**
The chapter meeting will be held at SideCar Café. Join us for good food and socializing beginning at 6:30pm.

12 **Natchez Overnight Ride**
Overnight ride. June 12-14 More details to come.

18 **HOG Chapter Social**
More details to come.

26 **Tour of Duty**
Overnight ride. June 26-17. More details to come.

July

02 **HOG Officer Meeting**
6:30pm. Tekila Mexican Bar and Grill, 1335 N Germantown Pkwy, Memphis TN 38016

09 **Tail of the Dragon**
Long weekend ride. Thursday the 9th to Sunday the 12th. Day ride. More details to come.

14 **Memphis HOG Chapter Meeting**
The chapter meeting will be held at Kooky Canuck. Join us for good food and socializing beginning at 6:30pm.

18 **HOG Day Ride**
Frank Lloyd Wright house in Florence, AL.

23 **HOG Chapter Social**
More details to come.

25 **HOG Day Ride**
Along the Mississippi. More details to come.

August

05 **HD Museum Milwaukee**
Long weekend ride. Wednesday the 5th to Sunday the 9th. More details to come.

06 **HOG Officer Meeting**
6:30pm. Tekila Mexican Bar and Grill, 1335 N Germantown Pkwy, Memphis TN 38016

11 **Memphis HOG Chapter Meeting**
The chapter meeting will be held at Kooky Canuck. Join us for good food and socializing beginning at 6:30pm.

16 **HOG Day Ride**
Veteran's Museum, Halls, TN

29 **HOG Day Ride**
Hubcap Burger, Scott, AR

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 ½ page, and \$100/yr. for a full-page ad. Please contact Robert Gantt to set up your ad.



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STARTING MAY 16TH - The Tour Of Duty Passport Ride (1-8) has raised over \$100,000. 100% of the proceeds will directly help our Local Veterans in need through The American Gold Star Mothers Foundation. Registration includes Passport & Tshirt. Need not be present to win.

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Bob Browder, MBA, CPA

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www.bobbrowdercpa.com

THANK YOU FOR

YOUR FRIENDSHIP

AND BUSINESS !!!

I LOVE REFERRALS !!!

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

- Get text alerts or follow us on Twitter
To get texts: 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

- Special Note to AOL mail users
Please add memphishogactivities@gmail.com to your email contacts. This will help insure chapter emails don't end up in your trash\spam folder

DO YOU KNOW HOW TO STAY IN CONTACT WITH BUMPUS HARLEY DAVIDSON (MEMPHIS)?

Website: <http://www.bumpushdmemphis.com/>

Event calendar: <http://www.bumpushdmemphis.com/check-out-our-events--xcalendar>

Facebook: <https://www.facebook.com/BumpusHarleyMemphis/>

Twitter: [@BumpusHDMem](https://twitter.com/BumpusHDMem)

YouTube: <https://www.youtube.com/user/bumpusmphs/videos>