



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

Volume 34 Issue 9

September 2020





I'm very excited to finally introduce the new Memphis HOG Rider Patch. I know we have mentioned this patch a couple times this year, but now we have it. Even though we did not have the actual patches at the beginning of the year, we have been keeping track and we will be awarding the first group of patches at this

month's Chapter meeting.

What is the Rider patch and how is it different than the current Participation patch? Just in case you are not sure what the current Participation patch looks like, I have included picture of it below. Each event or ride the chapter holds has a point value attached to it. For example, a chapter meeting is one point and a day ride is two points. The Participation patch is earned by accumulating 25 points in any combination of chapter events or rides. The new Rider patch is geared towards riding and volunteering. It rewards those who show up when its hot, cold, sunny or raining. It gets incrementally more difficult with each level. And last but not least, it is an official HOG patch bearing the HOG logo. Showing others that you are not only a serious rider, but you are a serious Memphis HOG rider.

The Rider patch and its precious metal rockers are earned by riding with chapter and volunteering for the chapter. The ride requirements for each patch increase with each level. Earning all the precious metal rockers will prove you are a serious Memphis HOG Chapter rider. The full guidelines for these patches are detailed later in this newsletter. The base Rider patch is the first patch earned. To earn it, you will need to attend 8 Memphis HOG Chapter rides and volunteer one time in a calendar year. Keep the main purpose of the Chapter in mind, "ride and have fun", and you won't have any problem earning some if not all the patches.

Ride Safe, Ride Smart, but most of all Ride

Robert
2020 HOG Chapter Director





Well here we are in September and winding down the strangest summer, and year, in my lifetime! Yes, most of my perceived strangeness is due to Covid and all of the regulations around social distancing. Like many of you, I struggle with the social distancing part, because I like being social! But beyond the impacts of Covid, it has

been a busy year of taking care of a deceased family member's estate, dealing with probates, lawyers, buying a house, selling two houses, moving, and job shake-ups.

While these have been my challenges, in 2020, one of my biggest impacts of 2020 has been my ability to get out and ride. As an officer, I'm involved in the planning and scheduling of the Chapter rides. With each one that gets put on the calendar I have to decide if I'm going to be an adult and get my chores done, or just say screw it and go ride! While I have been on a "fair" number of rides there are many that I was not able to attend due to being the "adult." When I do get to ride and socialize, with my Chapter family it does make the ride just a little more special! But I hand it to Roelant and Amy, the Activities team, for all of the great rides and events. They have made it extremely hard to decide what rides to go on.

I hope everyone is enjoying the rides and the great participation we are seeing will keep going long after Covid is no longer a thing! It's great to see all the bikes and members on the rides. Also, on rides, you will see we are working on adding some new Road Captains to the Chapter. So please be patient as the new Road Captains get up to speed. It's not as easy as you may think being a Road Captain it takes a lot of mental concentration, confidence, and experience to lead the group to our ride destinations. Things don't always go perfect, as those of us who have been around awhile have experienced. But we learn from our experience and try to do it better the next time.

If you ever have a bad experience on a ride, find an officer and say something. As I've always said you can't fix something if you don't know it's broke! On the other side, if you really enjoyed the ride, let us know. We put a lot of work into the rides and the comments are helpful. Feedback is a gift and your right as a Chapter member to provide, good or bad! I appreciate everyone participating in these tough times and I hope being a part of the Chapter helps you get through the day to day struggles we all face right now!

I also want to welcome all the Ghost River members that are coming over to join the Memphis Chapter. While we are sorry to see our fellow Chapter go, we want you to know that you have a home here with the Memphis Chapter!

Ride Safe,

Jim Ferguson
Memphis HOG Chapter 4928 Assistant Director



Amy & Roelant
Verbeek

Well, there you have it, it's early September and 2/3's of the year is gone. What a sucky year it has been, but not for us, we have still done a good amount of riding, and we still have a lot of activities left for the remainder of the year. I appreciate everyone that participates in the activities, I don't think we have had any bad ones yet. So, what did we do since the last newsletter was published?

- On 8/11 we had our chapter meeting at Kooky Canuck, we like to go inside for our summer chapter meetings because the patio at the Sidecar Café gets a little too hot during those months. We had a great turnout; 44 members came to hear what the officers had to say and just to hang out with cool people.
- On 8/15 we went to Halls, TN. I have gone by the Veterans' Museum sign on Highway 51 numerous times and always wondered what the heck does a museum dedicated to veterans do in Halls, TN? So, we went to find out. We went a phenomenal turnout, 30 bikes and 37 riders and passengers. We were going to eat at Pig-n-Out in Halls first, since the museum didn't open until 2pm. I had called the restaurant during the week and mentioned we'd be coming with about 20 people, so I made sure to call them before we left to update them on the new count. No problem they said. A couple minutes later someone from the restaurant called me back, she had forgotten to tell me that the AC was not working and that the temperature inside was 85 degrees. We split up in 3 groups and made our way to the restaurant and afterwards to the museum. I felt it was a great visit even though I was called upon this time to help serve the food. The museum did a great job hosting us, they had brought in extra docents to help us during our visit.
- Since it was such a great weekend, some of us went for another ride on Sunday, 8/16. We had a great ride to Bald Knob in Arkansas where we had some lunch at the Bulldog restaurant.
- On 8/20, 23 members found their way to Paradise Grill in Atoka, TN. It looked like it was going to be a beautiful evening, except for that one little rainstorm. A big shout out to John McDowell for putting my gear in my saddlebags and emptying my helmet. The BBQ eggrolls are so good, they just jump off your plate.
- On 8/22, 18 members joined the ride in support of the thin blue line and 1st responders. This was an escorted ride around the city of Memphis via the interstate system. Always a cool thing to participate in. That parade style riding isn't for everyone learned the Gantts and the Backusses who almost got rear ended by some crazy rider. A little lunch at Westy's afterwards turned an already good day in a great day.
- On 8/29, 10 of us went for one of the rides that are published in the "City Escapes Map of Memphis" which you can find at the Bumpus counters. We rode ride #6, Bet Yer Bottom Dollar. This ride took us to Dyersburg via roads as far west as they could be. We stopped in Dyersburg for some lunch at the Bus Stop, a restaurant Bob Browder has asked me to go to for the last couple years (so, now I finally got him off my back). The ride was awesome and came complete with a washed-out road needing us to turn around and find a different route, a

hawk attack, squirrel races, and a pit bull on a morning run on the wrong side of the road. Who says these rides don't get exciting! One big lesson we learned is to make sure your bike is out of the shop when a ride is scheduled, nothing like showing up at the dealership for a motorcycle ride in your car.

So, what's coming up?

- 9/5: Murder Mystery/Poker Run hosted by the American Legion Riders.
- 9/7: Labor Day ride.
- 9/8: Chapter meeting, back at Sidecar.
- 9/19: Past Directors ride to Reelfoot Lake.
- 9/26: Swap meet and movie night.
- 10/3: Iron Butt.
- 10/9-11: Ride the Ozarks Rally, Harrison, AR.
- 10/24: HOG Waller
- 11/7-8: Patti's Settlement
- 11/19: Thanksgiving Dinner at Bumpus.
- 12/12: Christmas Party

And I am sure we will find some empty spots on the calendar to do some more riding and hanging out! If there are any activities/rides you would like me to schedule, just reach out to me. Thanks for supporting your chapter by participating in our activities/rides. I am very excited to be a member of this chapter and ride with you!

Roelant and Amy Verbeek
Activities Officers





How do you Dress?

Last month I wrote about what I think is a truly unique connection, bond, and unique interest or desire to riding a Harley. Part of that connection, okay, maybe a LOT of that connection is that "relationship" we have with our bike itself.

Some give it a name. Some have a story, or many stories to tell about a memorable ride or trip they took on their bike. It's a unique bond! Some say there is a similar bond with owners of Jeeps and Corvettes, but I don't think it's the same when it comes our beloved Milwaukee steel.

One of the ways we show or express that bond with our bikes is by "dressing" it up or "tricking" it out. If you've ever thumbed through the pages of the Harley parts and accessory catalog, you know it is virtually endless what you can do.

I personally am a "stock," guy. I don't like to go too crazy on replacing things, in part because I don't think you'll ever get your money back out of it, but also because I have always been a pretty plain guy. My kids, both the boys and girls, often refer to me as "boring" or "plain" Jim!! But I recently did finally pull the plug on finishing the Stage 1 upgrade, after putting my Neighbor Hater exhaust on last summer. So far, I am glad I did. And aside from some cosmetic upgrades/add-ons, our bike is pretty much stock.

On the other hand, I know guys (and maybe some girls,) who go all out, spending thousands and thousands of dollars. Engine upgrades, lights, handlebars, controls, mirrors, seats, audio, and on-and-on!! You could replace nearly every piece on your bike, from top to bottom, with some type of custom replacement. Look at that catalog!! And that's what makes it so cool to me!

One of the things I have really missed doing this summer was heading down to Beale Street on those Wednesday nights. It's absolutely amazing to see the wide range of bikes down there, some of them tricked out to the max!! It's incredible to see how a bike is transformed. Sometimes to me, it's way over the top, and sometimes just a subtle change, and everything in between. But that's what makes it so interesting. That's another reason why I still want to go to Sturgis. Roelant, 2021??

Whether your ride is completely stock, tricked out to the max, or somewhere in between, it's another way we Harley riders express ourselves and our personalities. Another uniquely Harley thing! Oh sure, I'm sure riders of other brands do it, but like I said last month about a Honda tattoo, how often do you see a Gold Wing tricked out like that!!

Thanks everyone and be safe!!

"Every Ride A Memory"

Jim and Carol Tactac

Membership Officers



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The MSF classes must teach an enormous number of facts and skills to people who must be assumed to have no experience whatever with motorcycles. As such, they do not have time to teach the kinds of things that are found in these various Tips & Techniques articles, or they have insufficient time to emphasize these various ideas to the extent that I do. [Lest anybody gets the wrong idea, these Tips are not meant to be antagonistic towards the MSF nor of its teachings - I am one of the strongest advocates of MSF training to be found anywhere.]

1. When riding alone or in the lead of a group, as you approach the crest of a hill, move away from the centerline. By the time oncoming traffic is visible it can be too late to move should you find someone coming at you in your lane if you have not already bought some air-space. (Actually, this one IS taught in the MSF class - I include it for emphasis.)
2. When riding in a group it is far more important to put your most qualified/experienced/prepared rider in the drag position than it is to put that person in the lead. This person is, after all, the first person who will need to deal with an accident, is in the best position to observe the riding skills of the others and recommend changes to accommodate them if need be, and is the person that most often obtains that new lane for the group. That's plenty of activity and responsibility, and merits the best, not the worst of the group.
3. When riding as a group, lane changes into a lane next to you should be done just as you do when passing a car - one at a time, first bike to last. Once the sweep bike has obtained the lane, the other bikes come over only after the bike in front of them has moved, and only after they have confirmed it is safe to do so. Observe that so long as the lead bike takes over the slower lane and maintains speed, the hole in the target lane gets larger and everybody can move over (one by one) with minimal time consumed. Only after the drag bike has made the lane change should speeds for the group be changed (lowered) to ensure that everyone can get into the new lane. Note, please, that this assumes that there is sufficient opening ahead of the car being passed. If not, then a last-to-front maneuver is called for (the lead bike will slow the group down upon hearing that the drag bike has obtained the lane.) The lead bike makes the choice.
4. One lesson that the MSF class teaches that I think needs to be clarified better is their admonition to always stop with one foot on the ground. Fine, if it is a small bike, but a touring bike should be stopped placing both feet on the ground at the same time, in my opinion. A slick spot is unforgiving, and very dangerous. Your rear brake can be released if your front brake is holding at 2 MPH with no concerns whatever. (Obviously, you do not put feet down until the bike is fully stopped.) The MSF used to teach that you stop with your RIGHT foot on the ground and the other on the peg. That was changed to LEFT foot down so that you could keep your right foot on the brake. In either case, by definition, your bike is not vertical with only one foot on the ground. If you must make a fast departure (to get out of somebody's way, for example), it takes more time to do so with one foot down rather than two. This, because you must straighten the bike as you depart, you have a more erratic start, and you

must first take your right foot OFF the brake - all time consuming. Finally, you can probably rather easily handle a smaller bike with one leg, but a large touring bike is another case entirely. [There are always exceptions to the rule, of course. If you are stopped at a light on a severe incline, your right foot belongs on the brake pedal. Similarly, in a panic stop situation you want to stop with your foot still on the rear brake.]

- 5 Another lesson that is not quite emphasized enough in MSF class is that your mirrors only say NO. That is, if you see a problem in your mirrors, they are telling you NOT to move into that problem. If they do not show you a problem that is not the same as them saying YES, make your move. Head checks every time (MSF does teach this!)
- 6 If it's shiny or black, ride a different track. Just because you are in staggered formation does NOT mean that you have to stay in your track. There is a whole lane at your disposal without encroaching on the traffic rights of other motorists. You ride staggered to give you maneuvering room in case you need it. Rather than ride over a patch of shiny or unusually black surface, assume you need it.

Freeway riding invites some obvious survival rules that for some reason or other seem to be ignored by most. For example,

- 7 Assuming you are in the slow or second slowest lane and you approach an on-ramp, do a head check to the right. Equally as important, if you are approaching an off-ramp, do a head check to the LEFT (and catch that guy who is about to cut in front of you to make his exit).
- 8 If you have a choice of lanes to ride in, the second fastest lane is a compelling choice. This allows a way for the hot dogs to pass you (more or less legally), and is, not incidentally, where the least lane changing takes place (unless it is a three-lane road, of course.)
- 9 There is nothing magic or sacred about avoiding the center track of your lane. Debris usually ends up not in the center track, but on the lines on a freeway. Since there is so little stopping on a freeway, the center track is usually not significantly greasier than to either side of it. So, in high wind situations, favor the center track. Passing between a pair of 18-wheelers, use the center track. Riding in the fast lane with a guard rail or retaining wall nearby, use the center track.

Memphis HOG Chapter
Larry Allen - Safety Officer



Memphis HOG Rider Patch

The patches are earned based on a 12-month period, running from January 1 to December 31 of each year. All points reset on January 1 of each year.

Multiple patches can be earned in a calendar year. Qualifying rides, volunteering, etc. cannot be used for more than one patch. For example, you can earn the Rider patch and the Bronze patch in a single calendar year. The base patch would require 8 rides and 1 volunteer activity. Once you met the requirements of the Rider patch, you could start working on your Bronze patch. The Bronze requirements are 12 rides and 2 volunteer activities. So during the calendar year, you would have to do 8 rides for the Rider patch and 12 rides for the Bronze patch for a total of 20 rides, along with 1 volunteer activity for the Rider patch and 2 volunteer activities for the Bronze patch for a total of 3 volunteer activities.

Volunteer activities will be announced in advance and each activity will have pre-set number of volunteer slots. Volunteer activities include:

- Serving as a Road Captain on a ride by leading or sweeping
- Cooking burgers at Bumpus (hopefully this starts back up next year)
- Wrapping presents during Christmas at Bumpus
- Helping at the HOG Chili cook-off (fully this starts back up next year)
- Helping at HOG Waller, i.e. bike games
- Helping at other HOG events, i.e. setting up/tearing down tables, tents, decorations, etc.
- Serving as a Chapter Officer

RIDER Patch

- Be a Memphis HOG chapter member
- Attend 8 Memphis HOG Chapter rides
- Volunteer for 1 Memphis HOG Chapter\Dealer sponsored event (serving as a Road Captain on a Chapter ride qualifies as volunteering) or serve as a Chapter officer

Precious Metal Rockers: Here's how to qualify:

Bronze

- Hold a RIDER patch
- Attend 12 Memphis HOG Chapter rides
- Volunteer for 2 Chapter\Dealer sponsored events (serving as a Road Captain on a Chapter ride qualifies as volunteering) or serve as a Chapter officer

Silver

- Hold a RIDER patch and Bronze Rocker
- Attend 14 Memphis HOG Chapter rides, 2 of which must be overnight trips
- Attend 1 Memphis HOG Safety class
- Volunteer for 3 Chapter\Dealer sponsored events (serving as a Road Captain on a Chapter ride qualifies as volunteering) or serve as a Chapter officer

Gold

- Hold a RIDER patch and Bronze and Silver Rockers
- Attend 16 Memphis HOG Chapter rides, 2 of which must be overnight trips

- Pass an MSF Advanced RiderCourse safe riding course (in current calendar year or previous calendar year). A passenger can substitute a Memphis HOG Passenger Safety Class.
- Volunteer for 4 Chapter\Dealer sponsored events (serving as a Road Captain on a Chapter ride qualifies as volunteering) or serve as a Chapter officer

Platinum

- Hold a RIDER patch and Bronze, Silver and Gold Rockers
- Attend 20 Memphis HOG Chapter rides, 2 of which must be overnight trips
- Plan a Memphis HOG Chapter day ride; including route and arranging lunch or event
- Volunteer for 5 Chapter\Dealer sponsored events (serving as a Road Captain on a Chapter ride qualifies as volunteering) or serve as a Chapter officer



Word Pictures

Have you ever used the phrase “that’s like comparing apples to oranges” . . . When a non-Harley person asks the size of your motor you say, 103, 107 or 114 cubic inches. Then they ask what’s that in cc’s? I usually reply “Harleys are made in America” and here in America we use the United States customary system (USCS) and our units are cubic inches, but if you need to know it takes 16.39 cubic centimeters to make one cubic inch, so a 107 motor is 1753 cc’s. That’s one can short of a six pack. Metric units are simpler but they’re not as interesting.

There are many other interesting units such as the furlong (660 ft) for distance and the fortnight (14 days) for time. Combining these units together, we get furlongs per fortnight, which is a quite slow 2 feet per hour. Farmers and other big water users employ the acre-foot, which is what it sounds like: the volume of water it takes to cover one acre of land to a depth of one foot (about 326,000 gallons). In cooking they use the Scoville heat unit, which is a measure of the hotness of chili peppers. The Scoville heat unit is determined by diluting the specific chili pepper extraction in sugar water until the heat is undetectable. The number of dilutions equals the heat unit. Pure capsaicin, the “heat” chemical, has a Scoville heat rating of 16 million. When measuring the relative loudness of sounds, the unit used is the decibel. One decibel is one tenth of one bel, named in honor of Alexander Graham Bell.

Word pictures are a good way to dramatize the size of really large things. This way we don’t get bogged down in details. Back in my working days our plant had a sister division in Texas and those Texans like to brag about how big their state is. So, one day I asked “Do you know what would happen to Texas if Alaska was divided in two? The answer is that Texas would now be the third largest state. The one trillion-dollar covid-19 bail out sum is an amount that is hard to comprehend. Imagine it as a stack of \$100 bills reaching way up into the sky. Now if you laid the stack on its side it would measure 678 miles. This would extend from Memphis to well past; Milwaukee WI (632 miles). It would take over 10 ½ hours to drive the full distance at 65 miles per hour and that doesn’t include any gas stops.

So, what’s the takeaway? With our wonderful English language, we have many ways to express ourselves, and our choice of words is influenced by our culture, our personality, and our past experiences. A large vocabulary is a thing to be desired, but it comes with responsibility lest it be used for evil. I like the phrase “Just because you can, doesn’t mean you should.” The book of Proverbs gives us a warning in verse 21:23, which says, “Whoever keeps his mouth and his tongue keeps himself out of trouble.” So, use your vocabulary for good and find good ways to say good things to the people you meet. A kind word is always welcome. You can do it.

That’s my view from behind the handlebars.
Peter Doorley

Don't forget to order your 2020 HOG Waller T-shirt

There is a order sheet at in the HOG drawer at the parts counter. We will also have a order sheet at upcoming events. Don't delay, we are only taking orders until September 18.

Size	Blue	White
Small	\$17	\$15
Medium	\$17	\$15
Large	\$17	\$15
X-Large	\$17	\$15
2X-Large	\$19	\$17
3X-Large	\$21	\$19
4X-Large	Not available	\$19



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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
September 4, 2020
Max Points = 71
Max Mileage = 6855

Top 20 Participation Points			Top 20 Club Mileage		
Place	Name	Points	Place	Name	Points
1	Verbeek	66	1	Cooley	6816
2	Cooley	57	2	Verbeek	6503
3	McDowell	54	3	Dunaway	6006
4	Tactac	52	4	McDowell	5919
5	Rector	47	5	Browder	4131
5	Dunaway	47	6	Dunaway	4082
7	Dunaway	41	7	Barbee	3849
8	Becker	39	8	Rector	3697
9	Ferguson	38	9	Lowe	3381
10	Tactac	36	10	Tactac	3163
10	Barbee	36	11	Wells	3019
12	Browder	34	12	Rector	2760
13	McDowell	33	13	Ferguson	2706
13	Backus	33	14	McDowell	2553
15	Gantt	32	15	Benson	2413
16	Wells	30	16	Tactac	2320
16	Lowe	30	17	Becker	2234
18	Benson	28	18	Gantt	1815
19	Verbeek	27	19	Jones	1783
19	Allen	27	20	Miller	1621

Chapter Events



September

03 **Memphis HOG Officers Meeting**
6:30pm.

05 **American Legion – Murder Mystery Ride**
The American Legion Riders are hosting a Murder Mystery ride. This is much like a poker run, but instead of getting a card at each stop, you get a clue to help you solve the murder mystery. There is a \$20 fee for participation. Meet at Bumpus at 8:15 for KSU at 8:45.

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

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

19 **HOG Past Directors Ride**
Join us as we honor the past Directors of the Memphis HOG Chapter. This will be a lunch ride to

Boyette's at Reelfoot Lake. Meet at Bumpus at 800 for KSU at 830.

26 **HOG Swap Meet**
Come sell your motorcycle items that you no longer need. The chapter will provide tables for you to use to display your items for sale/swap. We will be in the Bumpus parking lot from 1 to 4.

26 **HOG Chapter Movie Night**
Bumpus HD. Come watch the classic movie Cannonball Run with your fellow HOG members. Gather in the sideparking lot at Bumpus around 6:30 for free pizza and popcorn.

October

01 **Memphis HOG Officers Meeting**
6:30pm.

03 **Memphis HOG Iron Butt Ride**
1000 miles in 24hrs! Meet at Bumpus at 6am.

09 **HOG Ride the Ozarks**
Come ride the Ozarks with the chapter Oct 9 – Oct 11. We will be visiting Harrison, Arkansas to ride the Ozarks and/or participate in the Ride the Ozarks

Rally. Meet at Bumpus at 8:00 for KSU at 8:30.

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

24 **Memphis HOG Waller Shelby Forest –**
Pavillion #6. Meet at Bumpus Whitten at 8:45 am with KSU at 9:00 am.

November

05 **Memphis HOG Officers Meeting**
6:30pm.

07 **HOG Overnight Ride**
Patti's Settlement.
More details to come.

19 **HOG Chapter Thanksgiving Dinner**
More details to come.

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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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>