



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

Volume 34 Issue 8

August 2020





Time is the most valuable thing a man can spend –  
Theophrastus (Greek Philosopher)

I've been thinking about time lately. Or to be more exact, the lack thereof. Everyone I know has this problem: there never seems to be enough time in the day for everything we need or want to do. We have a pile of tasks and projects to do, endless messages and emails to respond to, and even if we work with focus and no distractions (that's a huge "if") ... there's not enough time.

Let's say you happen to find time after work and on weekends, to do non-work stuff, like riding your motorcycle, reading (if you are a passenger on a motorcycle, you can do this while riding), exercise, socializing, spending quality time with the family, learning new things or taking up a hobby ... well, then you find that the time you create for this stuff is never enough, you have too much that you want to do and there's still not enough time.

And that's just the big things ... in addition to all of that, there's eating, sleeping, driving, showering, watching TV shows and keeping up with the news, there's cleaning and other chores, washing the car and paying bills, grocery shopping and cooking, doing your taxes and registering your car (writing newsletters). How does all of this get shoehorned into the small amount of time that we have for work and non-work tasks and activities?

There's never enough time, and it stresses us all out. Why is this? What's going on? And what can we do about it?

What is the cause of not enough time? There is a fixed amount of time. It's neither "enough" or "not enough" — it's only our expectations that make it one way or another. If we want to get more done than is possible in this fixed amount of time, we think it's not enough, because it didn't meet our expectation. If we are satisfied with how much we can do in the fixed amount of time, it's enough time. So, it's our expectations of how much we should get done in a day.

Where do these expectations come from? Our managers? Society? Our parents? Our spouses? Ourselves? Of course, the answer is all of the above. We've all created these agreements about how much we're supposed to do, and the agreements are impossible to fulfill in the limited amount of time we have.

So, the practice is to let go of the flawed agreements of how much we should get done. And instead, learn to appreciate the time we actually do have, and appreciate each act we're able to do within that time. You'll still want to cram more into the limited time you have — it's our nature. But it's good to recognize that this stems from a lack of appreciation for the time we do have. It is enough. The time we have is a precious gift, and we can appreciate it just as it is, without needing it to be more. Be fully with the task, without letting ourselves get sidetracked. It's important enough to include in our limited day, so it's important enough to give our full attention and devotion to. Relax into each task, each act, learning to appreciate it just as it is. Not worrying about all we're not doing, but instead appreciating what we are doing.

Ride Safe, Ride Smart, but most of all Ride

Robert  
2020 HOG Chapter Director





## Amy & Roelant Verbeek

It's an oven outside and I am sporting a farmer tan, because I didn't bring any long-sleeved shirts on the chapter's trip to Milwaukee. We came back this afternoon, 9 chapter members rode to Milwaukee and spend a day there visiting the HD Museum and the HD headquarter for a good picture opportunity. If you follow the chapter on Facebook, you have probably seen some good Tinder profile photos posted. Eight of us made it back to Memphis today and number 9, Susan

Miller, went to Sturgis from Milwaukee. I must say I freaked a little when I saw the temperature in the morning in Springfield when I got up on day 2, it was low 50s and I only brought t-shirts. It was fantastic to ride in the low 70s, which it was when we got on the road.

What are some things we learned on this trip?

- When you think that you ought to tighten your GoPro, you probably should.
- The restaurant at the HD Museum has some good smelling waitresses.
- "Jordan ripped his pants" sounds a lot like "Jordan shit his pants" over the CB. It made me wonder why Paul said that Jordan put his hand through it.
- Slipping on tar strips feels a lot like having a flat tire.
- Duck farts don't taste good without the Kahlua.
- Paul can work as a meteorologist the way he guided us between 2 major storms.
- When using a CB to make fun of someone in the public, always make sure that none of your buddies is listening to the CB through the bike's speakers.

These are the trips that memories are made of, I will definitely never forget this trip. There was a lot of laughing and a lot of good riding, and a lot of teaching Ed on how his phone works and how he can get to the activities Facebook page.

So, what else did we do this month.....

- On 7/14, we had our chapter meeting at Kooky Canucks. We like to go inside for the summer months, the patio at Sidecar just gets too hot.
- On 7/18, we had 12 bikes and 15 chapter members and guests visit the Frank Lloyd Wright – Rosenbaum house in Florence, AL. Some went in the house, some stayed outside. After the visit to the house we had lunch at the Rattlesnake Saloon. A good trip!
- On 7/25, about 28 people gathered at the Barn at Cedar Hill Farms in Hernando, MS. Some took their bikes; others went by car. It was a neat place to have dinner and I think everyone enjoyed themselves.
- On August 2, a fairly large group rode a route put together by John "Lucifer" McDowell. We were going to enjoy breakfast at The Haystack in Millington. After providing a significant heads up to the restaurant, they were still not ready for our large group. Thanks to Mrs. Gantt for stepping in and putting some organization in the kitchen and the billing department. Without Laura we would probably still be waiting on our food and checks.
- And that brings us to this weekend's Milwaukee trip.....

What are some of the items upcoming bigger events:

- On 8/11 our chapter meeting at Kooky Canucks.
- On 8/15, something I have been wanting to do for a while, a ride to and a visit to the Halls' Veterans' Museum.
- On 9/5: Ride along the Mississippi.
- Weekend of 9/19: Past Directors' Ride.
- On 9/26: Swap Meet and Movie Night.
- On 10/3 (tentative): Iron Butt ride.
- In October we still plan to attend the Ride the Ozarks rally in Harrison, AR. October 9-11.
- On 10/24: HOG Waller
- In September we had the Bikes, Bourbon, and Bluegrass HOG Rally on the calendar, however, they very recently made the decision to cancel the event this year.
- We also had planned a ride to the Beatles at the Ridge in September, but this event has also been cancelled.

That's all for now folks! Looking forward to seeing everyone at one, some, or all of these events.

Roelant and Amy Verbeek  
Activities Officers



Why do you Ride?

I have been riding since I was a kid. From mini-bikes, dirt bikes, on/off road bikes, a 750 Yamaha road bike, to my dream come true Harley! I have always loved getting out there, especially on a beautiful fall day, the colors changing, and comfortable temperatures.

We all have our reasons for riding, but I think one of the main reasons for me is the camaraderie that comes with it. And I think that's even stronger when you ride a Harley. Before we actually bought our bike, I've heard stories about the Harley "culture," and even the HOG chapters, which I really knew nothing about. I remember going to our first HOG chapter meeting in Denver, but that's a story for another time.

Without wanting to sound too corny or hokey, to me, there's a special bond, a unique interest and desire, and maybe even a loyalty, to ride a Harley. From its storied history, iconic image, etc., there's something about riding a Harley. It changes people. Hell, I got a tattoo because of it!! Never in a million years would I, super-conservative Jim, think or even consider getting one. But after buying our bike, I felt this inner-voice telling me it's something I just need to do. How many of you have a "Honda" tattoo? Our Harley has changed me. I will proudly wear a shirt "advertising" for Harley, but I will never wear anything else of the sort, i.e., Nike, etc.

I think the best way that exemplifies that bond or connection was demonstrated when Carol and I were riding home from the Dragon Tail.

As we were plugging along I-840 in torrential downpours and thunderstorms for hours, (all the while cursing that damn Roelant for putting this ride together!!) another guy on a Harley passed us in the opposite direction. Instead of the usual two fingers/peace sign down, he gave a wave. And by wave, I mean full arm, fully extended in the air, fist clenched, as if to say, "hell yeah, I'm out here too with you, no matter how crappy it is, (damn that Roelant!!) and we're soldiering on! I always still get a kick out of passing another bike or bikes and doing that wave. But on that Sunday, that guy's wave literally put a smile on my face, even on what was without a doubt the most rain I have ever ridden in. (damn that Roelant!!)

Thankfully we got home safely, literally soaked from head-to-toe, but we had a great time out there with everyone! And one of the things I will never forget is that wave we got from that rider, making sure that we saw him! Too Cool!

So yes, I believe there is a bond, or, that there is just something about motorcycles in general, but in particular with Harleys. We all love to ride, regardless of the make, but I can honestly say there's nothing I'd rather be riding than my Harley.

One housekeeping note:

Please remember that we all need to sign in at chapter meetings, events, etc. Carol and I usually try to grab a front seat/table at chapter meetings. We would really appreciate it if you could help us out by signing in as you enter. It can get a little hectic trying to track everyone down, get your drawing tickets to you, etc.

Thanks everyone and be safe!!

"Every Ride A Memory"

Jim and Carol Tactac  
Membership Officers



As your safety officer I want to remind you to ride safe and use common sense. I also want to suggest you watch your alcohol intake and don't put yourself in the position where your judgment gets impaired. As a HOG member on sanctioned group rides you are not allowed to drink alcohol during the insured part of a group ride. Remember it's not only your safety we are thinking about but the rest of the group as well. Below is an article on passenger

responsibility. Many of you like me have the wives or significant other on the back of the bike. Hope this helps in showing them their responsibilities for a safe ride.

### **Pre-Ride Briefing for a Motorcycle Passenger**

*By James R. Davis*

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Before I let a passenger onto my bike, I host a briefing with them. I explain that so long as they are on my bike, THEY are the boss - that if they want to slow down, or to stop, for any reason, we will do so. I explain that it is not my intention to scare them, ever, while they are on the bike, but to help them enjoy the experience. In exchange for this there is a price: They have four jobs while riding as passenger, and they must agree to get on and off the bike only with the permission of the driver.

I explain the 'passenger twist' where they connect their helmet cord while facing the bike, then do a full turn clockwise so that the cord wraps behind them before they get on the bike. That they get on and off only while I am on the bike, which is in neutral, and have both feet down and the side stand up (this, because if the side stand is down and they plump themselves on the saddle they will compress the shocks and that will lever the bike to the right - possibly all the way over onto its side!) I nod and tell them it is OK to get on the bike when I'm ready for them. I do the same when I'm ready for them to leave the bike. Finally, I ask that when they mount and dismount the bike they try to keep their weight centered on the bike - that they not pull the bike towards them but, rather, push themselves towards the bike.

I explain that while we are moving they can talk to me if they want, and that they may use the PTT button near their left hand to talk on the CB, but as to moving around, I'd prefer that they pretended to be a sack of potatoes (actually, I tell them they can move about, just not suddenly) - that they NOT try to help me through the turns - that they not lean in anticipation or when we are in a turn.

I tell them that I have never had an accident, but that no matter what happens while we are moving, they are to keep their feet on the passenger floorboards and never, ever, try to touch the ground with their feet to try to hold up the motorcycle. I show them the saddlebag guardrails and point out that they are heavy steel, like 'roll bars', and will protect their legs only so long as their feet remain on those floorboards.

Oh, as to those 'jobs' they have:

- They are to wave at all motorcyclists approaching us in the opposite direction
- They are to wave at all policemen who are on their feet
- They are to wave at all children that show any interest whatever
- They are to demonstrate to the world that they are enjoying themselves, particularly at all rest stops.!

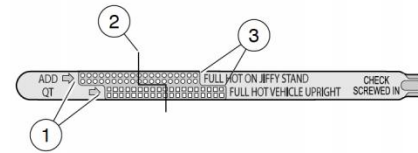
As to my own personal rules while riding with a passenger:

- The only thing I want to 'show off' is that riding a motorcycle can be safe and enjoyable
- I wish to challenge myself with the task of trying to shift gears without the passenger being aware of the activity (no head snaps in either direction.)
- I want to start and stop with the passenger never quite sure that we have started to move or that we have come to a full stop - i.e., smoothness all around.

## So what is a jiffy-stand?

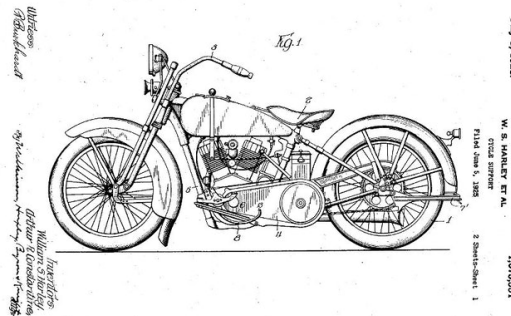
Ever look on your oil dipstick, it is graduated in two scales.

The Jiffy-stand is Harley-Davidson's name for the item that permits a motorcycle to be parked leaning to the left side but with not falling over. If you ride another brand (not in this group) of cycle, you are thinking the side stand. "Is he talking about the kickstand? So why is it a Jiffy-stand and not a kickstand on a Harley-Davidson?"



1. ADD QT (lower) mark
2. Cold check level
3. FULL (hot check) mark

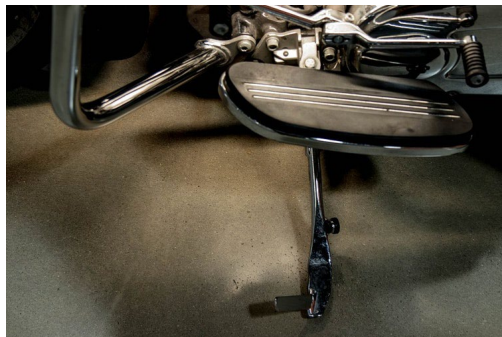
Let us start with some history. The original Jiffy-stand was H-D P/N11331-30 for those who can decode that part number (I used Google) you will find that its debut was on the VL series of motorcycles and predates the Great Depression. That longevity that is Exhibit A, my first piece of evidence that "Jiffy-stand" is the right and proper name for the piece. Up until that point, the only ways to walk away from a motorcycle without having it crash down on the ground was either to park it near a supportive structure or to set the rear stand, which is simple yet difficult. It involves dismounting, holding the motorcycle upright whilst traveling to the rear of the motorcycle, unclipping the rear stand from its perch on the rear fender and then lifting up the whole back end of a motorcycle. (imagine trying that with a CVO) It is, in a word, cumbersome. Enter the Jiffy-stand. This was originally a part costing three dollars.



Object 8, also the object of my affections. (Object 7 is the rear stand.) Harley-Davidson drawing

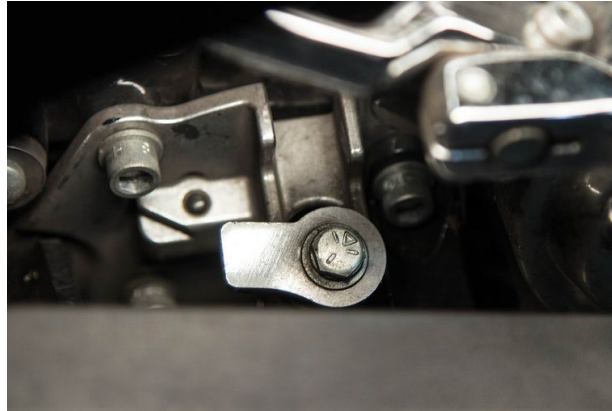
Take a look back to the February 1935 issue of "The Enthusiast," Harley-Davidson's magazine for motorcyclists, for some detail on its function. (You may know it as "HOG Magazine." It is actually the oldest continuously published motorcycle magazine.) In an article entitled "ACCESSORIES Increase Mounted Officers' Efficiency," the author describes how the Jiffy-stand aided law enforcement officers. "When parking, the officer merely kicks down the stand and leans the motorcycle on it. It is sufficiently strong to hold up the motorcycle even with the rider astride and is so designed that it cannot fold up accidentally. When "taking off," the officer merely kicks the stand back. A spring pulls it up under the footboards where it automatically locks in place. Should the stand strike an obstruction while it is down, it will not spill the rider, but will merely snap back into place. The Jiffy-stand is also helpful in holding up the motorcycle while kicking over the motor."

Here is the stand in the extended position, but the weight of the motorcycle has not been tipped to the left yet. Notice how the tab is aligned with the ears on the bracket.



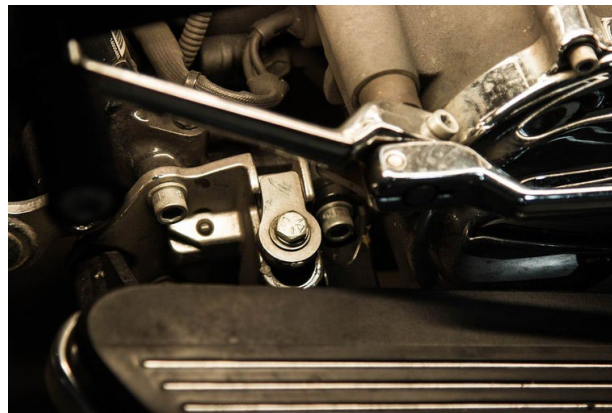


Now, of course, it didn't take long to realize that lots of other folks besides the fuzz would want to rest their motorcycle in this fashion. Harley revised that stand, and though there are eight thousand different leg lengths and bracket styles and spring lengths, the design they settled on in 1936 was in use for about 80 years. 80 years! That's a good design right there.



If you have never paid any attention to your Jiffy-stand, let me explain briefly how it works. The Jiffy-stand has a square end that fits into a corresponding square hole broached into this beefy tab. This is the position the tab occupies when the stand is retracted, and the rider is underway.

Here is my point for maintaining that the Jiffy-stand is not the same as a side stand: The two items function differently. A big beef with the Jiffy-stand is, "It feels like it's going to go over." I get it. However, in reality, a Jiffy-stand locks up. This happens because the bracket has a few degrees of intentional angular "slop," thus having the effect of shifting the axis relative to the Jiffy-stand (even though it's actually the motorcycle and bracket moving, not the Jiffy-stand). That was a lot of big words to basically say that the jiffy cannot fold up if the weight is on the stand. I have watched a Harley on a hill on its stand roll away for a few feet... but it never fell over. The Jiffy-stand rotates about one plane when deployed, and then the stand's travel within that is interrupted in both directions as the motorcycle is leaned over.



Here's the tab after the bike's been leaned over. It's captive! There is no way for that stand to fold up until someone picks that bike up off the jiffy stand... even if it starts trying to roll away.

### **So why is the Jiffy-stand always on the left?**

During the periods of J- and V-series motorcycles, the carbs were mounted on the left side of the motorcycle, meaning that in order to start a bike on its Jiffy when the thing was invented, the fuel would have to run uphill to enter the jets. That makes no sense, and if there is one thing I know about early Harleys, it is that they were usually very pragmatically constructed. The placement stems from the practice of mounting a motorcycle from the left, a carryover from the equestrian world. Throughout history, left-handedness has generally been discouraged. Thus, a right-handed man equipped with a sword would carry it on his left hip in order to draw it. Mounting and dismounting a horse from the right with a sword slapping the left leg would be inconvenient, so it became standard to mount a horse from the left. That tradition continued into the motorcycle age due to habit (horses and motorcycles existed side by side on the roadways for many years!), so the stand was designed to lean to that side



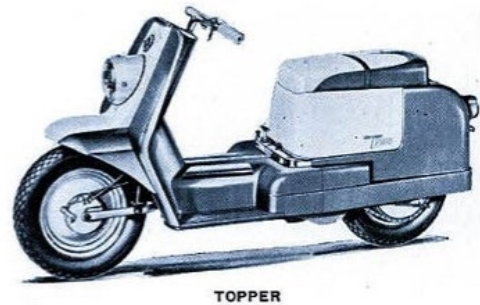
to make getting on and off a bit easier. This also dictates why the vented fuel cap is always on the right on a dual-tank bike. The right cap sits higher than the left one when the bike is on its Jiffy-stand and can thus vent pressure without spilling fuel. The Jiffy-stand proved to be quite popular, well beyond its original scope of law enforcement. Shortly after it was introduced, it became standard equipment. The same year it became standard, the carburetor moved to the other side of the motorcycles. Coinkydink? I think not. Harley and Indian both did it that way for a long time, and being the dominant brands in the U.S.A., there were some things that were probably just easier to continue for other entrants in the market, and the left-hand placement of a stand was one.

There was a Harley-Davidson that had a Jiffy-stand on the right side, it was the Topper! The little scooter got a right-side stand midway through its run. The October 1960 edition of American Motorcycling mentions it when recapping Harley Davidson's 1961 model range. "...the Jiffy stand has been placed on the right side of the Topper. The Topper will now lean toward the curb instead of out toward traffic." Ever see Madisen and I get on the bike? We get on from the right side for just this reason. Same as the California Highway Patrol, never step into traffic.

The Jiffy-stand is what it is called. It's neat and has some cool history, and like a lot of the early motorcycle bits, its design is practical to a fault. Using the right name keeps the history from being swept away by the sands of time.

The Topper switched Jiffy-stand placement presumably for increased rider safety.

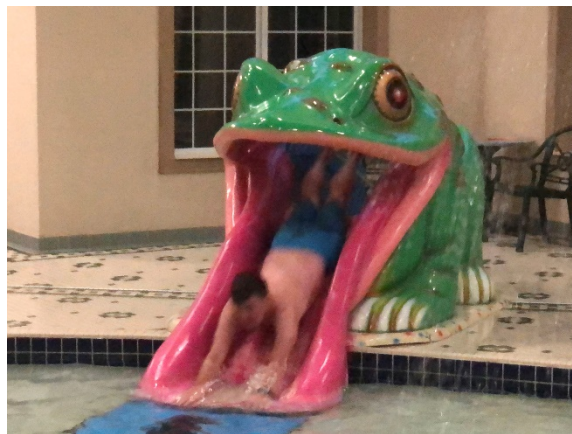
Image from October, 1960 issue of American Motorcycling magazine



John McDowell



# 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  
August 10, 2020  
Max Points = 58  
Max Mileage = 6080

Top 20 Participation Points		
Place	Name	Points
1	Verbeek	53
2	Tactac	44
2	Cooley	44
4	Rector	43
5	McDowell	41
6	Ferguson	34
6	Dunaway	34
6	Dunaway	34
9	Becker	33
10	Tactac	32
11	Gantt	27
11	Backus	27
13	Verbeek	26
13	Benson	26
15	Barbee	25
16	Lowe	23
16	Jones	23
16	Browder	23
19	Wells	22
19	Crook	22

Top 20 Club Mileage		
Place	Name	Points
1	Cooley	6066
2	Verbeek	5728
3	Dunaway	5256
4	McDowell	5169
5	Dunaway	3635
6	Browder	3582
7	Rector	3465
8	Barbee	3351
9	Lowe	3174
10	Tactac	2639
11	Wells	2637
12	Rector	2528
13	Ferguson	2429
14	Tactac	2204
15	Benson	2161
16	Becker	1962
17	Jones	1627
18	Miller	1621
19	Gantt	1524
20	Grisham	1329



# Chapter Events



## August

- 05** **HD Museum Milwaukee**  
Long weekend ride. Wednesday the 5<sup>th</sup> to Sunday the 9<sup>th</sup>
- 06** **HOG Officer Meeting**  
6:30pm. Kooky Canuck
- 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.
- 15** **HOG Day Ride**  
Veteran's Museum, Halls, TN
- 20** **HOG Chapter Social**  
More details to come.
- 29** **HOG Day Ride**  
More details to come.

## September

- 03** **Memphis HOG Officers Meeting**  
6:30pm.
- 05** **HOG Day Ride**  
Along the Mississippi. More details to come.
- 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**  
More details to come.
- 26** **HOG Swap Meet**  
Bumpus HD. More details to come
- 26** **HOG Chapter Movie Night**  
Bumpus HD. Come watch a classic movie with your fellow HOG members. Cannonball Run. More details to come

## October

- 01** **Memphis HOG Officers Meeting**  
6:30pm.
- 03** **Memphis HOG Iron Butt Ride**  
Details to come
- 09** **HOG Overnight Ride**  
Somewhere in Arkansas. Friday to Sunday. More details to come.
- 15** **HOG Chapter Social**  
More details to come.
- 24** **Memphis HOG Waller Shely Forest**
- 27** **HOG Day Ride**  
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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**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](mailto:memphishogactivities@gmail.com)

- Special Note to AOL mail users  
Please add [memphishogactivities@gmail.com](mailto: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>