



A NEWSLETTER FOR AND ABOUT THE

The Talon

Tidewater HOG Chapter 5344



To Ride Beyond—Senior Road Captain—Linda Knowles

We are into our 2022 riding season and I hope you are out there making the odometer spin, tracking the miles you are putting on your motorcycle. Hopefully you are turning those miles in towards the 365 program and your lifetime mileage through HOG. If you are involved with our Chapter Mileage Program, I am tracking your mileage on the rides you have ridden with the Chapter, working towards the end of the year to see who has ridden the most with us. On April 10th we had the Two Chapter Challenge with Hampton Roads HOG and WE ARE KEEPING THE UGLY TROPHY FOR ANOTHER YEAR!!! On April 23-24 we rode to the Chapter Challenge in Wytheville, VA to participate in this year's State Chapter Challenge. We won the Knucklehead Division (155-399 members)! The Colonial Chapter in Prince George won the Challenge this year so the Challenge will be held there. Congratulations Chapter for the turnout!!

Our ride calendars are packed with day rides and "ridetivities" just about every weekend and includes multi day trips to Canada in May and to the Spirit and Freedom HOG Rally in Solomons Island in June. Your dedicated Road Captains are working hard to schedule more day rides and overnight trips to add to our calendars to support our motto of "We Ride the Most!". Hope to see you soon on a ride!



Linda Knowles
Senior Road Captain

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Art Verdin
Editor

Fellow HOGs,

I want to start off by saying how excited I am over the fact that our chapter won the Knuckle Head Division (151-399 members) for the Virginia State HOG Chapter Challenge. I am not sure how many of us were signed in. I know with the two groups that rode to Wytheville on Saturday there were over 30 members. Plus, there were additional members present when we got out there. Upon getting checked in several of us went over to Black Bear H-D. I'm sure several of us brought back some souvenirs. There was a bike night event that the dealership was hosting with music, a couple food trucks and a local brewer. Some of us stayed for the entire evening and we were able to interact with other chapter's members and some locals that were interested in what it is to be a member of a chapter. Colonial HOG Chapter won the Challenge overall. With Hampton Roads, Orange and Black Wolf all taking the remaining divisions. We got to see some beautiful views high up in the mountains as we rode above 2500 feet. It was incredible to see such a great turn out. The round trip was almost 700 miles. Please take the time to check out the photo links that P.J. McGrath emailed out. There are some awesome pictures that were taken by Dee, Pam and Lisa. It was a fun filled weekend and I look forward to seeing many of you out for future challenges.

I would also like to congratulate the chapter on retaining the "UGLY" trophy for the two-chapter challenge between us and Hampton Roads Chapter. I want to thank Bill Jackson and the other road captains that assisted in getting everyone that participated in these two events there and back safely.

We have some more opportunities for fun events. The Spring Fling picnic is happening May 15th. There is also the upcoming Canada ride and the Rolling to Remember ride both at the end of May both of which are multi-day events.

Remember to be safe and most importantly have fun!!

Kind regards,

Mike Flynn—Director



Regretfully, Why I May Have to Give Up Riding

It has been a good run for me. Twenty seven years and about 350,000 total miles of wonderful trips, tours, and adventures riding my motorcycles with many great friends and companions through and around a cumulative total of 49 states, 4 Canadian Provinces, and 1 Canadian Territory. Not a world record but somewhat extensive and impressive, even if I do say so myself. Endless fond memories of many fun and enjoyable times together, plus a few not so fond memories of some harrowing moments that raised the adrenaline meter into the "danger zone".

The mileage was accumulated on 2 Harley touring models, a 1991 Electra Glide (107,000 total miles), and a 2011 Road Glide Ultra, my current bike (106,300 total miles). The remainder of the mileage (about 137,000 miles) was ridden and accumulated on a 2001 Kawasaki Concours sport tourer, a 1984 Honda VFR "crotch rocket", a 2002 Buell S3T sport tourer, and a 2006 Honda ST133 sport tourer. All of these motorcycles have given me so many miles of fun riding. And fortunately I was still a "youngster" in my late fifties to mid sixties when I was riding those sport bikes. It was always an exciting adrenaline rush to scrape their foot pegs going through the twisty curves of the many miles of mountain roads from Maine to Georgia.

But sadly and regretfully I feel it is time to put that chapter of my life in the rear view mirror. My 2011 Road Glide Ultra has hardly left the confines of my garage for the past 2 years due to Covid cancelling nearly all motorcycle rallies and events in 2020 plus the onset of some old age medical issues that have to be addressed and dealt with this year and into 2023. If they are successfully remediated I look forward to possibly straddling the seat of a smaller motorcycle or trike sometime in late 2023. So I'm keeping a positive attitude and I'm confident that as I grow into my 80's in 2023 that I'll very likely be cruising down the highways and byways once again on a 2 or 3 wheeled motorized conveyance. Meanwhile, I'm looking for a new home (garage) for my 2011 Road Glide Ultra. No sense in having it sit in my garage for another year gathering dust when it could be cruising down the highways of America with a new owner in the saddle with a big smile on his or her face enjoying the thrill of motorcycling with a great group of friends and companions, just as I have done for so many years.

Dave Lathrop

A Ride to The West

On September 11 of 2021 6 brave HOGs rode out of the Wawa station on Newtown to go on a 21-day ride toward the west. The first day was a ride to Morganton, NC to meet up with the other group of 7 riders from Bern, NC. We spent the night and were up early for the real day of the group ride. Off to Nashville we went. We spent the late afternoon and night in Nashville and the group had a blast. The next morning, we woke up and started really heading west. We went thru Arkansas, Oklahoma, Texas, New Mexico, Colorado, Utah, Arizona. In Arkansas we spent a day riding thru the Ozarks, what a nice ride it was. When we got into New Mexico that is when the site seeing started. Thru New Mexico to Arizona we made stops to see all the places most people go to see in the western states. Four Corners, Grand Canyon, Tombstone, Barnett HD dealership, Judge Roy Bean's place, and The Alamo. After seeing all this it was time to head East and home. After Texas we rode east through Louisiana, Mississippi, Alabama, Georgia, South Carolina, North Carolina, and finally home. What a wonderful experience it was, twenty-one days of riding with friends. There were a few misshapes along the way but we managed to get through them without many problems.

After being back a few days, it got me to start thinking about a ride that I wanted to do. So, I set down at my desk and opened the HD ride planner and started to plan the ride. This ride is to get me to the terminus of US 1 at Ft. Kent, ME and take a picture of our bike, Vicki and I standing in front of the sign showing the end of US 1. We have a picture of us with the bike at the beginning of US 1 in Key West, FL. We will be going into Canada at Niagara Falls. Then on to Toronto, Ottawa, Montreal, Quebec, to Edmundson, the last stop in Canada. Then back into the USA to Ft Kent, picture time. Then we will work our way through Maine, New Hampshire, Vermont, into New York where we will stop for couple of days to go to the Baseball Hall of Fame. We will then go through Pennsylvania to the bridge people don't want to drive over to Seaford, Delaware. We will spend the night and head home the next morning to Virginia Beach. We have made time to be able to stop and see things we want to see along the way during this 15-day trip. Most of the days have rides of 200 miles from stays to stays. With this plan in mind, we should have a real great time on this ride.

Bill Arnold



BUT THE GPS SAYS TO GO THIS WAY!

I have met so many wonderful people during the last 13 years as a member of this Chapter and have made some really great friends that I have gone on adventures with. We have been on some fabulous trips and had some really fun times. On September 25, 2021, 5 bikes left Virginia Beach and headed west for 17 days. We rode out to Oklahoma City where we started riding on Route 66 on our way to Albuquerque, New Mexico. Parts of Route 66 are now I-40 but there are sections that are still part of the original route. Some parts were in great shape, others not so much. While riding through Texas we got off I-40 to ride a section of Route 66 right at the border of New Mexico. The first couple of miles were great but all of a sudden, the pavement ended and it turned into a gravel/dirt/sand road. We kept thinking it might only be for a couple miles but that was not the case. I knew we were in for it when we passed through a section of fence and over a cattle grid. Once in a while you might see a house off in the distance but that was about it. I could envision some rancher sitting on his porch, leaning back in his chair with his feet propped on the railing, laughing and calling to his wife "Hey Myrtle, there goes another bunch of motorcycles following that damn GPS". I kept thinking we were going to come around a corner and it would end but nooooo, it kept going on and on. Finally, after 17 miles we reached pavement again outside San Jon, New Mexico. We immediately stopped to take a break and I had never been so happy to see asphalt again. My reaction was to get off the bike and kiss the pavement! We continued on with our journey as we rode through some of the most beautiful parts of our country. It was one of the best experiences I have ever had.



Initially many join a Chapter to go on rides which is great and I love spending time with members on rides with the Chapter. Our Road Captains work very hard to plan rides that all will enjoy. I also hope that you make new friends who share your passion to ride and you can plan trips all over this great country of ours. I bought my 2016 Ultra new in January, 2016 and just turned over the 85,500 mile mark on my odometer. I have enjoyed every mile, even those ridden on the crappy roads. Riding back roads and going on adventures was the main reason I got into motorcycling but I have gained so much more in my life due to the friendships I have made through this Chapter. GO RIDE AND HAVE FUN!

Linda Knowles

2022 Tour Ride

Tidewater Hog 2022 Tour Ride Regional Airports in Virginia This year's Tidewater Tour Ride is Regional Airports in Virginia. These are the small airports that only small planes land at. You will be given a list and map of the Airports that are in VA. You also will be given a Virginia Aviation Ambassadors Passport booklet. If you want to you can go to the airports and get your book stamped for every stamp you will get 2 extra points. You will need to find the Airports and take a picture of the airport sign with you and the ride sheet in it. A Harley Davidson motorcycle needs to be in the picture also. There will be some rides that will prove to be a lot of fun and interesting to you. Come have some real rides with fellow HOG's. The cost will be \$15.00 for the ride sheet and you will receive a very nice pin, along with a lot of fun rides.

Bill Arnold



2022 Regional Airport Tour Ride

SAFETY

2022 Motorcycle Safety Awareness Month

May is Motorcycle Safety Awareness Month, and the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) reminds vehicle drivers and motorists that safe driving and riding practices and cooperation from all road users will help reduce the number of fatalities and injuries on our nation's highways.

Know the Facts

- In 2020, there were 5,579 motorcyclists killed in traffic crashes, an 11% increase from 2019 (5,044). In contrast, an estimated 82,528 motorcyclists were injured, a 2% decrease from 83,814 motorcyclists injured in 2019. Motorcyclist deaths accounted for 14% of the total highway fatalities that year.
- Research shows that motorcyclists are significantly overrepresented in traffic crashes and fatalities each year. In fact, in 2020, per vehicle mile traveled, motorcyclists were about 28 times more likely than passenger vehicle occupants to die in a motor vehicle crash and were 4 times more likely to be injured.
- Motorcyclists 55-and-older accounted for 27% of motorcyclists killed in 2020. Over the 10-year period from 2011 to 2020, motorcyclist fatalities among the 55-and-older age group increased by 37%, from 1,087 to 1,486. In 2011, the average age of motorcycle riders killed in traffic crashes was 42, whereas in 2020, the average age was 43.
- In 2011 and 2020, roughly half the motorcyclists were killed in traffic crashes during the weekend versus weekday. Additionally, motorcyclist fatalities on weekdays have increased by 15% from 2,402 in 2011 to 2,765 in 2020.

Tips for Motorists

- Observe all traffic laws, yielding to motorcyclists, especially while turning at intersections
- When interacting with motorcyclists, avoid distractions that place motorcyclists and other road users at risk.
- Remember, motorcycles are smaller than most vehicles and difficult to see. Their size can also cause other drivers to misjudge their speed and distance.
- Though a motorcycle is a small vehicle, its operator still has the same rights of the road as any other motorist. Allow the motorcycle the full width of a lane at all times.
- Always use a turn signal when changing lanes or merging with traffic.
- If you see a motorcycle with a signal on, remember: motorcycle signals are often non-canceling, and the motorcyclist could have forgotten to turn it off. Proceed with caution to allow the motorcyclists the opportunity to complete the maneuver.
- Check all mirrors and blind spots for motorcycles before changing lanes or merging with traffic.
- Always allow more follow distance – beyond three to four seconds – when behind a motorcycle. This gives them more time to maneuver or stop in an emergency.
- Drive alcohol- and drug-free.
- Drive defensively.
- Obey the speed limit.
- If you are turning at an intersection and your view of oncoming traffic is partially obstructed, wait until you can see around the obstruction, sufficiently scan for all roadway users (pedestrians, bicyclists, and motorcyclists alike), and proceed with caution. Slow your decision-making process down at intersections.
- One's reaction time and ability to assess and respond to a potential collision, such as a lane change, is significantly hindered if there are large differences in speed among vehicles in traffic. When approaching a congested roadway, being diligent in modifying your speed to match that of the cars in traffic can be a lifesaver, particularly for motorcyclists.

Safety continued

Allow Size also counts against motorcycles when it comes to blind spots. Motorcyclists can be easily hidden in a vehicle's blind spot. Always look for motorcycles by checking your mirrors and blind spots before switching to another lane of traffic.

a motorcyclist a full lane width. Though it may seem as if there is enough room in a single lane for a motor vehicle and a motorcycle, looks can be deceiving. Share the road, but *not* the lane: A motorcyclist needs room to maneuver safely. Because motorcycles are smaller than most vehicles, they can be difficult to see. Their size can also cause other drivers to misjudge their speed and distance.

Always signal your intentions before changing lanes or merging with traffic. This allows motorcyclists to anticipate your movement and find a safe lane position.

Do not be fooled by a flashing turn signal on a motorcycle – it may not be self-canceling and the motorcyclist may have forgotten to turn it off. Wait to be sure the rider is going to turn before you proceed.

Improper use of a vehicle's rear-view and side-view mirrors contributes to collisions, particularly with smaller vehicles like motorcycles. With roughly 40% of a vehicle's outer perimeter zones hidden by blind spots, improper adjustment, or lack of use of one's side-view mirrors, can have dire consequences for motorcyclists.

Allow more follow distance – 3 or 4 seconds – when following a motorcycle; this gives the motorcycle rider more time to maneuver or stop in an emergency. Motorcycle riders may suddenly need to change speed or adjust their lane position to avoid hazards such as potholes, gravel, wet or slippery surfaces, pavement seams, railroad crossings, and grooved pavement.

NHTSA-funded research has shown that people behind the wheels of passenger vehicles are distracted more than 50% of the time.

Tips for Motorcyclists

Observe all traffic laws.

Wear a DOT-compliant helmet with a "FMVSS No. 218 Certified" label and other personal protective gear. NHTSA estimates that helmets saved the lives of 1,872 motorcyclists in 2017. An additional 749 lives could have been saved if all motorcyclists had worn their helmets. Learn how to identify a safe, DOT-compliant helmet at www.nhtsa.gov/motorcycle-safety/choose-right-motorcycle-helmet.

Never ride while impaired or distracted – it is not worth the risk of killing or injuring yourself or someone else. Plus, a DUI costs \$10,000 on average, and can lead to jail time, loss of your operator's license, and higher insurance rates.

Always complete rider education courses and ride with a current motorcycle license. In 2020, 36% of motorcycle riders involved in fatal crashes were riding without valid motorcycle licenses.

Thirty-four percent of all motorcycle riders involved in fatal crashes in 2020 were speeding, compared to 22% for passenger car drivers, 16% for light-truck drivers, and 7% for large-truck drivers. Motorcycle riders 25 to 29 years old involved in fatal crashes had the highest speeding involvement at 45%.

Drive and ride defensively.

Obey the speed limit. From NHTSA

A Ride to Daytona

It was one thousand seven hundred and twenty or so miles round trip from Virginia Beach via a meandering path to Daytona Florida. I had two primary goals: participate in my first HOG tour and to be in Daytona for bike week. In case you are reading this some time far in the future, the current year is 2022 and the world is dusting off from the lock down of COVID-19 pandemic. The feeling of getting out and interacting with other humans is palpable, and evident by the crowds at every Harley Davidson dealer stop and that were *rolling* into Daytona Beach.

Rolling. In trailers.

Granted there were plenty of bikes on the road but clearly outnumbered by Ford 150s pulling the tell-tale bike trailer with rear door hinged at the bottom of the frame...and the obvious HD decals.

I couldn't help myself but strike up a subtly condescending conversation at a rest stop in Georgia on I-95 with one of the many tow-boys making use of multiple parking spots.

"Why aren't you riding!? Leave the trailer here and saddle up!" I asked, with words to that effect.

He smiled, adjusted his cap, and quickly responded: "It was in the teens (I assume he was referring to the weather and not his dating age bracket) when I left home" "Where's that?" "Upstate New York"

I smiled and waved as he headed for the men's room. My social influence falling predictably flat. Odd too, that he had Virginia tags on his truck and trailer. Hmmm.I turned to Ken, who I was riding with, and we both mutually eye rolled the choice of transit. We bantered some of the related math: 'let's say two bikes in the trailer \$30k; the trailer itself another \$10k; the truck \$50k...' Just then a fifth wheel toy hauler pulled in behind us searching for a curb to occupy.... 'let's make that \$150k for that trailer and another \$100k for the truck... call it a quarter million to drive to Daytona for a bud light, a \$12 T-shirt and audience participation while woman of questionable character wrestle in a baby pool filled with Jell-O.

Every road in Daytona was *packed* with motorcycles spanning the decades, including every manufacture and all the colors in the Sherman Williams color chart. Packed, ...as in my air cooled 88 was gasping for wind, while traffic is at a crawl.

It was something to see and be seen at. Two more ticks for my bucket list!

Admittedly, I hate crowds and road crawling but love an open road on my Road King, which on this occasion, the road was more cage than not.

I leave you with one of life's many mysteries, why buy the bike and miss the ride?

Trikes Eye View

It's not so much an article on riding but it does involve riding trips. In all the planning and organizing of rides and trips, please remember to seek out the Members at Large, Kevin Stinson, Tom Sanchez and Ka-leigh Ward or place a suggestion in the suggestion box regarding rides and "ridetivities." There are many historical and interesting places to ride around Hampton Roads. We just have to let our Road Captains know what members want to do. There are rides close to home, which are affordable and exciting. We would love nothing more than to go on all the rides, but can't due to time and resources but our Members at large are the key to having our ideas known. Let's have fun.

Lisa Verdin

EVENTS

Chapter Meeting—May 11

Ride to Spring Fling—May 15

Spring Fling—May 15

Canada Ride—May 25-June 7

Chapter Meeting—June 8

Ride to Rolling To Remember—May 27-30

Ride to the Rally—June 22-26

Freedom and Spirit HOG Rally—June 23-25



My biggest fear...okay maybe not my biggest, but a pet peeve is the clicking of the solenoid followed by the immediate realization that the battery is dead. No matter if its after stopping for a meal, stopping for the night or after a long day of work; the same level of dread and loathing washes over. Did I leave the main switch on? Did the alarm drain it down? Or did I finally get to the end of life on this battery? In a car its much easier to deal with. Pop open the hood, grab the jumper cables from the trunk and wear that sad and wanting face that someone will take pity on you and offer you a jump (of the battery). As we know, a much bigger pain in the saddle is a dead battery with a motorcycle. I mean, who packs motorcycle jumper cables in their saddle bag?

Daytona and the 'Run to the Sun' are in the recent past and was my motivation to replace what was then a 5 year old and constantly tended battery in my Road King, before heading out on that ride. Being the Harley Davidson purist, I first went to HD.com to shop for the battery to get an idea of the expense. To my surprise, they listed the new Lithium Life 8AH (amp hour) Battery, which got me curious. As it was a Hundred Dollars (H.D.) more than the AGM original equipment battery, I was curious as what do I get for the money?

Battery background...beyond the energizer bunny:

A conventional lead-acid battery has sulfuric acid as the electrolyte and leads alloy electrodes. When the battery is being used (discharging), the resulting electrolyte-electrode chemical reaction causes the acid to break down into the water. Conversely, charging binds up the water molecules back to the acid electrolyte. During this process, water splits into oxygen and hydrogen, which are released into the atmosphere through vents. A single cell produces two volts of electricity and a typical battery powering a scooter is 12 Volts (six cells connected together in series). Over the years came the development of maintenance-free lead-acid batteries; they have a seal, and venting is not necessary during use. However, they have a safety vent in case of overcharging. These models use the absorbed glass mat (AGM) technology, where there is a very fine fiberglass mat between the electrodes. The mat absorbs any excess acid and retains oxygen created during the charging process. The oxygen then recombines with active materials, forming water.

A typical lithium-ion battery has a lithium-based positive electrode, a carbon/graphite negative electrode, and an electrolyte comprised of a lithium component and an organic solvent. The name lithium-ion is a clear depiction of the chemical process involved: lithium ions move between the electrodes during charging and discharging processes. These batteries come in several forms with varying amounts of manganese, nickel, iron, and cobalt combined with lithium. Lithium iron phosphate batteries are more commonly used in personal electric transportation systems because they are more chemically stable and not prone to thermal overrun. During the discharging process, lithium ions move towards the positively charged electrode. The flow of electrons (subatomic particles with a negative electric charge) results in an electric current. When the battery is charging, this process reverses. A single battery cell generates 3.2 volts, meaning higher power density, and will only need four cells in series to generate 12.8 volts.

Full disclosure – I bought the NOCO Model NLP30 8AH Lithium battery which would be the appropriate size for my FLHRCI and about \$80 less than the HD offering. The manufacture lists 700-amps of starting power, over 50,000 starts, and over 2,000 charge cycles, blowing away its lead-acid AGM rivals. Simply put, it's 2X more power, 10X more starts, and 5X longer life. It's also very stable and holds a reliable charge and a steady voltage without a tender. If it does need a charge – depending on the tender – it can get to a usable state in minutes.

We have all heard the stories and dealt with the shipping and handling challenges with Lithium-Ion batteries. The Lithium batteries developed for vehicle use include internal battery management technology to prevent overcharge, short circuit, bi-directional active cell balancing for long-lasting reliability. Safe. No Acid. No Water. No Sulfation. No Maintenance.

How about a 5 year warranty instead of the 1 year on the AGM leads Acid battery? Best yet is the weight...5 lbs. for the Lithium-Ion vs. 21 lbs. for the comparable AGM battery.

Make the transition from Lead Acid to Lithium Ion for your ride, and you can proudly proclaim that you instantly lost 16 lbs. just by getting on your converted Harley

Paul Schubert

**TIDEWATER HOG OFFICERS AND ROAD CAPTAINS
2022**
SOUTHSIDE HARLEY DAVIDSON, VIRGINIA BEACH, VA
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HOG Members—We could use some ads. Ask some of your friends, or post one of your own. Even if it is just for a partial year or one issue. Your group needs it, especially during and after the COVID-19 lockdown. Thanks in advance, and please request a copy of the form from me at taloneditor@tidewaterhog.com



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