



NEWSLETTER

Houston AREA #1 H.O.G. Chapter

2020 Issue 1



H.O.G. Chapter 5079 Houston AREA #1 is sponsored by Mancuso Harley-Davidson.

A Message From our Director



Just one month ago, the stock market was experiencing record highs, unemployment was at record lows, our economy was as strong as at anytime in recent years and then, this virus changed everything.

Our Chapter is following the Harris County stay at

home guidelines and therefore we have cancelled all rides, meetings and socials through the end of April.

Harris County hopefully will lift the stay at home order on May 1. However, no one believes that the virus threat will be over by then. Most health experts believe it will continue to take lives here in the U.S. through early summer. For that reason, the Ride for Kids Organization has postponed their ride scheduled from May 17 to September 13. Additionally, I have decided to postpone the Marble Falls Weekend Ride scheduled for Memorial Day weekend to the fall.

Your officers continue to meet via Zoom to discuss the best course forward for our Chapter. We will make a decision on the May rides and events should the stay at home order be lifted on May 1. Please continue to look for the eblasts and Facebook posts for the latest Chapter updates.

If you are not on our Chapter's Facebook page, please join it as it will help to keep you from going

stir crazy during this unprecedented time in our lives. Officers and members continue to come up with fun posts and videos and every member is encouraged to join in.

As long as we have each other, none of us are alone during this time. Call a friend, call a Chapter member, create a fun video and upload it to our Facebook page. Start a new Facebook post or write an article for the newsletter. It won't be long before David Calvert will be asking for articles for the next newsletter.

Since you are stuck at home anyway, write down a few paragraphs about how you are dealing with this, what you have learned about yourself, how much you miss riding etc.

In closing, I just want to say how much I miss seeing each of you. I have been with the Chapter for 16 years and quite honestly, I have taken for granted how lucky I was to get to ride with and interact with such incredible Harley friends. I truly can't wait to see you all again and hopefully we will be riding as a Chapter again sometime in May. Stay safe.



**RICHARD ASHER
DIRECTOR & ROAD CAPTAIN**

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ON THE COVER: Houston AREA #1 H.O.G. Chapter riders wind through one of the many curves in the Sam Houston National Forest north of Montgomery during the "No Reservations About Jerry's" Ride.

Photo credit: Cindy Lackey

Rescue Road Captain



Each ride leaves from its meetup location and the Road Captains fit into the line of bikes as discussed before the ride. Each ride has at least one Lead and one Sweep.

The Lead has the responsibility to get the group to the destination along a fun route. The Sweep has a lot of responsibility

as he is the one that verifies the next turn for the Lead. He also stops every time a biker in the group stops (for any reason).

I have had bikers pull over because they got something in their eye, got stung by a bee, dropped something, missed a turn and ran off the road, needed an impromptu bio break, or had bike trouble. No matter what the issue, it is the Sweep's job to help that biker.

I have been the Sweep many times where a bike just didn't start. In the past year, after a bio break, one bike wouldn't start. After much thought and trying different things, I suggested we exchange FOB batteries. His bike started right up and we were on our way again. At that point, I became the Lead of a new group of three bikes until we met up with the original group just down the road.

Another time, a friend of mine (a Chapter Member) ran off the road and was taken away in an ambulance. She ended up fine with minor damage to her bike. Two Road Captains waited until a tow truck was able to pick up the bike. It ended up being more than two hours of sitting on the side of the road. The destination was about three miles away, so I went and picked up lunch and brought it back so we could eat while we continued to wait.

More recently, the first part of the group pulled over in a parking lot to wait for the rest of the group to catch up and a bike overheated, so the rider turned it off. When he tried to restart it, it didn't turn over. The rest of the group had already pulled out of the parking lot and continued along the route. I was Sweep so I pulled over to assist. We waited for about two hours while his brother brought a trailer to tow it home. I spent that time getting to know the biker. He is a member of our Chapter, but I had not taken the time to visit with him before.

Needless to say, some of the time, the Sweep misses the rest of the ride. And some of the time, he gets to adjust the route to get to the destination quicker, missing the cool, curvy roads. The Sweep generally calls or texts the Lead to let him know the situation and what the remedy was.

When a Sweep leaves the group to assist a biker, a new Sweep is assigned and the group continues to the destination. Be sure to thank the Sweep of your group when you arrive safely at the destination....if he didn't have to stop along the way.

JILL "BOSS" BENGE
ASST. DIRECTOR & ROAD CAPTAIN



Houston AREA #1 H.O.G. Chapter riders cruise through one of the more wooded areas of the Sam Houston National Forest on the "No Reservations About Jerry's" Ride.
Photo credit: Dusty Moore



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JOHNNY WEEKS – DIRECTOR OF RETAIL OPERATIONS FOR TEAM MANCUSO POWERSPORTS



How long have you been with Mancuso?

Started in early 2003.

What did you do when you started at Mancuso?

Finance Manager.

At which Mancuso location did you start?

Central

What kind of motorcycle do you currently ride?

2015 Street Glide and a 2019 Street Bob

What made you pick that particular motorcycle?

The Street Glide was picked because I like the comfort. The Street Bob was just so we could build a hot rod.

How many years have you been riding a motorcycle?

39 years if you count my first 2-wheeler we rode on the streets of our neighborhood.

How/where did you learn to ride?

My dad taught me in the neighborhood I grew up in.

What got you into motorcycles?

Definitely, that was ALL my dad. I don't remember a time that he didn't have a bike when I was growing up.

What was your first motorcycle?

My very first was a Yamaha 80, but my first street bike was a Harley-Davidson Sportster 1200.

What motorcycle would you ride if money (or wife's permission) were no object?

Permission? Luckily for me we don't have those rules at our house. Just the other day she asked me how many bikes I owned. As for what bike, I feel that you have to have more than one because you never know what kind of riding you're going to be in the mood for that day. I am fortunate in having owned several different styles and brands of motorcycles over the years. I don't feel I'm limited in any way.

What advice would you give to someone who wants to ride their own motorcycle?

Take the class, it's worth every penny. When it's time to purchase, make sure to get a bike that fits you and your needs. (Just a reminder that Team Mancuso has seven different locations to serve you with 14 different manufacturers. We can help you find the bike.)

What's your favorite stretch of road to ride?

So far it's been 89 and 89A out in Arizona on our Grand Canyon ride last year.

Where is your dream motorcycle adventure?

I have three sons ages 23, 24, and 27. We have talked about the four of us riding down into South America on adventure bikes since they were little boys.

What would you sing at karaoke night?

Nope, not gonna do it.

What's your favorite food?

Italian

What's your favorite song at the moment?

Just about anything by KORN.

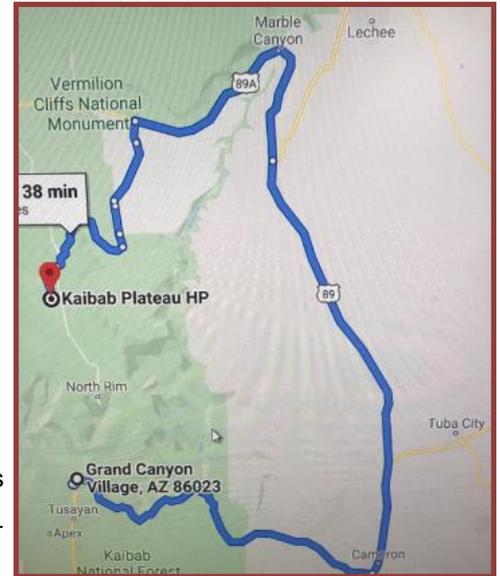
More stuff from Johnny...

I started in the biz 27 years ago at Texan in Conroe when it was Kawasaki and Harley then they took on Buell. I held several different rolls over my years there:

- Porter
- Builder
- Service writer
- Parts counter person
- Parts manager - One of my most PROUD moments in my career, my very first hire ever was Red. To this day he is still there!
- Sales associate
- Sales and finance - I wore many different hats including being the man in charge when owners and GM were out of the office.

I came to Mancuso in 2003 and have continued to grow. I have worked as:

- Finance manager
- Sales manager - Developed and ran a successful sub-prime finance program (special financing). I started Mancuso's online motorcycle sales. I even did sales for a short time while we were in the process of purchasing the first of the metric stores.
- GM for several different metric locations for about 13 years



Are Your FOB and PIN Working?



It's a beautiful day and you are out running the back roads with your homies. Y'all find a gas station and pull in to fill up and grab a soda. You get back on your bike...turn it on...everything lights up like normal...you hit the start button...and, nothing! Your bike won't start...that's weird. Ok, let me try again.

Hit start...nothing! Well poop! What's going on?!? Turn the bike off, back on, hit start...nope! Your bike won't start.

The possible reason: your key FOB battery is dead! No problem, you're at a gas station. Surely, they have a battery...nope! Well, now what do you do? Because Mistie decided to take the day off and go bowling! Otherwise she'd have batteries, gloves, glasses, and extra socks you could borrow.

Depending on your bike, you may be able to enter a 5-digit PIN number to start your bike without the key FOB!

You know your PIN. Now how do you use it?

(For 2014 and newer Harley-Davidson motorcycles):

1. Turn the **IGN** key to **IGNITION** and immediately press and release the **LEFT** turn signal switch. The odometer window will read "**ENTER PIN.**" (**NOTE:** This will only work if the FOB is not present or dead.)

(For pre-2014 Harley-Davidson motorcycles):

1. Turn the **IGN** key to **IGNITION** and immediately hold both turn signal switches until 5 dashes appear in the odometer window. Then:
 2. Enter the first digit of your PIN by pressing the **LEFT** turn signal switch (**X**) times.

3. Press the **RIGHT** turn signal switch **1 time** to move to the next digit.
4. Enter the second digit of your PIN by pressing the **LEFT** turn signal switch (**X**) times.
5. Press the **RIGHT** turn signal switch **1 time** to move to the next digit.
6. Enter the third digit of your PIN by pressing the **LEFT** turn signal switch (**X**) times.
7. Press the **RIGHT** turn signal switch **1 time** to move to the next digit.
8. Enter the fourth digit of your PIN by pressing the **LEFT** turn signal switch (**X**) times.
9. Press the **RIGHT** turn signal switch **1 time** to move to the next digit.
10. Enter the fifth digit of your PIN by pressing the **LEFT** turn signal switch (**X**) times.
11. Press the **RIGHT** turn signal switch one time to turn off the security system alarm.

Important Things to Remember:

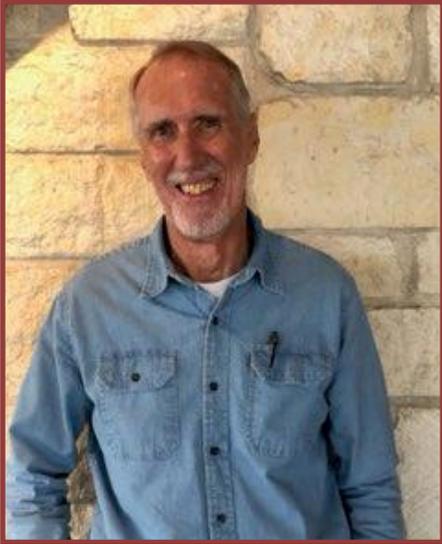
- When getting a new bike, remember to ask for the PIN.
- Change the PIN to one you can remember.
- If you do not know the PIN, take the bike to a dealership and have the PIN reset.
- Carry extra key FOB batteries (CR2032, usually 2 batteries for around \$5).
- Change the key FOB battery when changing the clocks for daylight savings.
- Add a cell phone contact with your PIN as the phone number and the instructions on how to enter the PIN in the notes.
- If you find yourself out and about with a buddy and don't have your PIN and this happens, you can start their bike normally, then switch over the good FOB battery to your FOB and start your bike to get you down the road temporarily.



DUSTY "QUEEN" MOORE PHOTOGRAPHER & MEMBERSHIP CO-DIRECTOR

EDITOR'S NOTE: I was in a parking lot and met a fellow rider who could not get his bike started. I had Dusty forward this article to my cell phone and used this info to help him get his bike started. He was very thankful!

Fun Rides Are a Team Effort



The Chapter Editor tells me writing an article for the newsletter should be easy. "You can come up with something to write about," he says with a big cheesy smile.

"Tell us about your favorite Chapter ride." I don't have any particular favorite ride. I like any ride that ends

safely and without any issues.

I want to congratulate the Houston AREA #1 H.O.G. Chapter Members that have joined each other throughout the year for the numerous rides we have enjoyed. I was an ASS Boss Road Captain in 2019. I had the privilege of leading, sweeping, scouting, and posting many rides, and they all went pretty well.

Houston AREA #1 H.O.G. enjoyed a pretty much issue-free 2019 on our Chapter rides. The members are the ones that make this possible. And by members, I include the Road Captains (RCs). Sure, we get to ride up front because we know where we are going and know that the roads are clear and safe to be on.

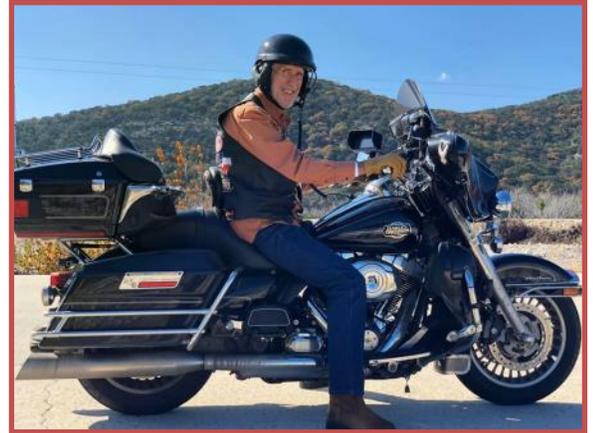
And we get to see the great view "that never improves" from the sweep position to support the lead RC up front. Sure, we get to run up the road ahead to make sure the next intersection is safe and help all the riders make the turn or get across the intersection.

But it is all the members of this great group that make the rides fun and safe. All the members are serious riders; all the members have a lot of seat time on their bikes; all the members keep their bikes in tip-top condition

which increases the safety factor a lot; all the members keep their rides clean and shiny and dressed to the 9's so we look great going down the road.

And all the members are generous caring people who do not shy away from contributing to the Charity-O-The-Day.

We all volunteer and give time for the cause no matter what it is. Even when it is not a H.O.G. cause.



I salute all the members of Houston AREA #1 and say "THANK" for making the RCs' efforts an enjoyable event and not a job of herding cats.

Let's make 2020 a great issue-free year and put some safe fun-filled miles on the toys we love to ride. I enjoy being an RC and you are the reason.

MICKEY LITHERLAND
BOSS ROAD CAPTAIN

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Sometimes the Best Rides



Sometimes, the best rides are the rides we take when we can't take rides! I've been riding for many years. I didn't get into riding because it was fun or exhilarating. I got into riding out of necessity...because I needed transportation. I needed to park at my job and not pay huge parking garage fees while being able to afford the cost of the

transportation, the upkeep, and the gas.

Since I've been riding, all those necessities have become secondary to the enjoyment I've experienced. Solo rides, riding with friends, riding across city, state, and even cross-country – so much fun and so many memories! Too many memories to remember...I guess that's possible.

Switching gears for a moment...you know when you have a favorite candy or food, or a favorite song or movie? Why do you love it so much? In part, because you enjoy it infrequently. Maybe it's a favorite ice cream, and you have it once a week, or twice?

If you had that ice cream every day, would it still be a favorite? Probably, but it might lose some of that "specialness" that makes it a favorite.

Watch that movie every evening and by the 4th or 5th viewing, when you're saying every other line with (or before) the actors, you might be ready for something new. It doesn't mean you don't still love the movie. It just means that it might have dropped from top of the list to second or third.

Frequency doesn't diminish the connection you have with a favorite, but it often reduces (only slightly) the craving you experience to partake. Instead of rushing home after work, grabbing that half-gallon of favorite ice cream and spooning it down while sitting on the couch watching tv – maybe that favorite movie.....instead, you get home, change, maybe take care of a couple things you need to take care of, and then you sit down on the couch with that ice cream.

You enjoy it just as much as before, but due to the common-ness of eating it every day, you just aren't as desperate to get to it. Still a favorite and something you love!

Back on track. We who ride love to ride. This is evident in the thousands of miles we as a Chapter accumulate every year. This is evident in the many

rides we do each month. This is evident in the planning that goes into each ride – be it a short ride, a long ride, or a weekend ride. And as much as we ride, we still love it! Our love for riding doesn't diminish.

However, in a way it goes unnoticed during its occurrence, but noticed during its avoidance, our craving to ride seems to escalate to near desperation when we are deprived of that which we love. Over the past weeks, we have had the city, the state, and the government insinuate that we can't ride. I understand the reasoning...and the basis of the reasoning is good.

And during this time when group rides and meetings have been suspended, we have felt the cravings to ride seem to increase exponentially. The more we're told, or we feel, that we shouldn't... the more we want to. Kind of like the kid in second grade.

Thus, my initial statement - sometimes, the best rides are the rides we take when we can't take rides! Not that I'm saying we should form groups and go riding. Not that I'm saying we have done some rides. I'm just saying that, hypothetically, if a person, a couple of people, or a small group decided to socially distance themselves and take a ride, wouldn't that ride be like waiting a week and then sitting down with that favorite ice cream?

Waiting a whole year and then returning to that favorite vacation spot? Watching that movie after having not seen it for a couple months? Not that the ride would be better...or they would get more enjoyment out of it...or better satisfy that craving to ride...or would they?

Riding is a love and a passion. It's what we do when we're doing what we want to be doing. But during this time, if we can't do it, or we avoid it for various good reasons, this doesn't mean it's not still a passion...a favorite. And its avoidance doesn't reduce its importance in our lives.

But if some do choose to ride...might not those rides feel a little more special? Having avoided riding, having felt the guilt when walking past the bike in the garage, having that small glowing ember of rebellious desire hiding somewhere deep inside...for these or other reasons, wouldn't that ride stand out as maybe a little more fulfilling? Might not that ride more aptly minimize that ride crave?

As for me, I'm grabbing that half gallon and a spoon, and planting myself on the couch for yet another viewing of that favorite movie!

Just as soon as I get back home...

**TIM "FOXMAN" FOXWORTHY
DEPUTY BOSS ROAD CAPTAIN**



Houston AREA #1 H.O.G. Chapter Jim Krueger Memorial Mileage Challenge

Encouraging Chapter Members To Ride A Lot!

Members reporting mileage this quarter: **46**

Total miles ridden for this quarter: **126,898**

2020 – 1st Quarter Mileage Report

These riders have earned bragging rights as the Highest Mileage Riders for the quarter!



Matt Gallien Jr.
11472 miles



Jo Protz
9544 miles



Daniel Protz
9535 miles

Steve Koinm	5305	Dusty Moore	1927	Michelle Engalla	478
Walter Barnett	4871	Susan Lingenfelter	1885	Mike Slocum	411
Dirk Kretschman	4701	Joe Martinez	1823	Larry Atkins	343
Ulan Thacker	4572	Doug Huber	1710	Nancy Kotinek	235
Joanne Thacker	4324	Daniel Jickling	1675	Daniel Barrios	211
Kathleen Plumley	3531	Tim Foxworthy	1605		
Rick Beckham	3497	Jill Bengé	1445	Multiple Quarter Combined Miles	
David Calvert	3453	Cassi Haberstroh	1335	Ashe Barley	5610
Steve Plumley	3243	Joe Haberstroh	1199	Richard Ferris	5445
Mistie Koinm	3188	Tina Watson	1184	Sam Goertz	1955
Jose Ramirez	2939	Richard Delgado	1143	Steve Roberts	2015
Jim Shinabarger	2789	John Watson	1035	Debra Vallez	467
John Benham	2456	Eddie Young	700		
Steve Trapp	2213	Thomas Moore	671	Passenger:	
Mickey Litherland	2144	Peter Pesola	589	Donna Moody	2360
Phillip Springer	1987	Steve Angelo	585		

Motorcycle Clubs vs. Riding Clubs



It has become apparent from recent conversations that many folks in the motorcycling community do not understand that there is a difference between a Motorcycle Club and a Riding Club. I thought it would be advantageous to explain a little about the differences between the two.

The Harley Owner's Group (or H.O.G.) is a Riding Club. The purpose of H.O.G. and most Riding Clubs (RCs) is to ride and have fun. Members get together to enjoy riding and having fun together with little to no other commitment. RCs may have dues and regularly scheduled meetings, like many other organizations, but the commitment to the club is an individual decision by each member.

Though the organization may provide patches of some sort, they are usually distinctly different from a Motorcycle Club (MC) patch in size, shape, and layout and can be purchased and kept when the member moves on.

An MC is quite different in that there is a huge level of commitment that comes with being part of the club. Those in the club become your brothers and will do anything that is needed to have each other's backs. It is like becoming part of a family to the point that you would quit your job, go to jail, or give your life for any of the brothers in that club.

Participation is not something you fit around your life; your life must be made to fit around your club. The commitment to the club is 24/7 for the rest of your life. And please do not think that one is secondary to the other: both are made up of real people who have jobs and families just like anyone else.

An RC is just as likely to create a family within it, but there is a different level of commitment to and from the club itself within an MC. The key things to remember are attitude and respect. When you have a good attitude, others will reflect that. When respect is shown, respect is given. When disrespect is shown, you will be treated the same.

A distinguishing mark of the MC is often referred to as their "cuts" or "colors." The name cuts came from the old practice of cutting the

sleeves and/or collars of other more traditional clothing. Today, we typically see this as a patch set on a leather or denim vest.

The general public does not really see a difference between the vests and patches that are worn by the RC and the MC, but there are very distinct differences. Where an RC might have patches that can be purchased, within an MC, the patches must be earned. The MC will typically use a 3-piece patch set.

Note: There are often other patches that can be included like 1% or MC, but they are much less important. The top chevron identifies the club, the middle patch will be a club logo, and the lower rocker usually signifies the area or territory for that club.

Within any location there is typically a club that dominates the area. One of the responsibilities that they take on is to maintain leadership of that area and prevent knuckleheads that might make it hard for any bikers or clubs to operate peacefully within the area. The public typically does not know anything about different clubs and simply lumps all the "biker scum" together.



The dominant club helps maintain a mutual respect between everyone. But the area of control for a club can be a significant sticking point. A dominant club will often allow a "supporting club" to have a lower rocker that matches their area, once that club has agreed to their leadership at a higher level. But without that agreement, wearing that lower rocker claiming that territory can result in confrontation.

You will notice that the shape and layout of the H.O.G. patches are very different from what you see in the MC community. That is because a Riding Club should NEVER wear a lower rocker with a territory on it. This is HIGHLY disrespectful of the other clubs in the area and often met with "aggressive negotiations" for those rockers.

To explain how deeply this matters, H.O.G. chapters who have made up their own state rockers for their vests have been asked to turn over their vests to MC members at gunpoint. Otherwise, RCs and MCs can get along quite well and peacefully co-exist. But it is important to know the differences between the types of organizations.

**STEVE "PHROGG" KOINM
DEPUTY BOSS ROAD CAPTAIN**

L.O.H. Making Plans to Welcome All Women to Chapter



L.O.H. stands for Ladies of Harley. We work hard to make all ladies feel welcome into the Houston AREA #1 H.O.G. Chapter family. We have monthly meetings where all ladies are welcome to participate, usually at a great restaurant. During the meetings we plan our upcoming

activities sponsored by L.O.H. Last year, we went to Board and Brush to make a craft project, roller skated, learned to line dance, played bingo, had a clothing swap, had a Sunday Funday at Hamburger Mary's, and learned to make chunky knit blankets.

This year, we are planning some repeat items as well as some new items. We are working to plan a girls' weekend or two, so watch for details. We are also resuming our L.O.H.-led weekday rides soon for those folks that can take a weekday off or

do not work. At times, we will ask for volunteers for needed items or service.

Most of our L.O.H. events are open to significant others, unless otherwise specified.

If you have not participated in an L.O.H. meeting or event, I encourage you to attend the next one. You will find we are a fun bunch of people.

If you have any suggestions for L.O.H. events, please email me at L.O.H.director@area1hog.com.

TINA "TEENER" WATSON
L.O.H. DIRECTOR



Activities Still Being Planned



Well folks, at the time of this printing all of our rides and socials have been cancelled until further notice! What a bummer! BUT guess what? That only means that when we are back in full swing we are gonna have twice the rides and socials! I am so excited, I can hardly wait! Susan and I will be

planning some awesome socials, bike nights, game

nights, movie nights, date nights, and so much more!

We are continually looking for some awesome restaurants, breweries, wineries, and places to hang out with a large group. We especially love places with outside patios and live entertainment. So, if you have any ideas, please send us an email with your suggestions and favorites!

If you have any suggestions for social events, please email me at activities@area1hog.com.

DONNA MOODY
ACTIVITIES DIRECTOR



My Favorite Motorcyle Trip



In August of 2012, I rode to Colorado with three church acquaintances for a John Eldredge Christian men's conference.

We planned the ride to go through Texas, Oklahoma, New Mexico, and Colorado.

We allowed 10 days for the trip: three for travel to Colorado, four for the conference, and three for travel

home. We planned to see some "tourist traps" on the way, but weather altered our plans on day two.

Friday, 8/3/2012 (357 miles of riding, 8.5 hours ridden with stops)

We left Houston and headed for Albany, TX, staying on State Hwy 6 all the way. It was a pretty uneventful ride, bright sunny weather all the way, not too hot for the time of the year. We stayed at Carla's house. She was an Army friend of one of the guys in the group. We went to an icehouse that evening with Carla and had a few beers with some of her friends, most of whom were military



vets. We got into a discussion about the upcoming national elections, including some newcomer from Chicago with a funny name.

I commented that I was a conservative and had no interest in voting Democrat, but joked that if Ted Nugent said it was OK, I might consider it. This brought a huge laugh from the table. One of Carla's friends got out his cell phone and called someone and asked him if he was coming into town that night. He talked to this person for a bit and recounted our recent political conversation. He then handed the phone to me and said "Uncle Ted wants to talk to you!" I must have had a surprised-as-crap look on my face, because there was another roar of laughter from the table as I took the phone.

If you've ever heard Ted Nugent talk, you have a clue of what came out of that cell phone... supersonic, frenzied, incredibly excited, Motor City Madman madness. I was left speechless. In a nutshell, he explained he had other business in the

Dallas area and that he wasn't coming into town that night (his usual night), that he usually loved to meet someone who would vote for whoever Uncle Ted suggested, even if it was a Northern Aggressor (the rest is not suitable for print in a family publication).

He asked where I was from, where we were headed, and my favorite Nugent song. When I said "Working Hard, Playing Hard," his excitement level went off the charts and he said "Not too many fans pick that song...coooool!" He wished me a safe trip, passed on some other sage advice, and I handed the phone back to its owner, stars in my ears and eyes. I spent the night in Carla's guest bedroom with two of her labs. A great first day, to say the least.

Saturday, 8/4/2012 (468 miles miles of riding, 13+ hours ridden with stops)

We got up early and headed for Fort Griffin, an old U.S. Army Cavalry fort being restored just a few miles north of Albany. I've been to Fort Davis and Fort Lancaster, and Fort Griffin is every bit as restored and interesting as those more famous sites.



We took Hwy 183/283 north into Oklahoma through Altus into Elk City, where we visited the National Museum of Route 66. After we visited the museum, we headed west on IH40 back to Texas. Just outside of Shamrock we saw a tornado in the distance... a very impressive and scary sight.



As we neared Shamrock, the sky got as dark as I've ever seen it. Just as we got to a restored Conoco station in Shamrock it started to rain, so we pulled under some covered parking. It rained! It rained buckets, it rained sideways, it hailed, and then the sky started to turn green and yellow, and we feared the tornado was going to come parading down Main Street, but it never did.

(continued on page 12...see Colorado Trip)

My Favorite Motorcycle Trip...continued

(Colorado Trip...continued from page 11)

Sunday, 8/5/2012 (507 miles of riding, 12+ hours ridden with stops)

So did I mention we got in really late and were really tired the night before when we got to the KOA? So tired it turns out, we didn't notice the huge cattle stock yard across the road from the KOA. The previous night's prevailing breeze must have totally drowned out the mooing and bellowing and pushed the odor in the opposite direction.

We were awoken Sunday morning by a noisy cattle opera and the smell of recycled grass and water that was enough to make your eyes water and burn the hairs in your nostrils. It was so bad we couldn't stop laughing about it...how could we have missed this the night before?

We packed up our stuff, got on our bikes, and headed out. As we rode through Dalhart, all we saw were 18-wheeler tractor trailers carrying cattle. We found ourselves stuck behind one, and oddly enough, it seemed to be profusely leaking gas. Suddenly we realized it wasn't leaking gas, it was massive amounts of cattle urine! We got around that truck as quick as we could!

We rode northwest through the Texas Panhandle and crossed into New Mexico. The ride through New Mexico was uneventful for the most part, except for when we had to stop briefly on the outskirts of Des Moines (NM) for a mother fox carrying two babies across the highway in front of us. She was a beautiful reddish-silver.

In Raton (NM) we caught IH25 north and took it into Colorado. I sensed some excitement come over the group as we entered the state of our destination. We stopped at a Rudy's in Colorado Springs to get some lunch.

We then rode up Pike's Peak. It was maintenance day, which meant that many water trucks and other larger vehicles were going up and down the mountain road. It seemed that every time we approached a hairpin turn, we encountered a truck coming down, taking up half of our lane, causing us to have to move over to the outer half of our lane.

About the third time this happened was when I noticed there was no guard rail! Just a white line on



the shoulder and then lots of pretty, blue sky. A sudden vacuum inhaled some of my motorcycle seat and my throat got pretty tight. We managed to make it to the top...the view was amazing, despite the fact that there was a lot of residual smoke that had drifted north from forest fires in Mexico.

We stayed at the top about an hour, trying to build up courage to brave the roads back down. It started to snow (in August, pretty amazing to us flatlanders!), so we decided to head back down.

The ride down was routine...most of the hairpin turns are inboard. We started heading for Fraser. We got separated from one of our riders...he was riding a KTM and had the annoying habit of covering/uncovering his soft saddlebags every time it rained/stopped. The ride through the mountain curves in the dark was quite a new experience. We'd see deer on the side of the road or eyes illuminated in the forest and get distracted for just a second and have to snap back to refocus on the road. We arrived at our hotel in Winter Park at a decent hour and collapsed.

The men's conference ran from Monday, 8/6 thru Thursday, 8/9. The speaker was very inspiring, but most of what I remember is being worn out from the ride and needing rest. We were known around the conference as the "crazy bikers from Texas." We got back on the bikes on Friday morning, 8/10.

We were all still pretty tired, and we were now tired of each other, and ready to get home. There was very little of the camaraderie on the ride home that had been present on the ride to the event. We took the most direct route home and rode it straight through, which I would never attempt to do again. It took us 25 hours to ride the 1082 miles. The only thing I remember about that ride home was going by Fort Hood and witnessing what looked like a lightning show, but was in reality an artillery or tank exercise. It was awe-inspiring. I slept for the better part of two days once I got home. It took me a week to get to feeling normal.



We didn't intend to ride the cut-backs (above) in the mountains at night, but we got behind on our schedule. Oh well, what's a vacation without a little adventure?!?

DAVID "MARRVELL" CALVERT
EDITOR & ROAD CAPTAIN

Safety Doesn't Happen by Accident



The new year brings new responsibility to the Chapter Officers. Some of us have changed positions, while some have chosen to continue in their present position. I will be taking over as Safety Officer. I cannot think of a better time to provide my first safety-related article.

After serving 20

years in the U.S. Army, I can proudly say that I never had an accident in a military vehicle. Furthermore, in those 20 years, none of the soldiers under my command had an accident either. The Army places safety very high on their totem pole when it comes to vehicle operation, convoys, and everyday driving. I wish I could say that this safety record was totally because of me.

However, I had very little to do with it AFTER the wheels started rolling. The key to this awesome safety record was mainly risk assessment and execution. Every mission, convoy, training exercise, and daily activity began with the leader conducting a risk assessment. This entailed simply identifying the risks and determining the best courses of action should a risk present itself to keep everyone

This risk assessment is also used to keep every rider, passenger, and Chapter Member safe. Without going into great

detail, this article is about conducting risk assessment. At least for now, I have my topics for the whole year.

1. Identify the hazards – wet roads, potholes, debris in road.
2. Determine who might be harmed and how –



every rider, passenger, or other vehicle occupants.

3. Evaluate the risks and decide on precautions – pre-ride the route, know the route and road condition, conduct a safety briefing before every ride, slow down, use common sense.
4. Record your findings and implement them – set aside enough time for safety briefings, never risk Chapter Members lives by just winging the route, but at the same time, be prepared in case the route has to be adjusted, slow down, everyone needs to ride their own ride.
5. Review your assessment and update if necessary – every ride is different, weather conditions change and road conditions in Texas change daily. That doesn't stop us from reviewing each ride before it takes place and adjusting the plan if needed.



Finally, our goal is for everyone to enjoy their time with other members on the rides. It is also our goal to provide the safest ride possible. We are a family, and all of our family members DESERVE this.

FYI, we do have a very safe Chapter when it comes to our rides. We just need to keep improving on our safety focus at all times to ensure all of our members make it home safe and sound. Until next time...



STEVE TRAPP
SAFETY OFFICER

Chapter is Family



Hello! My name is Jan Trapp, and I want to introduce myself as the new Volunteer Coordinator for 2020.

A little bit about me: Steve and I have been members of the Chapter for three years and have met some of the most wonderful people you could ever meet.

We truly are like

family and not just fellow Chapter Members.

Steve and I started riding three years ago when he had a wild and crazy notion to take a motorcycle riding course and then buy a bike. At first I was not too thrilled about it, but once I saw what he had learned and how careful he really was, and talked to a friend that convinced me to ride, I was hooked. Now you can't keep me off of it!



I have two grownup children, a son and a daughter. My daughter has blessed me with three wonderful grandkids and when I am not riding usually it is because they are here and I am with them. They live in the Dallas area so I don't get to see them as much as I would like to but we make it work. My son lives here in Houston and he is so good to me and always here when I need him to take me to doctors or anything I need help with. I don't know what I would do without him.

I have been fighting cancer since 2015. It started out as cervical cancer and since then has returned to my lungs four times. It is the fight of my life and I have been so blessed to have the support of my Chapter Members/family. Steve has been my

rock through it all and by my side through so much. Steve and I were overwhelmed when I had a major surgery in 2018 at how the Chapter stepped up to help us. I cannot ever thank you all enough. I am currently still going through chemo treatments and will continue to fight as long as I have to.

I am also very involved with dog rescue, specifically basset hounds. I have a foster right now that I have had for a year. It is my other passion besides riding. I was on the board of Basset Buddies Rescue of Texas, and a transport/volunteer/foster, and I was also the Event Coordinator. However, once we got so involved with the Chapter and riding, I stepped down from the board and now I just volunteer and foster.

I cannot even begin to tell you how this Chapter

becomes your family. The love and support that we all have for each other is amazing and I could not ask for better friends. If you have joined the Chapter recently I strongly encourage you to get involved, come on the rides, and come to the meetings. You too will find great friends and a whole new family. Houston Area #1 is AWESOME!

If you have a green card look for me to be calling on you to volunteer so you can earn your white card quickly! I look forward to getting to know new members and add to my family.

Thank you...

**JAN TRAPP
VOLUNTEER COORDINATOR**



Riding in Hot Weather – Prepare Ahead of Time



By the time we are able to ride together again it will probably be getting a bit warm (or maybe just plain hot!). I am including just a few observations and comments about hot weather riding, many of which you have heard more than once. However, it is always a good idea to review safe

your leather jacket or any other wind-breaking jacket and close the vents to insulate yourself from the heat and evaporative cooling will still work.

Tar snakes can also be dangerous in hot weather. The tar-like material used to repair many roads may become very slippery when it gets hot. You should try to avoid them if possible, or try to approach them at 90 degrees, very much like you would approach railroad tracks.

One last thought, watch out for signs of heat exhaustion or heat stroke. We can only heat up our bodies so much before things start to go sideways. Some of the early warning signs are nausea, headaches, dizziness, cramps, fatigue, and flushed or pale skin. Fatigue can be a real killer when riding, so pay attention to the warning signs.

Drinking plenty of water is still your first line of defense against heat exhaustion. Do not wait until you are thirsty or feel a little fatigue to drink more water. As you perspire your body is losing a lot of water. If you feel any of the symptoms of heat exhaustion, look for a shady place or convenience store to pull over and rehydrate as soon as possible. While rehydrating, it is a good idea to pour some water on your shirt, take a rest, and cool down a bit before starting back out on the road.

riding tips from time to time.

The first and most obvious is to stay hydrated, a minimum of a pint of water per hour when the temperature is in the high 80s to 90s. Since we perspire more as the temperature increases, we need to increase our water intake.

Since evaporation is nature's cooling system we need to make sure that our skin does not dry out while riding...dry skin = no evaporation. A long sleeve snug-fitting exercise shirt made of a moisture-wicking material works very well to keep the arms and torso cool. The air movement over the fabric will assist with evaporation and help keep you comfortable. If the material starts to dry out, just wet it at your next water stop.

A light mesh jacket or mesh kevlar overshirt will help manage the evaporation rate and provide rider protection in the event of an unexpected dismount. A wet bandana or an evaporative cooling towel around the neck will also help keep you cool. There are a number of specialty evaporative neck wraps available that also work very well.

The above tips work well for temperatures below 96 degrees F. However, when the temperature rises above 99 degrees we begin to have a different situation when trying to maintain our body temperature. As the wind blows over our body there is a heat transfer from the body to the air. When the air is hotter than the body this convection actually begins to transfer heat from the air to the body.

Rather than letting the air in, we want to keep it out to avoid baking ourselves. It is time to drag out



Between now and the time we can again ride together, stay safe, stay healthy, and stay six feet away from everyone outside your house.

RICK GLASS
CHAPTER MEMBER & MILITARY VETERAN

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