



B.M.O.A.

British Motorcycle Owners Association
of Houston, Texas

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Chartered Club



Kick Start by Jerry Caves, President

The long hot days of summer have flown by this year and the unofficial last day of summer, Labor Day, is on tap for Monday.

A number of the Club Officers are retiring after this year to allow new volunteers to step in and support the Club. At our last meeting we assigned a Nominating Committee. I look forward to their update.

Our first Annual BMOA Banquet is being held on September 27th at the Salt Grass Steak House on Shepherd at I-10, across the street from the Cadillac Bar & Grill. If you are planning on attending please be sure to RSVP by September 12th. You can do so by going to the Club's web site and submitting an RSVP form. We do need an accurate head count so that everyone will be served.

October is a busy month for us with a number of Rallies:

1. NTNOA Rally at the Lake of the Pines, October 10th, 11th & 12th
2. The Harvest Classic in Luckenbach, October 24th, 25th & 26th

The BMOA donates to Harvest Classic but you can also help support these events just by attending. They are run by a great group of people contributing to a worthy cause.

If hurricane Gustav comes into our area Wednesday, the September meeting will be cancelled. I will try to get an email out to everyone if it appears to be imminent.

See you Wednesday, September 3rd.

Ride safe and as often as you can.

Jerry

August Meeting – August 6th, 2008

Jerry Caves opened the meeting at 7:30.

Old Business

Thanks to Gale Gorman for the newsletter and Jack Updyke for our website and PayPal maintenance.

Danny Hall gave us the latest Treasurer's report. Jack Updyke added that we have a good balance in our PayPal account that needs to be transferred to the bank account.

New Business

Jerry has worked hard to put together our first banquet and details will follow. We will need to RSVP on the website.

Jack Updyke volunteered for the Treasurer's position.

Ernie Shick and Glenn Johnson are working as our nominating committee to fill several positions that will be vacant in December.

Jerry asked if anyone wanted to revive the Bandera weekend and the response was no.

Jerry urged us to attend the NTOA Rally at Lake of the Pines and also the Harvest Classic.

Round Table Discussion

Discussed a committee to search for new officers. A lot of us will not be available for another term.

Motion to Adjourn

Attendance: 22

Next meeting September 3rd

August Meeting – 1st Wednesday (8/6/08)

2008 Calendar of Events

- September 3rd - BMOA Monthly Meeting
- October 1st - BMOA Monthly Meeting
10th, 11th & 12th NTNOA - Lake 'O Pines Rally
*New 24th & 25th Harvest Classic Rally Luckenbach, TX – Steak night
- November *New 2nd Ton Up Specials – Swap Meet – BMOA sponsor
5th - BMOA Monthly Meeting
*New Lone Star Rally Galveston, TX-date TBD – Club Lunch Ride
29th British USA Open House
- December 3rd - BMOA Monthly Meeting
Frosty's Christmas Party – Date, Time - TBD

B.M.O.A. – 1st Annual Dinner Party – September 27th – Salt Grass Steakhouse

Date: Saturday, September 27th

Location: Salt Grass Steak House (Across the street from Cadillac Bar/corner of I-10 & Shepherd)
1803 Shepherd
Houston, TX
713-869-7094

In the Salt Grass Banquet room.

Who's Invited: Club Member and one other guest. (Additional guest will be charged for their meals.)

Social Hour: 5:30 to 6:30 PM - Banquet Room
I've made arrangements to have a cash bar for beer and mixed drinks.
(Club Member is responsible for their bar tab)
So come early to mingle with all your friends. (Always Drink Responsibly)

Dinner: 6:30 to 8:30 PM Provided by the BMOA (Still working on menu)

Dress: Casual and of course Biker Chic is perfectly acceptable.

RSVP: Let us know via the Clubs web site link on the home page and or on the upcoming events page on the dinner RSVP form. We need an RSVP from everyone who will be attending and do let us know who you will be bringing. A requirement for the restaurant so they may know how much food to prepare for everyone. Don't want anyone to go hungry. The cut off date for responding by RSVP is September 12th.

1st Annual BMOA Club Banquet

Saturday, September 27th

Salt Grass Steak House
(Across the street from Cadillac Bar @ I-10 & Shepherd)
1803 Shepherd
Houston, TX
713-869-7094

Salt Grass Banquet room.

Who's Invited:

Club Member and one guest. (Additional guests will be charged for their meals.)

Social Hour:

5:30 to 6:30 PM - Cash bar

Dinner:

6:30 to 8:30 PM Provided by the BMOA (Still working on menu)

Dress:

Don't, but Casual and of course Biker Chic perfectly acceptable.

RSVP:

Absolutely.

Log on to www.BMOAonline.com and Jack has made it really easy to sign up.

For the computer impaired, just call me, Gale Gorman, at 713-870-0282 and I will do the RSVP for you. That's my cell phone and I can't answer when I'm on my bike so leave a message with your name and how many.

Update:

As of 8/30 we have 21 members and 20 guests on the RSVP list.

Y'all come.

The Wall: A Bike Story

By Bill Bath

Mickey loved living in Motorcycle City. The mayor didn't call it Motorcycle City, but that's how Mickey and his friends thought of it. They called it Motorcycle City because it had so many great roads and high-speed curves. Mickey's favorite was The Wall of Death off-ramp where the Interstate went past downtown. This particular ramp was a 180-degree switchback turn with a 25-mph speed limit and a solid concrete wall on the inside and outside radius. The base of the concrete wall was angled out a little bit, which if the wall were straight instead of curved, would tend to push a car tire back toward the center of the road. So this little inclined ramp, plus the inevitable dirt that built up at the base, was just what a good rider needed.

Mickey didn't exactly plan his first encounter with The Wall, but he lived to tell the tale, which is all that really matters. Mickey was racing down the Interstate on his way to Motorcycle City's version of the Ace Café when he peeled off on The Wall of Death off-ramp. He was hard on the brakes, trying to burn off enough speed to make the turn, but he knew he was still going too fast. He entered the ramp as close to the inside wall as he dared, but not so close that the shoulder of his black leather jacket brushed it. He knew he was going too fast, but what could he do? He was in-between the curved walls and committed to the turn. Heeled over as far as he dared, his turn radius was still a little wider than the radius of the ramp, and he saw he was heading toward that outside wall. With the brakes heating up and the bike rapidly running out of road, Mickey's front wheel hit the little fill of dirt and ran up part way onto the wall. The bike's forward momentum and the horizontal force against the wall were just enough to allow Mickey to lean in a little farther and point the bike back toward the road. The front wheel slid off the wall; the back wheel rode the dirt for a split second, and Mickey was through the turn and back on the street surface.

Three blocks down, two left turns and a right, and Mickey slid into the parking lot of the Backstreet Ice House (aka The Ace Café). Mickey was a classic biker and his Triton drew the usual admiring glances from other bikers sitting by the big open doors. Mickey took off his helmet and gloves and laid them on the seat of the Triton. The gleaming 750cc Triumph engine was just starting to make those sharp little cooling-down, popping noises as Mickey walked into the building and pulled up a chair at a table half surrounded by his biker friends. "Hey Mick, you still keepin' that old bike on the road?" said one of the guys at the table. "That bike and me will run forever," Mickey replied. Some of the older riders sitting around the table nodded in agreement. The modern Thruxton rider at the table just shook his head. "How can you expect to stay up with traffic on a 30-year-old motorcycle?" he asked. "My Triton handles better than any modern bike and the soft compound racing tires I'm runnin' provide all the grip I need to stay out in front of bikes like yours," said Mickey. The Thruxton rider knew the Triton was fast and Mickey was a true go-faster, but he just couldn't believe the classic café racer could outrun his bright-yellow 900cc Thruxton.

About a week later, Mickey and the Thruxton rider had a chance to see who had the better bike and which one was the better rider. Mickey and his pals, including the Thruxton rider, were on their way back to the Ace Café after a long Sunday morning ride through the hills and back roads on the north side of Motorcycle City. They had been riding since early morning, and now it was time to head back to the Ace for burgers and beer. Just about every rider in the group had taken a turn at being the leader. This usually happened when one rider pulled out in front and led the group down a road to a particularly good turn that the rider knew well. Every rider had some favorite curve that fit his

riding style and his bike so well that he could sail through the turn faster than anybody else. Some riders are drawn to these favorite curves for the adrenaline rush and the satisfaction of sticking to the perfect line through the turn. Some do it for the sheer joy of feeling the bike leaning over to a near-impossible angle and then pulling it back up as they power out of the turn. In any case, when a rider found a curve like this, he practiced his line and his technique over and over until he could take that turn at maximum speed, maximum lean, and maximum exit speed. Other riders were wise to this, and they followed the lead rider with caution. Better to enter the turn a little slower and follow the right line than to go in too fast only to have to brake too hard, go off line, and scare themselves silly trying to stay on the road.

The Thruxton rider had a favorite turn, too. It was The Wall of Death, and the group was quickly closing on the entrance. Mickey had been dueling with the Thruxton all day, and now the Thruxton rider was in the lead and lining up on the entrance to The Wall. Mickey saw his chance to put an end to the Classic vs. Modern bike debate and show his friends that those old British engineers knew what they were doing when they designed the Norton featherbed frame.

The Thruxton rider moved to the right side of the exit lane preparing to lean his bike hard to the left as he entered the turn. His technique was to brake hard just before leaning in, ride a line that just clipped the inside apex of the turn, and then smoothly apply power on exiting the turn. Mickey was right behind him, and he knew this technique well. He had seen the Thruxton rider do it a dozen times before. Now was his chance. Mickey resisted the urge to clamp down on the brakes. Instead of diving toward the apex, Mickey stayed on the outside and lined up on the outside wall. He knew he had only one chance to make this turn, and he knew the only way to do it was to keep the throttle on and the engine wound up tight. Mickey guided the Triton almost parallel with the beginning of the outside wall. At the last second, he heeled the bike over and let the front wheel ride up the dirt and onto the wall. Instead of turning down toward the road, Mickey chose a line right down the center of the wall. He let the bike lean over until he was horizontal, and the bike was parallel to the roadway. He rode The Wall of Death, and he passed the Thruxton in the middle of the turn.

Now it was time to brake. He knew he had to be slow enough to get at least half way back to vertical before he ran out of wall, but he had to balance that need against the centrifugal force that was holding him to the wall. Backing off the throttle and quickly clamping down on the brakes, he let the bike rise up from horizontal as he aimed for the dirt curving at the bottom of the wall. He was still leaning at about 45 degrees when the bike came off the end of the wall. For a split second, he felt that stomach-pit sensation of falling before his race tires bit into the road. He fed in more throttle as he pulled the bike up to vertical and looked back over his shoulder to see where the Thruxton was. Luckily, the Thruxton rider had the good manners to slow down as the Triton came down in front of him. Maybe it wasn't good manners. Maybe it was the astonishment of Mickey's ride on The Wall of Death, but in any case, they all lived to tell the tale. And tell it they did. For years afterwards, when anyone mentioned The Wall of Death, everyone would have to tell what they saw that day. As for Mickey, he never rode The Wall again. For some things, once is enough.

B.M.O.A.

BRITISH MOTORCYCLE OWNERS ASSOCIATION of Houston, Texas

The British Motorcycle Owners Association of Houston is a non-profit organization dedicated to the preservation, restoration, and riding of all makes of British motorcycles from antique to modern. The BMOA is chartered by the American Motorcyclist Association and is also affiliated with the Triumph Int'l Owners Club and International Norton Owners Association through various members.

The BMOA hosts an annual British and European Motorcycle Rally for south central Texas the weekend after Mother's day in May. This three-day event consists of camping, food, planned rides, field events, vendors and in general a lot of buying, selling, swapping, and showing off British motorcycles and parts. The Rally concludes Sunday with a Motorcycle Show and awards presentation. The club promotes an annual Swap Meet the last Sunday in October. Throughout the year BMOA has planned picnics and parties and overnight rides and numerous day rides.

The BMOA meets the first Wednesday each month at Hickory Hollow Bar-B-Que Restaurant, 101 Heights Blvd., Houston, TX at 7:30 PM. Membership is open to anyone who has interest in British Motorcycles. Dues are due each January 1st.

We look forward to seeing you at our next meeting!



B.M.O.A. Application for Membership

Annual Dues \$20.00 [] New [] Renewing Date _____

Name _____

Address _____

City _____ ST _____ Zip _____

Phone _____ E-mail _____

AMA Membership Number _____

Please make checks payable to BMOA

Mail to: BMOA • c/o Danny Hall • 4524 Sunburst • Bellaire, TX 77401

B.M.O.A.
c/o Gale Gorman
742 Sue Barnett Dr.
Houston, TX 77018



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Vice President: Dan Farr (281) 359-4107
Treasurer: Danny Hall (
Ride Coordinator:

Secretary / Editor: Gale Gorman (713) 870-0282
Sergeant-at-Arms: Glenn Johnson (281) 788-4432
Webmaster: Jack Updyke (713) 681-1871

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The BMOA of Houston, TX Newsletter is published monthly. Deadline for Newsletter contributions is the 20th of the month.
