



# B.M.O.A.

## British Motorcycle Owners Association of Houston, Texas

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### Website

<http://www.bmoaonline.com>

### Chartered Club



## Kick Start by Steve Brown, President

Season's greetings to all from your lame duck president! That's right, my two year term is up and how quickly it has gone by. It may have seemed like eternity to most of you, but I blinked a couple of times and it's gone. I want to say straight off that it was a great experience for me, it was wonderful to get to know and work with so many members on our many events and projects over the last two years, you've all made it so easy for me that I really didn't have to do much, just write a blurb and hold a meeting once a month and get out of the way. Of course the Rallies are always a big project; Jeff and everyone else always do a fine job on those, but one thing that comes to mind was the super show of friendship and compassion the club exhibited last year helping Ortho and Stephanie Stratton spruce up and re-paint their home in New Ulm, I was especially proud to have the opportunity for the club to elect Ortho as our first lifetime member.

We're very fortunate to have a great lineup of new officers on deck for 2007, with Jerry Caves stepping up to the President's spot and ex-newsletter editor Dan Farr taking over the VP position. Dan says the promotion will give him an opportunity to relax a bit, we'll see about that. Of course Gale Gordon has graciously volunteered to take over the time consuming job of Newsletter Editor, always a big spot to fill, and Ton Up celebrity Les Means will be taking over the reigns of Sergeant at Arms, allowing perennial favorite Malcolm Dixon to retire. Resuming his position of Webmaster will be Jack Updyke, we're lucky to have him back. We're still trolling for a treasurer as of last month; let's hope we can fill this very important position soon so longtime member John Kish can relax. I hope everyone can attend the December meeting to vote and wish them well, and on that note, if anyone is interested in running for these positions, please throw your hat in the ring, while these folks have agreed to step up, we certainly would like to hear from anyone else willing to give it a try!

Last a quick story about a Nephew of mine who is new to British Bikes. Kevin Swanson is my Nephew currently serving in The US Navy as a Corpsman at NAS Pensacola. Kevin recently purchased a new Bonneville and is fully in love with it. He's already made one round trip of close to one thousand miles from Florida to Houston and back, the return trip being made after dark in cold and wet weather just in time to make it back for duty on Monday morning. That's what youth will do for you. I recently spent a nice Saturday riding with Kevin. He wanted to ride my Norton so we went off together on the back roads between Dayton and Beaumont, he on the Norton and me on a BMW. He was fully smitten and is already talking of finding a classic Norton or Triumph in the near future. It's great to see young people get the BritBike bug, and I've talked him into joining the club.

Once again thanks for the last two years, and Happy Holidays to all!

See you at the December meeting, December 6<sup>th</sup>

**STEVE**

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## November Meeting – November 1st, 2006

Meeting was called to order by President Steve.

### Old Business

NEWSLETTER – Thanks Dan Farr and Gale Gorman for another great newsletter.

WEBSITE – Thanks given to Jack Updyke for a great website. Send items of interest to Jack for posting on the website.

MEMBERSHIP - Print an application form off the website or from this newsletter and either give it or mail it to John Kish.

BMOA TREASURER – Please consider stepping up and volunteering for this position in 2007.

### New Business

Ran down the slate of officers who have already stepped up for 2007: Jerry Caves – President; Dan Farr – VP; Les Means - Sgt at Arms; Jack Updyke – website; Gale Gorman – Secretary & Newsletter Editor.

TREASURER'S REPORT – none

INDIVIDUAL RIDE (not BMOA sponsored) – none.

CLUB TREASURER – We are actively seeking a new BMOA treasurer for 2007. Please Volunteer.

NEWSLETTER DISTRIBUTION – Newsletters are distributed on line and via snail mail at the member's choice. Please advise Dan Farr if your preference has changed or you have difficulty receiving the newsletter.

WEBSITE – Jack Updyke has taken on the task of getting the BMOA website running again. Jack does websites for a living and has solicited the BMOA membership for suggestions. Jack can be contacted at [jupdyke@progenda.com](mailto:jupdyke@progenda.com) or (713) 385-4295. His web site is [www.progenda.com](http://www.progenda.com). Please offer suggestions areas of interest or offers to help.

NEXT MEETING – DECEMBER 6<sup>TH</sup>



The Perfect Christmas Tree



## December Meeting – 1st Wednesday (12/6/06)

# 2006 Calendar of Events

(also check the website [www.bmoaonline.com](http://www.bmoaonline.com) for any last minute updates)

### Regular Events

- € **BMOA of Houston** – First Wednesday of the month at 7:30 PM at the *Hickory Hollow Restaurant* (101 Heights Blvd.) Come early for good bar-b-que, stay late for bench racing, tire kicking, riding, and whatever.
- € **Ming's Café** (Excellent Cantonese/Hunan Chinese fast food) Thursdays Informal gathering of (usually) European motorcyclists — 8:00 PM to... (2702 Montrose Blvd. » Houston, TX. 77006 » 713-529-7888)

### December:

- 6<sup>th</sup> - **BMOA Meeting**
- 10<sup>th</sup> - Monthly Ad Hoc Ride (to be announced)
- tba - **BMOA Christmas Party** (to be announced)

Other picnics and rides scheduled as interest and weather permits.

### Motorcycle Wisdom:

From the book:  
"Sit Down, Shut Up & Hang On!"  
Written by Penny Powers and Chuck Hays

**Bikes parked out front mean good chicken-fried steak inside.**

**Twas the night before Xmas** and all thru the shop, not a creature was stirring, you could hear the oil drop. The stockings were hung on the workbench with care in hopes that Big Nick soon would appear.

The children were nestled all snug in there beds while visions of Goldstars danced in there heads. The wife fixed dinner while I poured a Guinness, I sat and wondered how soon she would finish.

When out in the drive there arose such a clatter I sprang from my chair to see whats the matter. I jumped to the window and threw up the sash was someone after my Golden Flash?

The streetlight cast out its yellow glow and shined down on the goings on below. As I stared thru the panes I was taken aback by the sight of an M20 hitched to a side hack.

Twas a weathered old rider who hit the kill switch and I knew in an instsnt it must be Big Nick. I yelled out the window just a bit nervous " hey did you get that thing war surplus?"

He looked up at me with a hint of malice and I heard hin say " how can you be so callous?" My M20s old and seen better days but it beats the heck out of driving that sleigh.

He was dressed all in leather from head to boot and in the rusty side car he started to root. Then up he popped tool kit in glove and said, all it needs is a tuneup and love

Bit Big Nick I cried with some dismay its Christmas eve, tomorrows the day! Where's all our presents, all the good stuff please tell me that you brought enough.

Listen he said, as my tale is told, its cold where I live at the North Pole. You get to ride most all of the year while I sit at home and freeze on my rear

Now quit your whinning and open your shop help me get on to my next stop. For all of you trouble I'll grant you best wishes **"keep the rubber side down and out of the ditches"**

## BMOA Christmas Carols courtesy of John Martin

<p><u>To the tune of "Jingle Bell Rock":</u> BSA's, BSA's, BSA's rule Norton's OK, and Triumphs are too But BSA's are the best Brits around Not a better one can be found</p> <p>What a great time, BSA time To ride the day away BSA time, what a swell time To go ridin' on a Gold Star today</p> <p>Giddyap, BSA, pick up the beat Come join the BSA flock Leaking oil and electric defeat That's the BSA Rock</p> <p><b><u>Oh come all ye Beezers</u></b></p> <p>Oh come all ye Beezers Nortons and Triumphants Oh come ye , oh come ye to BIR HIR MING HAM. Come own your own and Leave the wife at home.</p> <p>Come on lets do a pub run Come on lets do a pub run Come on lets do a pub run And Ton up to Brighton!</p> <p>Echoes from the singles Manxmen and the Goldies, There goes all the thumpers. To the Ace Café There the pints await us to Toast us on our journey.</p> <p>Come on lets do a pub run Come on lets do a pub run Come on lets do a pub run See ya in Douglas.</p>	<p><u>To the tune of "Jingle Bells"</u> Leaking seals, leaking seals Look at my driveway Oh what fun it is to ride On my leaky BSA</p> <p>Lights are dim, lights are bright They're Lucas should I say. Oh what fun it is to ride On a daylight BSA</p> <p>Bike was parked without a spark Install the Boyer mod today Oh what fun it is to ride On my coil less BSA</p> <p>Kicked it once , kicked it twice I threw the slides away. Oh what fun it is to ride On a two kick BSA.</p> <p>How it shakes, my head aches Boy my bum was sore... Maybe Santa's elves will set my valves And I'll ride that Beez some more!</p> <p>BSA, BSA, Stands for 'big sore arse' But I don't mind Because i find With Norton's I can pass.....</p> <p>Oh check the oil Watch it boil, See it on my leg... I love my bike More than my um, er, But at least she can cook an egg.</p> <p>Join a club See a pub, Maybe even three. If I had to pick A British bike, Then BSA's are for me !</p> <p>B S A... B S A... That's the bike for me. I wonder if I'm a really good boy I'll find one under the tree.</p>	<p><u>To the tune of "Winter Wonderland"</u></p> <p>Another "ping", Are you listenin'? But My Chrome, Is a glistenin'. With Lucas Headlight, I go a little slower at night, Riding in the the Beezer wonderland!</p> <p>Gone away, Are the Choke Slides. Here to stay, Is my Brit Pride. I kick her and she hums and only leaks oil when she runs Riding in the Beeza wonderland!</p> <p>In the morning its a little chilly. and riding in 20 degree weather may seem silly. but a tickle and a kick give the throttle a blip. Im riding in my Beeza Wonderland.</p> <p>10 P.M., I'm not tired. The caffeine, Has got me wired. well my day's not complete, Till one last race up the street , Riding in my Beeza wonderland!</p> <p>At a rally, it draws a crowd. "It's a sloper" they shout out loud. I smile with pride Then go inside Knowing I could add a verse to this.</p> <p>See the oil, Are you looking. Watch it burn, My leg's a'cookin'. But the pain goes away When you're riding all day, Riding in my Beeza wonderland.</p>
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### Motorcycle Wisdom:

From the book:  
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Gray-haired riders don't get that way from pure luck.

## Barber Motorsports Museum and AHRMA Races 2006 by Bill Bath

Talk about a double-header! I don't know which to rave about first, the museum or the races. But I have to start somewhere so I guess it will be the museum. George Barber assembled the finest motorcycle collection in the world and then he built the world's best building to house the more than 500 bikes on display. The five story building has plenty of space so you can walk almost all the way around most of the bikes on display. It has floor to ceiling windows on one side so you can look right down a great downhill, right-hand turn on the track. In addition to the wide range of British, European, and American motorcycles on single stands, there are lots of bikes mounted very ingeniously around some of the columns. There are four 5-story stacks of bikes on each corner of the giant elevator in the center of the building. There are a few race cars and a nice display of memorabilia as well. In my opinion, this is a better museum than the National Motorcycle Museum in Birmingham, England. The Brits have a lot of bikes in that museum but you can't view them nearly as well as you can at Barber.

The Barber race track provides really excellent spectator viewing. Most of the track is set in a small valley so there are nice, grass-covered hillsides for the fans. Most of these sites provide views of several corners. One of the best is directly across from the paddock where you can see a sharp 180. Then, after a short break, the riders come out of a fast right-hander to pass at full song down the back straight. Even our own vintage speed demon, Malcolm Dixon, was observed leaning well off to the side of his old Triumph coming out of this curve. The only disadvantage of this track is that it is designed for Formula 1 cars so the fences are set up a little too far back from the track. The crowd seemed very light; perhaps because the track was so big or because this was only the second year for AHRMA races at Barber.

The swap meet and motorcycle displays around the track were big drawing cards for the fans. The swap meet was located in a partially muddy field but there were enough dry patches that you could get around pretty easily. There were a lot of HD and Harley vendors with a few British and European dealers as well. The Antique Motorcycle Club of America fielded a big group of bikes. The highlights for me were the triple-engine Commando drag racer, the Triumph sloper, and the "secret" prototype Indian Four with an OHV engine and shaft drive. There was a good size display of Vintage Japanese motorcycles that I walked past on my way to see my favorite motorcycle of the event, the 1912 Abingdon King Dick. I had never heard of this brand, but the company is still in business in England making hand tools.



Indian 4 Prototype shaft drive

1912 Abingdon King Dick

A particular highlight of this visit was the hour long presentation by none other than Craig Vetter. Of course we are all familiar with his Windjammer fairing and the Triumph Hurricane that he designed (for BSA). Now, as the guy on the radio says, we have heard the rest of the story. Craig Vetter and some of his hippie, biker buddies started building fiberglass fairings right after high school. As he said, he never had a real job because he never worked for anybody. He studied design at the University of Illinois and it really showed in the original sketches he displayed in his slide presentation. All of his early fairings were near full coverage style with big windshields. Each one was designed to fit a specific bike. His first ad in Cycle World Magazine in 1967 produced not a single sale. He and his buddies went to Daytona Bike Week in '67 with a load of fairings and they sold only two. One day he figured out that he had 8 different fairings for 8 different bikes and he was never going to get anywhere like that. So in 1972 he dreamed up the Windjammer to be a universal fairing, and by 1973 he had sold more than 10,000 Windjammers. By 1974 he had a factory with 500 people and between 1974 and 1977 he sold 75,000 Windjammer II fairings. But like all really smart guys, he saw that all the major motorcycle companies were going to build their

own fairings so he sold his business and retired to a ranch in the hills of Northern California. For more of the story, check out his web site: [www.craigvetter.com](http://www.craigvetter.com).



Vetter Triumph Hurricane with views of the Barber track.



If ONE is good, THREE are better



Triumph Sloper

In some respects, this is a better event than Mid Ohio. It doesn't have as big a swap meet, a stunt show, or a Wall of Death but it does have the best motorcycle museum in the world. The museum is open year round so if you're ever in the Birmingham, AL area be sure to drop by but be ready to stay at least half a day.



Reported to be Jim McGill's Bike that he parked against a tree a short while ago...

## Metric Clutch Conversion by Bill Bath

I thought you might like to see these pics of my clutch conversion for my Royal Enfield Interceptor. I used a short piece of the Enfield spline to provide a center to locate the new ball bearing. Then I made a plate to fit the OD of the bearing and the ID of the sprocket. I pressed the new bearing plate into the sprocket and spot welded it to keep it in place. After pressing the spline into the pressure plate, I was only able to use 6-32 set screws to lock it in place. I would like to have used bigger screws but the hub of the aluminum pressure plate wasn't big enough for larger screws. I think the final assembly looks like it was originally designed that way.



## Signing Off by Dan Farr

The last 4 years as BMOA Secretary and Newsletter Editor have passed quickly. I reluctantly accepted the post to help Steve when he was volunteered to become the BMOA VP (how did I get volunteered...twice? dummy) The first few newsletters contained several barbs directed at Steve as I struggled to get the monthly newsletter into a format I could live with. Initially there were few contributions from the members and I dreaded writing and publishing the monthly newsletter, feeling my efforts were unappreciated. Obviously my rants were heard and contributions from members started to flow in. I also became more aware of items that could be good newsletter material and stashed them away for use when needed. Just as important was shifting the distribution of the newsletter to electronic format. This reduced the efforts and expense of printing, addressing and stamping 130 newsletters down to a more manageable 35. I have actually come to enjoy pulling the newsletter together especially with the help of Gale Gorman over the last few months who took care to the snail mail copies while I was in Korea.

The electronic format allowed using color photos to enhance the quality of the newsletter. Thanks to Jack Updyke, the web site became world class and moved the BMOA into the 21<sup>st</sup> century. Suddenly the BMOA of Houston was on the map, club happenings recognized by other clubs through out the USA. It has been a pleasure to receive newsletters from clubs with similar interest and share their newsletter ideas and articles.

Most rewarding has been the fellow ship with other BMOA members. The diversity of the membership all with a common focus on British and European motorcycles makes this group beyond interesting. My special thanks to those who have supported the newsletter including Bill Bath, John Martin, Paul Kopyar, Danny Hall, Jeff Dancey, Paul Zuniga, Jeff Myers and Ernie Shick (apologies to those I cannot think of at this moment). Be assured I will assist Gale Gorman as he assumes the Secretary / Editor position....

Finally, I am personally pleased to see the direction of the BMOA move towards supporting charities. I know many members think we have been charging too much for "guests" to hang with us at New Ulm and I if the treasury was used only for "club" purposes I would agree. Our contributions to charity this year is a step change for the BMOA and with input from the membership I look forward to BMOA contributing towards the good of others while at the same time we enjoy the fellowship of our common hobby.

Wishing y'all all the best,

Dan



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# 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 1<sup>st</sup>.

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 John Kish € 7815 Misty Cove Dr. € Humble, TX 77346 (281) 852-1808

B.M.O.A.  
c/o Dan Farr  
2303 Lake Gardens Dr.  
Kingwood, TX 77339



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President: Steve Brpwm (281) 852-7312  
Vice President: Jerry Caves (281) 852-2710  
Treasurer: John Kish (281) 851-1808  
Ride Coordinator: David Porter (281) 479-0871

Secretary / Editor: Dan Farr (281) 359-4107  
Sergeant-at-Arms: Malcolm Dixon (281) 293-9147  
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 20<sup>th</sup> of the month.

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