



B . M . O . A .

British Motorcycle Owners Association
of Houston, Texas

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Chartered Club



Kick Start by Steve Brown, President

Greetings everyone, I'm writing this piece on the first day of summer, 2006. Hope everyone's doing well and getting some riding in, although the last few days have been more suitable for a boat than a motorcycle in much of the Houston area. Things are looking up however, and I might even get a chance to do a bit of riding over the weekend.

I've recently purchased Glen Johnson's 1996 BMW R1100RS and am enjoying having a "modern" motorcycle. I suppose the fact that a ten year old bike is the newest I've ever owned says something about my taste in motorcycles, and while it's nice, I still think the Norton is more fun (and just as smooth). I intend to use it for riding to work frequently to combat the rising gas prices and overall just enjoy riding rather than driving, which reminds me, don't forget July 19th is "Ride Your Bike to Work Day".

There isn't a great deal on the radar screen BMOA wise for the month. For those who haven't heard, we're in the process of taking recommendations for Charities to make cash donations, as we're getting a pretty sizeable amount of cash in the club account. If you have a favorite charity, please contact new member Karl Moody or Ron Mareck, as they have volunteered to compile a list of possible recipients. We intend to vote on the charities at the August meeting so plan on attending if you want to have some input as to where our club dollars go.

Last, I suppose some of you might be going to Mid Ohio Vintage days toward the end of the month, (July 28th 30th) so I wish you a great time and hope you find many bargains.

Be Safe and happy,

STEVE

June Meeting – June 7th, 2006

The meeting was called to order by Malcolm Dixon, then opened by Steve welcoming the ladies in attendance, Debbie Smith, Lupe Montalban (Ricardo's wife), and Carol (Les Mean's wife or girlfriend?). Of note Ricardo was there with a large group of relatives and we celebrated his 59th birthday with cake and singing "Happy Birthday".

Old Business

NEWSLETTER – Thanks to Dan for another great newsletter. Dan is out of the country for a few months so contribution to the newsletter are even more appreciated. June contributors included Bill Bath – New Ulm Rallye; Luis Llano – Long Distance Award.

HARVEST CLASSIC – BMOA received a certificate of appreciation for our support of the Harvest Classic and the Candle Lighters Foundation for Children's Cancer. Jerry Caves had it framed and we hung it at Hickory Hallow.

THANKS TO ALAN AND KATH FROST – for hosting the SPRING PICNIC another great party.

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.

New Business

2006 DUES ARE NOW DUE!!! Please renew your membership as soon as possible. The 2006 BMOA rooster will be compiled following the rallye then distributed to members.

TREASURER'S REPORT – We have money in the bank.

INDIVIDUAL RIDE (not BMOA sponsored) – none due to New Ulm rallye. David Porter reported the Fun Run long route will be approximately 100mi and can be ridden on Friday or Saturday. The short run can be as short as you like. The June 3rd ride is to the Roadrunners Rallye at Ski Shores in Austin. This is the same weekend as the Republic of Texas rallye.

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

SEARGENT AT ARMS - We are actively seeking a new Seargent at Arms for 2007. Please Volunteer.

CHARITABLE CONTRIBUTIONS – The BMOA needs to disburse some charitable contributions as we now have sufficient funds in the account following the Rally. Steve asked for volunteers to form a committee to accept suggested charities from the membership and got two volunteers, Ron Mareck and new member Karl Moody. The goal is to begin getting ideas as soon as possible so we can have a vote on charities to fund by August and disburse funds no later than September. Anyone interested in a particular charity should plan on attending the August meeting to vote. Contact Karl Moody karlmoody@hotmail.com Cell phone # 713-471-0894 or Ron Mareck (713) 271-5227

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 or (713) 385-4295. His web site is www.progenda.com. Please offer suggestions areas of interest or offers to help.

NEXT MEETING – June 7th



June Meeting – 1st Wednesday (6/7/06)

2006 Calendar of Events

(also check the website 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)

July:

- 5th - **BMOA Meeting**
- 9th - Monthly Ad Hoc Ride (Old Car Museums? It will be hot and a long ride)
- 19th - 2006 National Ride to Work Day (www.ridetowork.org)
- 28th – 30th - AMA Vintage Motorcycle Days, Mid-Ohio (www.midohio.org)

August:

- 2nd - **BMOA Meeting**
- 6th - Monthly Ad Hoc Ride (to be announced)

September:

- 6th - **BMOA Meeting**
- 10th - Monthly Ad Hoc Ride (to be announced)
- tba - RC Model Airplane Meet – Bomber Field, Monaville TX

October:

- 4th - **BMOA Meeting**
- 8th - Monthly Ad Hoc Ride (to Lake O'Pines)
- 7th - 9th - NTNOA Lake 'O the Pines Rally
- 13th - 15th - **BMOA Bandera Weekend**, Bandera, Texas
- 29th - **BMOA Annual Swap Meet**, Hickory Hollow

November:

- 1st - **BMOA Meeting**
- 5th - Monthly Ad Hoc Ride (to be announced)
- 26th - British USA/Gulf Coast BMW Annual Bike Show & Open House
- tba - **BMOA Fall Picnic** (to be announced)

December:

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

Other picnics and rides scheduled as interest and weather permits.

New Ulm Rallye by Jeff Dancey

Well the dust has finally settled on another successful New Ulm rally. The preparations went very smoothly this year with all the rally committee members very active. Unfortunately Jerry had work commitments which prevented him from manning the bike show however Mike McGill stepped in and what a great show we had. The state of Texas allowed us to have the taco man this year and I hope he will be a regular to our rally. The weather could not have been finer and a great time was had by all.

I spoke to Steve a few days ago and it seems that financially we have had a record year. I'm looking forward to the final figures from John once all the out goings are recorded.

As in the past I must congratulate all that volunteered to help with the rally, we have so many people to thank that I could not possibly name them all, but thanks to the whole group. During the past 5 months I had many people volunteering help and they all came through. I am so proud to be part of such an outstanding group.

Signing off for another year
Jeff Dancey (rally coordinator)

Motorcycle Wisdom:

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

Some bikes run on 99-octane ego



Some Burt Munro Stories By Bill Bath

I just finished reading "One Good Run" written by Tim Hanna. This is the book on which the movie "The World's Fastest Indian" is based. This book traces the life of Burt Munro from the time his grandfather left Scotland to start a new life in New Zealand until Burt's death in 1978. The book contains a great many stories from the people who knew Burt and from the countless letters that Burt wrote to friends around the world that he met through his love of motorcycles. The book is filled with well detailed accounts of his motorcycling experiences as well as many interesting descriptions of his engine modifications and the development of his unique streamliner body. Instead of reviewing the book, I thought you might like to read about some of his adventures. By the way, Tim Hanna has been riding a Norton Commando for the last 20 years so he knows a bit about bikes.

Burt Munro fell in love with motorcycles when he saw his first one at age 15. He got his first chance to drive one the very next year and he was hooked for life. He bought the 1920 Indian Scout that he rode at Bonneville as soon as he turned 21. Nothing in the book really explained why he loved that particular bike so much, but apparently he

couldn't live without it. He actually sold the bike when he got married at age 25 only to buy it back two years later. He once told the father of one of his friends that life wasn't worth living if you couldn't ride a motorcycle. Burt loved motorcycles and he owned and raced quite a few different motorcycles over the years, but the Indian was obviously his favorite. He also loved his 1936 MSS Velocette that he rescued from a chicken coup and bought for 5 pounds.

Burt was a real motorcycle maniac. He was absolutely fearless and he loved to race. He competed in just about every form of racing from Speedway and Hill Climbs to an economy run. He particularly liked Sprints (what the Brit's call drag racing) and maybe this was why he spent all his time trying to make the Indian go faster and never did anything to improve the brakes. One perfect example of Burt's dedication to straight line racing that was described in detail in the book was a beach race against a guy riding a 650cc BSA A10. The course was simply six laps around two barrels set about a mile apart on the beach. The BSA rider reported that Burt passed him so fast on the straight that he thought the BSA had stopped. At the end of the straight Burt would clamp down on the Indian's puny little 7" brakes to slow down as much as he could before making a wide sweeping turn. Of course the BSA went right past Burt while he was getting turned around but as soon as Burt got the Indian back on line, he would wind on the throttle and pass the BSA again. This was typical of Burt's racing career. He was a wild man on the track. Other riders reported seeing him racing full speed through the esses with one hand on the handlebar while he fiddled with the carburetor with the other hand.

On another occasion he was at a local race track testing the Velocette when two guys showed up on new bikes. One was a 350cc Norton Manx and the other was a 350cc AJS 7R. Apparently these guys were making fun of his old bike so he offered to race them but as his bike was a 500cc he suggested that they take a turn around the track and he would not start off until they went by him. So the two guys accepted and they came out of the turn and past Burt at about 50 miles an hour. They were sure that Burt could never catch them but they underestimated that Velocette. Burt had spent years "hotting up" that bike and it now sported overhead valves and Burt's homemade cams. So before those guys could cross the finish line about a quarter mile away, Burt passed them and won the race. Unfortunately, the God of Speed was evidently not happy because a bump at the start/finish line put the Velocette into a terrible tank-slapper and Burt had a truly spectacular crash, cracking his helmet in two, and breaking his arm. The Velocette had to be gathered up in a bucket.

Burt was a relentless engine developer and he carefully studied other motorcycle engines to get clues on how to improve the Indian. He spent a lot of time grinding his own cams. The Scout had only one cam for each cylinder and it operated both the intake and exhaust valves. Burt spent 800 hours of 16-hour days to convert the engine to two cams and roller lifters, but that was much later in the story. In the beginning, Burt would make a guess at a more aggressive cam profile, make it himself, and try it on the road. If it bent the valves he'd grind off a bit and try again. If the bike didn't go any faster, he'd make an even more radical cam. Of course he needed a good supply of valve for this program and he made all he needed by cutting down old, burned out car engine valves on his old lathe. At one point, after making new cylinders and pistons to increase the 600cc Scout to 740cc, he decided that the Schleber De Lux carburetor needed to be bigger. So rather than buy a bigger carb, he sawed through one side of the brass carburetor body and spread it to a bigger diameter. Then he brazed a strip into the split opening and filed the bore down smooth. This was typical of Burt Munro. He would rather spend days and days making a part than spend the money to buy it. He could never bring himself to throw anything away and he loved working on bikes as much as riding them.

In one of my favorite stories, Burt bought a Triumph twin. He didn't like the way it vibrated and he decided that that problem was that both the pistons moved up and down together. So he took his hacksaw and spent a week cutting the crankshaft in half by sawing straight through the middle of the flywheel! He then welded the flywheel back together so that the crank throws were 45° apart. He did the same thing to the cam shaft, then made a magneto cam to match. When he put the engine back together, it ran "sweetly" and had less vibration. It sounded like a V-Twin but it didn't go any faster so Burt immediately gave up on vertical twins.

Burt always made friends at every motorcycle race he attended. He made several trips to Bonneville before he first took the Indian there to race. He became fascinated with the men and machines that competed for the land speed record. The book told some truly remarkable stories of the cars and racers that he knew and helped at Bonneville. The list of Burt's friends included Mickey Thompson and his 4-engined streamliner, Art Afrons and the Green Monster, Craig Breedlove and the Sprit of America and Donald Campbell and the famous Bluebird.

Finally, I want to note that the movie was very true to the actual events described in the book. Although the movie condensed many separate events into a single storyline, all these things (with only a couple of exceptions) were faithful reenactments of true events in Burt's life. The remarkable thing about the book was that Burt's real life was even more interesting and exciting than the movie.



Motorcycle Wisdom:

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

**Owning two bikes is useful because at least one can be
raided for parts at any given time**

Motorcycle and Scooter Ride to Work Day is Wednesday, July 19, 2006

This year's fifteenth annual motorcycle and scooter commuting demonstration will increase the number of riders on the road, according to Ride to Work, a non-profit advocacy organization. "Riding to work on this day shows the positive value of motorcycles and scooters for transportation. For many people, riding is an economical, efficient and socially responsible form of mobility that saves energy, helps the environment and provides a broad range of other public benefits," states Andy Goldfine, the event organizer. Motorcycle and scooter enthusiasts and rider organizations worldwide encourage their members to ride to work on this day.

According to the United States Census Bureau and the Department of Transportation, over eighty million cars and light trucks are used for daily commuting on American roads, and about 200,000 motorcycles and scooters are a regular part of this mix. On Ride to Work Day, the practical side of riding becomes more visible as a larger number of America's 8,000,000 cycles are ridden to work.

Ride to Work Day helps demonstrate how these vehicles make parking easier and help traffic flow better. Studies have shown that across equal distances commuting motorcyclists reach their destinations in less time than those using automobiles, that motorcycles and scooters consume less resources per mile than automobiles, and that they take up less space on roads. Motorcycle and scooter riders seek improved employer recognition and support for this form of transportation, and more public and government awareness of the positive value of riding.



Having good times with good memories when around classic fine bikes hasn't changed any in the past 30 years. Received this photo from a friend in the UK.

John Martin



1973 Norton 850 Commando. 14000 Mi.

Purchased Used By Family 1975 -1976.

Deteriorated From Long Period Of Storage. Refurbishing Work Done In 2005 - 2006. Disassembled To Frame, Sandblasted, Painted Black With Other Small Painted Parts. Refreshed Engine, Head Rebuilt, New Pistons, Rings. Rebuilt Isolastic Mounts. Oil Systems Drained, Flushed, Refilled. Resealed Forks. New Rear Shocks. Replaced Bearings

In Steering Head, Front And Rear Wheels. Replaced Rear Drum, Shoes.

Rebuilt Front Disc Caliper, Master Cylinder, New Pads. New Rubber Grips, Kickstart, Shifter, Foot Pegs. New Wiring Harness, Battery, Rear Light Lens, Added Sealed Beam Headlight. New Tires, Chain. Added Side Kickstand. New Seat, Gas tank. Tank And Side Panels Painted Black Metallic, Dark Maroon Metallic Accent On Tank. All Non-Painted Small Parts Cleaned, Buffed. Starts On First-Second Kick. Runs Strong. Still Miles Remaining On Engine Break-In. Estimate Market Value \$5000-\$7000.

Contact Chris Treadway - chris@re-fresh.com

Lone Star Motorcycle Museum



Lone Star Vintage Racing Team

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Allan and Debbie Johncock

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