



B.M.O.A.

British Motorcycle Owners Association
of Houston, Texas

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Chartered Club



Kick Start

 by Jerry Caves, President

A large number of us from the Club just got back from the Harvest Classic Rally. What a great time we had. The weather was perfect, lots of beautiful motorcycles, and a large turn out for a worthy cause.

We were well represented at the bike show this year: Dan Farr, Mike Scott and Dick Sommerville took 2 first and 2 second place awards. The competition was very tough.

Attending these motorcycle events, in addition to our own Club gatherings, is a good way to learn about other makes and models, and this expands our interest in the collector motorcycles. And it's a great way to renew old acquaintances and make new ones with people that having the same interests.

My travel schedule is really hectic this month and I've not had time to develop the pictures I took at the Rally this past weekend. As soon as I can I'll get them to Jack for posting on the BMOA website.

Don't forget the Ride to the Races Sunday, October 28th. We are to meet at Cy-Fair High School on Hwy. 290 at 10:00 AM and then ride on to College Station as a group.

Les Means, our Sergeant at Arms and proprietor of Ton Up Specials is having a Swap Meet Sunday, November 11th. Bring out the all of the Old Iron you want to sell.

I'll be out of town on business during the November meeting. Danny Hall will be covering for me.

Ride safe and as often as you can.

Jerry

October Meeting – October 3rd, 2007

Meeting was called to order and opened by the President, Jerry Caves, at 7:30.

We had two guests and I did not get their names.

Old Business

WEBSITE – Thanks given to Jack Updyke for a great website. Send items of interest to Jack for posting on the website. We had a short discussion about Jack. No one has seen him.

NEWSLETTER – Thanks given to Gale Gorman for editing the newsletter. Send items of interest to Gale for publication.

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

Annual dues were due on January 1st. If you haven't turned in your renewal, please take care of it this month. Make sure to submit your payment with a renewal form so we can keep an accurate record of receipts and contact information.

New Business

TREASURER'S REPORT –

NEWSLETTER DISTRIBUTION – Newsletters are distributed on line and via snail mail at the member's choice. Please advise Gale Gorman 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.

New Ulm Rally – Some discussion came up and it was tabled pending the Mid-January meeting where all things pertinent to New Ulm will be decided. Time and date of the meeting will be announced and all are welcome to attend.

SWAP MEET – Les Means of Ton-Up Specials will host a swap meet on October 28th at Washington and Henderson Streets.

We adjourned at 8:09.

ATTENDANCE – 28

NEXT MEETING – November 7, 2007



November Meeting – 1st Wednesday (11/7/07)

2007 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)

November 7th **BMOA Monthly meeting**
24th **British USA Annual Open House**

December 5th **BMOA Monthly meeting**

Other picnics and rides scheduled as interest and weather permits.

The TON UP Club meets on the 2nd Wednesday of each month at Cosmo's.

We're running out of events for 2007 but then the year is almost gone too.

Harvest Classic Rally 2007

By Bill Bath

The Harvest Classic draws a more diverse crowd than any rally I have been to before. The campground was full of British, European, and American bikes, scooters, and sidecars. The 59 Club camp was right next to a big group of Harley riders who were camped right next to us. The campground was beautiful with lots of big shade trees and two clear-water creeks. A footbridge across one of the creeks separated the camping area from the half-dozen buildings that make up the “town” of Luckenbach. The footbridge had a “No BYOB” sign that was irregularly enforced by some security guys. Folks also had to be careful getting to the bridge because it was down a steep hill from the campground and there was a low hanging tree limb to duck under. Some of the 59 Club guys duct taped a piece of insulation to the limb as bumper. It was totally useless but we all laughed at the joke.

The motorcycles-only campground was a nice experience and it really added a lot to the comradeship of the event. By Saturday night it was getting hard to find a space to park a bike or pitch a tent. They really needed a few more porta-potties because there was no way to get a service truck into the campground after Friday afternoon. Lucky for us, there was a small building with indoor plumbing just across the foot bridge. Also, there were no showers. I did notice that a few hardy individuals brought swim suits so they could take a bath in the creek. This rally sure makes our event at New Ulm look a whole lot nicer.

Lots of Harley and modern bike riders turned out for the day on Saturday. The single road, called the Luckenbach Loop, that runs between the dance hall and the old Post Office building (now it's a gift shop) was nearly always full of bikes. Classic British bikes were in the minority in the bike show. There were lots of Japanese bikes ranging from a Honda Dream to a Turbo Kawasaki. The two best non-British bikes were a 1929 Henderson 4 with matching sidecar and a 250cc Bultaco with full fairing. There were several scooters in the show too including the cute little Fuji Rabbit scooter from Houston. (Pictures of the bikes are not up yet at the time of this writing but I'm sure they will be soon. Check out www.harvestclassic.org)

Our club members picked up their share of awards. Dan Farr took a 1st in the Specials Class and a 2nd in the 1950-59 Class. Mike Scott won 1st place in the 1930-92 Class with his 1936 Ariel Single. Dick Summerville took 2nd place in the sidecar class and then his beautiful BMW outfit won the Peoples Choice award.

All together we had about a dozen BMOA members at the rally. On Friday everyone was told to bring a steak and in the evening Steve Brown lit up his famous outdoor grill and cooked us a great meal. Steve was kind enough to bring a dozen baked potatoes and Jerry Caves brought some picnic salads. There's nothing like an open fire and good friends to make a fine dining experience. Saturday morning Tim Russell invited everyone over to his new house near Kerrville for breakfast. With temperatures in the 50s, a half-dozen hardy riders made the nearly 100 mile round trip to see if Tim could actually cook breakfast.

Saturday afternoon, the trials riders put on an interesting show. They laid out courses over the rocky water crossings and around the big tree roots. It was fun to watch. Those guys have to stand up all the time because their bikes don't have any seats. In the late afternoon everyone gathered in the picnic area for the charity auction, raffle drawing, and bike show awards that took almost 2 hours. After that we all got in line for a bar-b-que dinner in the dance hall. As soon as the bike show area cleared out, Alamo Drafthouse brought in a mobile drive-in theater. They had a 35mm projector and sound system mounted in a truck and an inflatable movie screen that was at least 20 x 40 ft. They showed a double feature of Evil Knivel's greatest jumps and a documentary of the Baja 1000. Lots of folks sat out on the grass or folding chairs to watch the movies.

Sunday morning some riders were up early, packing their bikes for the trip home. It's always a little sad to see a great event like this come to an end. By late morning nearly all the tents were packed up and the camping

area and parking lot were almost empty. Overall, it was a wonderful rally and I would recommend it to everyone.

This picture is of the campground from the footbridge.





This is the entrance to the bike show and then the show itself follows:



4th Annual Barber Vintage Festival

Malcom Dixon

This is a Barber report from my perspective, which is mainly from the competition side.

Unfortunately, due to unanticipated carburetion problems resulting in a bad stumble in the lower to middle rpm range (bike had performed well at Sandia) spent most of my time in the paddock Friday and Saturday sorting them out with a lot of help provided by Terry Pernia (brother of Marino of MAP Enterprises), Tom Sharp (Triumph guru) and others. On top of that, had my Boyer Power Digital Box fail on Saturday! Fortunately Tom Sharp had a spare that he graciously let me have. Anyway, after Terry had worked his magic, only a very slight stumble remained.

I felt reasonably confident of my chances in the humble Heavyweight Production class comprising 10 entrants (only 9 made it to the starts) of which several, including Paul Zuniga on a very stock Triumph, were relatively new riders. My main competition were Alex Sohn on a highly modified BSA (very aggressive rider) and Chad Debout who had improved rapidly over the season on his fast Triumph (also modified). Thought that I had the measure of the other competitors in the class including a Triumph Triple, three Hondas, a Yamaha RD350 and another BSA but have learned from past experiences not to make any assumptions.

The first wave of race number 10 that I was entered in on Saturday was comprised of eight Formula 250 two strokes. The second wave comprised nine Heavyweight Production bikes and ten Super Mono bikes (modern 500 four valve and 620 two valve 4-stroke singles) with the Production bikes being gridded in front of the Super Mono bikes.

When the flag dropped for the second wave (about 20 seconds after the first wave), I got a great start being first into the first corner only to miss a shift allowing some of the Super Mono's to get by. I then proceeded to miss more shifts the worst one resulting in a false neutral at the end of the fast front straight going into turn one – very unsettling... (I attributed this problem to first time wearing of brand new stiff racing boots – wish I had stuck with my well worn fireman's boots). Anyway gave Chad chance to catch up with me and pass while I was trying to find a gear on turn 1 on about lap 4. Fortunately was able to pass him again going into turn 3 and stayed ahead until race got red flagged at end of lap 5 so was declared the winner of the Saturday race. I got past several of the Formula 250's and stayed ahead of some of the Super Mono's, however, have to admit not in the same league as the faster riders in both of these classes. The rider who caused the red flag was the competitor who I had feared most – Alex Sohn. He had a nasty high-side in turn 4 while surprisingly way back in 4th position. Although carted off in the field ambulance he suffered only bruises.

Sunday's race saw the grid positions reversed with Super Mono's being gridded in front of us Production guys. We were gridded a couple of rows behind the Super Mono last row.

Again got a good start beating several of the Super Mono guys into the first corner and proceeded to build-up a good lead in my class, but then my bike seemed to lose some power about halfway through the race – wouldn't pull 5th gear coming out of the esses on the back part of the track. Much to my disappointment, Chad gradually caught up with me and quite easily passed me on the front straight which I'm pretty certain he couldn't have done had my bike been performing properly. This time there was no catching him and he ended-up with a sizable lead on me at the end of the 8 lap race. We both lapped a couple of guys in our own class and finished ahead of quite a few Super Mono and Formula 250 guys with only the first couple of finishers in the Formula 250, three in the Super Mono and the rest of the Production guys being on the same lap as us so quite pleased overall.

There was, of course, some very exciting racing in the other classes. One of the best being the Premier class which involved a 4-way battle at the front in both Saturday and Sunday races between Pat Mooney on a

Manx, my hero Tim Joyce on another Manx, English visitor Cronshaw on an ABSAF Goldie and Dave Roper on another Manx. Another potential contender, Jeff Ehlings from California on an 8 valve Patton, surprisingly trailed the front runners considering the reputation of both bike and rider (they normally win out West). Pat Mooney won the Saturday race after it being curtailed by a nasty looking accident caused by Mooney clipping a lapped rider that resulted in the race being red flagged halfway through. Fortunately, the rider who came off didn't suffer serious injuries. The Sunday race ran the full distance with Tim Joyce leading from start to finish with Dave Roper coming through to finish second ahead of Mooney and Cronshaw.

Another race that held my interest on Saturday, had a Rob North Triumph engine, a pushrod triple from California, winning the Formula 750 class and also the race overall beating much larger capacity DOHC Japanese machines. That was great to watch. Incidentally, icon Rob North was there in person. My hero Tim Joyce won the Sunday Formula 750 race on his very fast Triumph T140 twin with the Rob North Triple dropping back with mechanical problems. Unfortunately I wasn't able to watch this race because of trying to find out about Dwaine Williams at the time.

As for the rest of the weekend didn't have much time to wander around the swap meet or even visit the museum, but I have been through it before. Paul Kopyar paid me a visit in the paddock (thanks Paul) but I wasn't able to track down Luis Llano or Kevin Giles. Did have a nice visit with Gene Cameron (of New Ulm Rally field event fame) and his wife. Also had a very nice Saturday dinner with my mentors Tom Sharp, Marino (of MAP), Terry Pernia (Marino's brother), and my hero Tim Joyce.

Unfortunately the event finished on a very tragic note with Dwaine Williams (well known Florida rider) suffering a horrendous crash into the Armco barrier on one of the fastest parts of the track during the 11th race on Sunday. Fortunately death must have been instantaneous considering the nature of the accident. What made it worse for me is that I knew him well from when he and I had lived both in Lakeland, Florida. Also that he left behind an autistic daughter who was with him at the track – very sad!

All in all was an enjoyable weekend until the tragedy late Sunday afternoon.

As for the season: ended-up with 5 firsts, 3 seconds and 2 DNF's out of 10 races that I competed in.

Malcom

Lone Star Motorcycle Museum



Lone Star Vintage Racing Team

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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

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

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c/o Gale Gorman
742 Sue Barnett Dr.
Houston, TX 77018



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