



# 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

Hello everyone, another month gone by and the year is well over half gone, doesn't seem possible. I can't believe how quickly the last year and a half have flown by and I'm rapidly winding down my two year term. During this year I've talked to people about getting individuals in place for club officer positions for 2007 thru 2008. I'm happy to say we have volunteers ready to step up in all but one spot, the Treasurer. While there are persons already committed for the other spot's that certainly doesn't mean they are already elected, and for anyone interested in helping the club by running for an officer's position, I would love to hear from you and add you to the list. I'll admit I was apprehensive about becoming President a couple of years ago, but I had nothing to worry about due to the way everyone helps out in this club. It has turned out to be a great experience I would certainly recommend to anyone, it is very worthwhile and hardly a great burden.

This time of year things seem to slow down a bit due to the heat, but I'm sure some of the group are doing some riding. I know a few of you are probably headed to Mid Ohio as I write this, wish I was coming along. Some might even be getting geared up for Sturgis or some of the other Rally's scheduled this month around the State and Country. If you go to any, please let us know how they went and share a few pictures with Dan, Gale, or Jack for the newsletter and website. I've managed a few short rides lately, although I have to admit the fun factor has been limited due to the heat. I rode the Norton to work the other day for "Ride Your Bike to Work" day, it is still a hoot to get out on those vintage British bikes and see everyone checking you out, that and the fact that it's just plain fun explains much of their appeal.

I'm beginning to anticipate the arrival of Fall and the fun times we have at all the usual events. I'm personally going to put forth an effort to attend the Harvest Classic this year, judging from reports from those of you who attended last year, sounds like a fun and worthwhile event. Then there's the NTNOA Lake 'O the Pines Rally, a perennial favorite, and our own Bandera Weekend, so things are looking up.

Lastly, I'll be vacationing next week so Jerry will take over to conduct the August meeting. Please try to attend as he will be finalizing the list of charities the club will donate to for 2006. If you haven't already suggested a favorite charity for vote, time is running out. Contact Karl Moody at [karlmoody@hotmail.com](mailto:karlmoody@hotmail.com) or Ron Marek at 713-271-5227 if you have a charity for consideration. Voting will take place at the September meeting, so plan on being there as your input is very important.

See you all after vacation

STEVE

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## July Meeting – July 5<sup>th</sup>, 2006

The meeting was called to order by Malcolm Dixon, then opened by Steve welcoming the ladies in attendance, Les's Lady – Carol, Rosalyn Myers, Soon Moody, Gaye Farr and Jean Rosnagle (Mothers against Cancer). Guests in attendance were Lyle Wagner – 1977 Bonnie, Richard Hutchins (previous member from years gone by) and Al Jerrel.

### Old Business

NEWSLETTER – Thanks Dan Farr and Gale Gorman for another great newsletter. Thanks for contributions: Bill Bath: Stories about Burt Munro; John Martin – Photo of his Mate from UK in the 70's; Dan Far – Reminder and explanation of "Ride Your Bike to Work Day"

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.

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 OVER DUE!!! Please renew your membership as soon as possible. Dan has compiled the 2006 BMOA Roster and has distributed it via email to club members. If you joined and are not on the roster, please let us know. If you need a hard copy (snail mail) let Steve or Gale know. You must be a 2006 paid member for charity contribution recommendations to be considered.

TREASURER'S REPORT – John Kish reported we have approx. \$13,000 on deposit. Motions were brought up and passed to retain \$8000 in treasury and disburse remainder to charity.

CHARITABLE CONTRIBUTIONS – 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 September. Anyone interested in a particular charity should plan on attending the August meeting to vote. Contact Karl Moody [karlmoody@hotmail.com](mailto:karlmoody@hotmail.com) Cell phone # 713-471-0894 or Ron Mareck (713) 271-5227

Gaye Farr and Jean Rosenagle gave a presentation explaining Mothers against Cancer. The group was receptive and added them to the list to be voted on during September meeting. Sam Romeo asked for the Shriners to be added to the list.

Vote for charity(s) scheduled for September instead of August.

**INDIVIDUAL RIDE (not BMOA sponsored) – none**

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

**SEARGENT AT ARMS** - Les Means has volunteered to take the Sgt. At Arms position for the next administration

**ROUNDTABLE** - John Martin and Paul Kopyar are having 36 new club caps made, should be ready soon. Mentioned the Viet Nam Memorial "Moving Wall" will be at Brookside Cemetery this weekend. Al Jerrel brought along fliers for vintage flat track racing at Huffman and Baytown

After the meeting we all went out to admire David "Twitchy" Porter's brand new Triumph Rocket III, gone in trade are his venerable Thunderbird and his "not my style" Trophy. Lookin' good David

**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 –AUGUST 2<sup>nd</sup>**



## August Meeting – 1st Wednesday (8/2/06)

20  
06

# 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)

### August:

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

### September:

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

### October:

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

### November:

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

### 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

**You'll know she loves you if she offers to let you ride her bike.**

**As the owner of an Italian vehicle (insert British for this newsletter except for Ducati and Guzzi owners)**, you have undoubtedly found that, from time to time, the thing defies all known laws of Physics. Distinguished researchers from all over the world have spent entire lives trying to understand such phenomena. Recently, the Six Laws of Italian Sports Cars were discovered, thus reducing most owners' dependency on sorcerers and prayer to keep such cars running. Careless application of these laws to any individual vehicle may fix the problems of the moment, but cause hives or allergies in said owners.

1) THE LAW OF PLEASING DESIGN WHERE IT REALLY DOESN'T MATTER

"The inside of cam covers or other relatively innocuous areas, shall be laced with buttresses, cross-bracing and all manner of esoteric stiffness-with-lightness design, while something like connecting rods shall self-destruct at redline plus 1 rpm due to a basic lack of strength." An example of this Law is the stunningly beautiful Lamborghini or Ferrari V12s of the late 1960s. They were famous for wearing out all four camshafts in 10,000 miles or less. The cam's metal appeared to be recycled coathangers, which coincidentally are still in short supply in Italy.

2) THE LAW OF NON-FUNCTIONAL APPARATUS

"All Italian Sports Cars, regardless of age, shall have at least one system or component which does not work, and cannot be repaired. Such a part shall never be mentioned in the Official Shop Manual, although there may be an out-of-focus picture shown." It goes without saying that such parts should never under any circumstances be removed, lest the natural balance of the car be upset.

3) THE LAW OF ELECTRICAL CHAOS

"All Italian Sports Cars shall be wired at the Factory by a cross-eyed, colour-blind worker, using whatever supplies are within reach. All wires shall change colour-code at least once between energy source and component. All grounds shall be partially insulated." This tends to guarantee that the owner of such vehicles will eventually be intimately familiar with its electrical system, since he will need to trace out each wire, then rewrite his Official Schematic, which will differ from all others in at least one area.

4) THE LAW OF PERSONAL ABUSE

"The more an Italian car breaks down, the more endearing it becomes to its increasingly irrational owner." For example, you purchase an Italian Sports car, for all the money you ever hoped to earn, and receive a ticket for air pollution on the way home from the dealer due to the vast clouds of smoke that follow you. Several return trips to said dealer, accompanied by your rapidly dwindling cash reserves, cures the smoking. But now, the engine sounds like a food processor full of ball-bearings. After replacing every component in the car, including the radio speakers, the noise vanishes and is replaced by an odour reminiscent of a major fire in a goat-hair mattress factory. You still keep trying, God help you.

5) THE LAW OF UNAVAILABLE PARTS

"All parts of an Italian sports car shall be made of a material that is available in inverse proportion to its operating half-life." Thus, the speedometer hold-down screws are made of grade 8 cold rolled steel, while the valves are of fabricated Unobtanium, made only at midnight by an old man with a pointy hat covered with moons and stars. Such parts will be backordered during the design phase of the car, and will remain so forever. Bribes, pleading and threats will be ignored.

6) THE LAW OF CRYPTIC INSTRUCTIONS

"Any official publications dealing with repair, maintenance or operations of an Italian sports car shall be written such that every fourth word is incomprehensible to the average owner. In the event that a random sentence is understandable, the information contained therein shall be wrong." This is also known as flat-tyre English, where a sentence flows along nicely, then - Kaboom!

(taken from a post located here  
<http://www.pitpass.com/forum/viewtopic.php?t=2090>)

## Motorcycle Wisdom:

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

**Don't do it and she'll love you even more.**



Greetings from Korea,

The newsletter is a bit short of British Motorcycling Information this month but then again so is Korea. As you know I am in Korea on a job assignment and while the area is beautiful and roads are twisty the style of motorbikes and medical assistance leave me on four wheels. I have found a few bike shops however. The local Daelim dealer is the most upscale. The picture above shows a Goldwing (I have also seen a BMW LT) so you can find big bikes anywhere. The Korean three wheeler design was interesting as are the various scooters and converted bicycles. On the weekends there are a few rice rocket racers on the road, mainly going fast on 125cc however a few 600cc – 1000cc sport bikes have appeared but rare. The most artful machines are Vespa looking scooters fitted out as dresser Harleys. So far the weather has remained cool but rainy, not hot like Houston, but hot is on the way as soon as the rain stops.

Goodbye for now,

Dan Farr – BMOA Secretary / Editor



## **Burt Munro: The Rider!** By Bill Bath

Burt Munro was not just a heck of a good mechanic; he was also an extremely skilled rider. His first motorcycle was a 1913 Clyno. This English made bike had a 750cc, V-twin engine that made about 6 horsepower. One unusual feature was that it came with a factory sidecar welded directly to the frame. Of course, Burt didn't want the sidecar so he cut it off with a hacksaw and sold it for 10 bucks. It may have been 10 pounds sterling or 10 Australian Dollars, but in any case Burt got rid of it as soon as he could. At this point Burt was just learning to ride so he evidently didn't know that a proper gentleman does not ride his bike while standing up on the seat! The story goes that he was riding home with another guy who was riding a New Imperial. The New Imp had developed a misfire so Burt had plenty of time to practice his stunts while the Imperial caught up. At one point the guy on the New Imperial came around a bend in time to see Burt standing on the seat of Clyno with his arms straight out from his side while the bike rolled downhill in neutral. When the other guy caught up with Burt and spoke to him, Burt lost his concentration and fell off the bike. The riderless bike kept on rolling for a ways before it fell over in the bushes. Burt was not so lucky. He hit his head when he fell off and knocked himself out cold, but after a few hours he woke up and rode home. This was apparently the end of Burt's stunt rider phase and he began racing.

Burt managed to make a good deal buying a 500cc Velloccette so he had two bikes to race. In addition to building his own overhead valve head for the Velo he also fitted a bigger carburetor. No one is sure what this carb came off of but it was big and Burt always referred to it as the "Wadonga!" In any case, he actually got this Velo up to 138 mph but it was not without incident. At one point during the development of this bike he broke the front down tube on the frame while traveling at about 120 mph. The broken frame tube must have made it a frightening experience but Burt managed to ride it to a stop. The broken down tube was actually Burt's fault because in his fanatic quest to reduce the bike's weight as much as possible, he had sanded down the frame tubes to reduce their weight. By the way, there is an excellent example of how much he was able to lower the weight of that bike in the 1971 documentary video that is a part of the extra features on TWFI DVD. In the documentary, Burt rides the Velo until the engine locks up and he needs to turn it around to take it home, so while straddling the bike, he simply lifts the bike up between his legs and turns around. I've never seen anyone pull that trick before.

Burt's development of the streamliner body for the Indian Scout didn't go as well as he had hoped. He spent 5 years patiently hammering out the first aluminum shell but the aerodynamics were wrong and he could not hold the bike on a straight line. Undaunted, Burt proceeded to lay fiberglass over the aluminum shell to make the new body. Then he gradually changed the fiberglass shape until he got it right. The Indian was now really fast but it was a bear to ride. With limited fork lock and no way to shift his weight inside the body, Burt had to rely on his skill with the throttle to get it going. This was no easy task either because with the huge countershaft sprocket needed to go 200 mph, he had to slip the clutch until the bike was up to about 50 mph. At 145 mph he would move the hand operated shift lever into top (3<sup>rd</sup>) gear and wind on the throttle. At the 1960 Canterbury Speed Trials he was going at something over 150 mph when the main shaft in the transmission broke and the engine locked up. However, after years riding (and countless blowups), Burt was really quick to pull in the clutch, but not before the bike went into a sickening 500 ft. sideways skid. Once again Burt's riding skills saved him and he rode that bike to a stop, too.

Burt's American friends were good riders too. His best friend was Marty Dickerson. Marty made a name for himself as a traveling advertisement for Vincent Motorcycles. When he bought his Vincent, he could barely afford to pay for it so he made a deal with the bike shop to ride around the Western U.S. to drum up interest in Vincent. He mainly did this by street racing every hot shot he could find until he got hooked on Bonneville and converted his Vincent to a speed record bike. Marty missed his chance to be in the record books with a 177 mph run on an unfaired, supercharged Vincent in 1955 because the guys in charge of the records claimed that there wasn't an official class for unfaired, supercharged bikes.

At Bonneville in 1962 Burt got the Indian up to almost 180 mph before one of his homemade pistons melted and locked the engine. Burt managed to pull in the clutch and ride this one down too but he never gave up. He talked his way into the use of some machine shop tools and had the bike back together and running in 48 hours. On another occasion, he was racing across the salt flat out when a mysterious black substance started coating his goggles. He held the throttle wide open until he couldn't see the black line so he shut it down and coasted to a stop in near blindness. Rollie Free theorized that the black substance came from deteriorated cork gasket material that he saw floating in the Indian's gas tank. Personally, I think it might have been rubber or shoe polish coming off the front tire but in any case Burt would not let that stop him. So when it came time for him to make his return run, he got on that bike and did the same thing again. Riding flat out until he was blind and the coasting to a stop in the dark!



**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](mailto:chris@re-fresh.com)

# Lone Star Motorcycle Museum



**Lone Star Vintage Racing Team**

36517 Hwy 187 N. • Vanderpool, TX 78885

**Allan and Debbie Johncock**

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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	Secretary / Editor:	Dan Farr	(281) 359-4107
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Treasurer:	John Kish	(281) 851-1808	Webmaster:	Jack Updyke	(713) 681-1871
Ride Coordinator:	David Porter	(281) 479-0871			

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Membership is open to anyone who has an interest in British Motorcycles. Annual dues are \$20

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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