



# B.M.O.A.

British Motorcycle Owners Association  
of Houston, Texas

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### Ride Coordinator

Need a volunteer

## Website

<http://www.bmoaonline.com>

## Chartered Club



## Kick Start

 by Jerry Caves, President

Summer is almost over and we have seen some exceptional weather this year. Except for the rain, it was generally pretty comfortable riding weather.

At our next meeting we have some decisions to make about changes to the New Ulm Rally, adding a couple new Field Events, streamlining a few things with the Bike Show, increase advertising for the Rally and Charity donations. There have also been some other suggestions made that will help make our jobs a little easier.

The month of October is a busy month for the motorcyclist in us all. For those who can participate there will be the North Texas Norton Owners Association's Rally, then Harvest Classic Rally and Ride to the Races all in a 30 day time frame.

For those who are not planning to attend the Harvest Classic Rally, our Club has been invited to attend and participate in the 18<sup>th</sup> Annual Houston British Motor Expo at Traders Village on Saturday, October 20<sup>th</sup>. Traders Village is located at 7979 N. Eldridge, just off Hwy 290, south of FM 1960. Dr. Mike Woodward is having a British Motorcycle Show along with a restored and vintage British car show. This will be great fun for all who want to attend the event and or place their bike in the show. I will be handing out registration forms with all the information about the car/bike show at our Club meeting this Wednesday, or you can go on line at [www.houstonmgcarclub.org](http://www.houstonmgcarclub.org) for more information.

The Club is getting invited to all sorts of things with discounts. Kirk Holland with Cycle World has contacted the BMOA to attend their annual International Motorcycle Show at Reliant Stadium on November 2-4<sup>th</sup>. I have been given discount coupons and free gift redemption cards for Club members who want to attend. It's a great opportunity to check out all the manufacturers' new models and gear. I'll hand out the discount coupon cards Wednesday night at the meeting.

See you all at the September 5<sup>th</sup> meeting.

Ride safe and as often as you can.

Jerry

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## **August Meeting – August 1st, 2007**

Meeting was called to order by the Sergeant at Arms, Les Means and opened by the President, Jerry Caves, at 7:35.

We had five guests and three of those joined after we adjourned.

### **Old Business**

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

**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 1<sup>st</sup>. 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** – Danny Hall presented our financial report for the New Ulm Rally.

**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](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.

We adjourned at 7:50.

**ATTENDANCE** – 33

**NEXT MEETING** – September 5, 2007



## September Meeting – 1st Wednesday (9/5/07)

### 2007 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)

<b>September</b>	<b>5<sup>th</sup></b>	<b>BMOA Monthly meeting</b>
<b>October</b>	<b>3<sup>rd</sup></b>	<b>BMOA Monthly meeting</b>
	<b>5<sup>th</sup> – 7<sup>th</sup></b>	<b>NTNOA Lake 'o the Pines Rally</b>
	<b>12<sup>th</sup> – 14<sup>th</sup></b>	<b>BMOA Bandera Weekend</b>
	<b>19<sup>th</sup> – 20<sup>th</sup></b>	<b>Harvest Classic Rally – Luckenbach</b>
<b>November</b>	<b>7<sup>th</sup></b>	<b>BMOA Monthly meeting</b>
	<b>24<sup>th</sup></b>	<b>British USA Annual Open House</b>
<b>December</b>	<b>5<sup>th</sup></b>	<b>BMOA Monthly meeting</b>

Other picnics and rides scheduled as interest and weather permits.

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

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

#### PLEASE NOTE:

We have more than a few members with a Houston.rr.com email address and this will be changing soon.

I have already changed my address to [gale\\_gorman@mac.com](mailto:gale_gorman@mac.com).

Please email your new address to me so I can keep you in the loop.

Thanks,

Gale

## Old Brits at Bonneville

By Bill Bath

Bonneville is the hottest and most surreal event I have ever attended. When you drive off the end of the paved road and onto the salt it's like leaving the world behind. Driving out to the pit area is like sailing a boat across a very calm lake. You have to follow some yellow cones (channel markers?) to give you some idea of the correct direction. The salt is so flat that I swear you can see the curvature of the earth when you look at the horizon. You spend a lot of time looking at the horizon because the spectators are kept well back from the two courses. Even with field glasses, a racing motorcycle on the short course (farthest from the spectator area) is just a dot on the horizon as it speeds across the salt. The horizon takes on a new meaning at Bonneville. If you are near the pits, you can't see the starting line because it is over the horizon. When you stand at the starting line a fast car or bike is over the horizon and out of sight in less than 10 seconds. Still it's a soul stirring experience to hear a big V8 engine, wound up as tight as it will go, screaming across the salt. And then to see the car go by, faster than a jet plane taking off.

I spent the better part of two days hanging out on the salt and I am happy to report that there are still some guys racing old British bikes. My old Z-Club buddy and I learned that Bonneville is made up of every kind of folks. There are big budget teams, low budget teams, and no budget teams. We met Max and Craig, a father and son team from Indiana, racing a 250 BSA (B4885) that they bought on eBay just to race at Bonneville. They didn't set a record but they did have a personal best of just over 79 mph. We met the rider of a Detroit area club-sponsored Triumph twin with a Westlake head and a supercharger (B732). That bike topped 114 mph on its only timed run. One of my favorite bikes was an old BSA 500 single (B599) with a big turbo sticking out from under the tank. I'm not sure what year it was but it had girder forks and the guy said it had "all the extras." That bike did set a class record at 66.593 mph. Another bike I really liked but failed to get the number of was a Triumph twin with a beautiful set of external head bolts. The rider said it had about 12:1 compression but when he shot the nitrous to it, the pressure really went up a lot! The little 500cc Westlake engine bike (B1276) also set a record at 99.328 mph, as did the beautiful Elgin-Moody Tiger Cub (B948) at 78.668 mph. You can see a list of all the runs and records at [www.scta-bni.org](http://www.scta-bni.org). By the way, if you scroll down in the motorcycle records to 1000cc Class S-F you will see that Bert Munroe's record from 1967 still stands.

Everyone who goes to Bonneville has to have a lot of patience and endurance. It's about 90 degrees at 8 o'clock in the morning and 107 in the afternoon. The racers have to get in line and wait a long time for their turn to run. By 9 AM, the line was half a mile long and the wait was 4 or 5 hours. I was impressed by the officials at the starting line. They wear all white pants, long sleeve shirts and hats. They stand at the starting line all day listening to the 2-way radio to be sure the course is clear before they let anyone start. As each rider or driver gets up to the starting line the official gets right up in their face, looks them carefully in the eye, and asks them how they are feeling, do they need any water, are they running the short course or the long course. This little talk is really important because after waiting for 5 hours in the hot sun it's easy to get dehydrated and disoriented. This is especially important to the bikers because as the guy on the blown Triumph told us, riding the salt this year is like racing on snow. Another guy told us that his family never understood why he kept coming back to Bonneville. Then they watched "The World's Fastest Indian" and now they understand. That guy helped me understand the biggest tuning problem at Bonneville. He lives in California near sea level. Bonneville is at 5800 feet, 107 degrees, and 15% humidity. It takes 6 hours to get a run so that you can check the plugs and make a jet change. That is if you don't blow up the engine in the process.

Most of the cars and bikes were driven and crewed by old gray haired guys. The big exception was the fuel cell powered Buckeye Bullet. The crew on that car looked like the Geek Squad. If you have ever wondered why you seldom see a Studebaker Hawk anymore it's because they are all at Bonneville. I bet we saw 20. My favorite non-motorcycle entry was a Freightliner truck with a 4,000 hp diesel engine from a tug boat! That truck has topped 228 mph so it shows that if you have enough horsepower you don't need any streamlining.

At the other end of the spectrum, we saw the smallest motorcycle streamliner at the event. It had a 250cc water cooled engine and the rider (driver?) had to lay face down and head first in a little body that was about 2 feet tall. That little streamliner topped 170 mph but it failed to beat the record set by Don Vesco in 1972. If you want to see pictures of these machines and about 160 other pictures of the event check out my web album at <http://picasaweb.google.com/MarthaBath/Bonneville2007?authkey=8mGCEkUVGYM>







Our thanks to Bill Bath for these pictures.

# BMOA RIDE TO THE RACES

TEXAS WORLD SPEEDWAY IN COLLEGE  
STATION  
SUNDAY Oct. 28

LEAVES CY-FAIR HIGH SCHOOL PARKING LOT  
10 AM

(TELGE RD EXIT ON 290)

The Parade LAP IS AT 11 Don't be late

SEE YOU THERE

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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

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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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President: Jerry Caves (281) 852-2710  
Vice President: Dan Farr (281) 359-4107  
Treasurer: Danny Hall (  
Ride Coordinator:

Secretary / Editor: Gale Gorman (713) 870-0282  
Sergeant-at-Arms: Les Means (713) 305-0335  
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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