



# 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

Greetings to everyone, I hope that what has passed for winter in this part of Texas is going great for everyone. I started the New Year off on January 1<sup>st</sup> with a Nice Ride on the Norton on a beautiful day approaching eighty degrees (are you sure it's January?). That's one of the greatest things about living in south Texas, the twelve month riding year. The only problem is finding a good time to do maintenance. I've personally needed to replace the head gasket on the Commando to cure the small oil leakage around the front for some time, but I'd rather ride it. I'm pretty sure, knowing you all, you've also been taking advantage of the unseasonable January to get out and exercise those great old and new bikes.

With us already one month into the New Year, we've had our first Rallye Committee meeting and Jeff has the ball rolling nicely, the way time is flying, that time will be here before we blink twice, not to mention Concan and the spring picnic at the Hall's in Fayetteville. If you haven't made reservations for the spring events, now's the time, see the website calendar for details on these and other upcoming events. And speaking of the New Year, if you haven't already done so, it's time to renew your dues, at Twenty Dollars, it's quite a bargain.

I'll be working throughout the year on establishing the slate of Officers for 2007, and I'm happy to say that one of the most important positions is already spoken for. As you know Dan Farr has given notice that he will be passing the newsletter on after four years of Brilliant work. At the January meeting I was excited to learn that Gale Gorman has volunteered to step up and do the newsletter, thanks Gale. That will leave perhaps the most important and time consuming job of Treasurer still open for 2007. John Kish has handled this Job most recently and will finish his term this year. We all know how important it is to maintain our financial affairs and file our tax returns, many thanks to John for his efforts with these tasks this year and last. I'll be appealing to the membership for someone with the willingness and ability to step up and help us with the treasury.

Be safe; see you at the February meeting, Wednesday the 1<sup>st</sup>

STEVE

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## January Meeting – January 4th, 2006 (#1 UT vs USC in Rose Bowl)

The meeting was opened by Steve welcoming guest George Houghton (a friend of Frosty's) and new member Johnny Roberts who is a proud owner of a Triumph Thruxton.

### Old Business

Ad Hoc Ride – David Porter reported there is no ride planned for January.

NEWSLETTER – thanks to Dan Farr for a great newsletter. Dan needs help with contributions to keep the newsletter interesting and informative. Please consider sending in articles and photos to help make his job easier.

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

TREASURER'S REPORT – the club has more money in the bank than any previous time in the history of the club. As such we may have to pay taxes so we need recommendations to spend or donate money.

NEW CLUB SHIRTS – Paul Kopyar and Steve Brown ordered new shirts including Black ones. They are available for \$12.

JANUARY INDIVIDUAL RIDE (not BMOA sponsored) – NONE PLANNED

POKER RUN issue – as a result of recent "leagality questions" regarding Poker Run, BMOA will now only sponsor "Fun Runs". Further discussion is planned at the Jan. 18th New Ulm planning meeting at Hickory Hollow, 7:00 PM.

Track season starts in April. April 23 is ride to the races.

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 – February 1<sup>st</sup>

## 2006 dues are now due!!!



# 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 8:00 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)

### February:

1st - **BMOA Meeting**

### March:

1st - **BMOA Meeting**  
5<sup>th</sup> - Monthly Ad Hoc Ride (pre ride New Ulm Poker Run)  
3<sup>rd</sup>-12<sup>th</sup> - Daytona Bike Week, Daytona Beach, FL ([www.officialbikeweek.com](http://www.officialbikeweek.com))  
25<sup>th</sup> - **BMOA Spring Picnic**

### April:

5<sup>th</sup> - **BMOA Meeting**  
7<sup>th</sup> - Monthly Ad Hoc Ride (to Concan)  
7<sup>th</sup>-9<sup>th</sup> - **BMOA Concan Weekend @ Neal's Lodges**  
23<sup>rd</sup> - **BMOA Spring Ride to the Races** in College Station, TX  
tba - SABEMA Swap Meet in San Antonio (to be announced)

### May:

3<sup>rd</sup> - **BMOA Meeting**  
7<sup>th</sup> - Monthly Ad Hoc Ride (to be announced)  
19<sup>th</sup> – 21<sup>st</sup> - **BMOA 21<sup>st</sup> Annual New Ulm Rallye**

### June:

7<sup>th</sup> - **BMOA Meeting**  
4<sup>th</sup> - Monthly Ad Hoc Ride (to Ski Shores Roadrunner's Rallye)  
4<sup>th</sup> - Austin Roadrunners Rallye, Austin, TX ([www.gearhead.home.texas.net](http://www.gearhead.home.texas.net))

### July:

5<sup>th</sup> - **BMOA Meeting**  
9<sup>th</sup> - Monthly Ad Hoc Ride (Old Car Museums?)  
19<sup>th</sup> - 2006 National Ride to Work Day ([www.ridetowork.org](http://www.ridetowork.org))  
28<sup>th</sup> – 30<sup>th</sup> - AMA Vintage Motorcycle Days, Mid-Ohio ([www.midohio.org](http://www.midohio.org))

### August:

2<sup>nd</sup> - **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)  
tba - 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.**

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**Motorcycle Wisdom:**

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

**If she changes her oil more than she changes her mind-follow her.**

## **2006 NEW ULM PREPERATIONS.**

Well the time has arrived to prepare for our 2006 New Ulm Rally. An informal meeting for committee members and all interested people was held at Hickory Hollow Wednesday 18<sup>th</sup> January. There was a light turnout but all items were discussed and seem to be progressing. As expected there is need to tightly up some items, including the bike show as Jerry Caves and Jim McGill who have coordinated this event may have work conflicts and not make the rallye.

There are always positions available for volunteers and we could always use assistance from all that could help, I am so appreciative of all the members that simply turn up on the day and lend a hand and all the volunteers that spend so much of their spare time to make this rally such a success. Please contact me or Steve Brown if you have any suggestions as we are always open to improvements.

Jeff Dancey.

## **2006 Las Vegas Auction** by Dan Farr

Combine a first time visit to Las Vegas with a first time attendance at the Mid-America Motorcycle Auction and you have the makings of a great weekend. The motorcycles at the auction were for the most part high quality machines and the selling prices reflected near top dollar with only a few exceptions. This is not to say some good deals were not had you just needed to do your homework and know the value of what you were bidding on. Pristine Norton Commando's \$6,000. What do you want to invest in? – pre '70 Triumphs \$5,600 to \$19,000. Imagine how I felt when a prestine '70 Triumph T120 TR6 (Tiger) sold for \$12,000. I recently sold a similar bike to a BMOA member for a little over 1/3 of that price and was okay with that. Shows what I know or that the buyer was very savvy or a bit of both. My biggest surprise was the sale price of BSA B44 Victor Specials for \$9,100 and another sold for \$7,600. Both of these were perfect examples of a not so great machine. Feel goods for me was seeing a concours Ariel Square 4 sell for \$25,000 and a Rudge Ulster for \$17,500. How about 1969 Honda 750 K0 selling for \$12,000. What was the highest priced bike? A Vincent "B" Black Shadow for \$64,000. What fetched the highest price? A Steve McQueen Husky with some Steve McQueen furniture selling as a package for \$70,000. What was the biggest surprise? A 1952 doodle bug (a mini-bike with a Briggs & Stratton engine) selling for \$3,500. What seemed to be a good buy? A Laverda SF750 for \$3,700 and a new 1978 Harley XLCR for \$13,000.

Reflecting upon these prices indicates to me that the "baby boomers" are buying what they always wanted. Those who are unable to restore machines themselves are paying what it takes to own what they want. In many cases the "perfect" machines will become decorations and are being bought as "works of art" for a home or office. In some cases they are investments as the machines are not replaceable and there are only a few examples remaining. Prices are escalating as the number of "baby boomers" with disposable income increases. Perhaps this explains the price obtained for a marginal dirt bike (B44) that we used to regularly thrash and trash fetching high dollars.

All this said, what do I know? The auction was well attended and a lot of people were having a lot of fun. There were some serious sellers and serious buyers but then again there were a lot of us looking for machines that are not readily available and willing to buy if the urge was strong. Did I buy anything? No, my wife Gaye held my hand during the auction (not really). I thought about bidding on a Velocette but before I raised my hand the price was above my self imposed limit. I did learn where to sell Classic and Antique bikes, had a great time in Vegas and Gaye won \$60. A good weekend and recommend to those that have some interest. You can warm up by attending the Mid America Motorcycle Auction in Arlington, TX this coming September 23rd.

Next Meeting: Wednesday, February 1<sup>st</sup> at Hickory Hollow, 8:00 PM





## February Meeting – 1st Wednesday (2/1/06)



## Motorcycle Wisdom:

From the book:

"Sit Down, Shut Up & Hang On!"

Written by Penny Powers and Chuck Hays

**Catching a June bug or yellowjacket in your goggles or honeybee down your shirt @ 70 mph can double your vocabulary.**

## From Shenstone to Houston with a Norton Classic Rotary (in 15 short years) by Un-named

When "Norton" went through one of its many resurrections, this one at the hands of Mr Philippe Le Roux in 1987 under the name of The Norton Villiers Triumph Group, shortly to become Norton Motors Ltd., it looked like a sound investment opportunity and many enthusiasts like myself parted with significant savings to help the legend be reborn. Those who bought a certain number of shares, equivalent to about \$3,000, were entered on a shortlist for the limited edition (100 units only) rotary Classic, Norton's first rotary model to be offered to the public. A number of similarly air-cooled engined machines had already been produced for Police forces around the country since the early '80s (which I had seen and **wanted**).

It took the new Norton company about one year to start production of the Classic and when the lottery finally came round, guess what? I was stuck on a stacked North Sea jack-up rig for a whole month, virtually incommunicado. Not to fear, on arrival ashore, one call to the factory in Shenstone near Birmingham secured me one of the last remaining machines. The fact that it was only No.23 was because an earlier punter, fortunately for me, had backed out. Now, you might ask, did the purchase of those shares go towards the payment for the bike? No way! So another \$10,000 had to be forked out for the prized possession. In hindsight, the smart thing to do would have been to cash in sufficient of the shares which were still in their blooming honeymoon period and everything was looking comfortably rosy. My records show that they rose over five-fold in that period. Even back then I remember saying that either the company would do well, the shares appreciate and the bike, in time, become just another second hand machine, or that the company would crash and the bike become a collector's item. OK, so we are definitely now following the latter scenario, and I might just be able to break even one day. Collectibles are certainly long term investments and keeping one certainly gives one a better appreciation of the sometimes seemingly high value of such desirable objects.

On 23 August 1988 Louise and I took the train (well, four actually) to Shenstone near Birmingham, had a quick test drive, paid the money and proudly drove the beauty home to our cottage home in Wales, first impressions being as positive that day as they have always remained. Over the coming years we made some quite adventurous trips, twice to the South of France to watch the Bol d'Or, a 24 hour endurance motorcycle race at the Paul Ricard circuit in Provence and, while the racing machines were sweeping the board in the British Superbike series in the hands of Steve Spray and Trevor Nation, I followed them around every short circuit in the UK. Most of the 12,000 miles currently on the machine were made back then and usage has declined asymptotically to the shorter fun runs of today.

After 1988 we moved house a few times within the UK and the Classic dutifully followed but in 2001 came the big jump across the pond to Texas and that's when difficult questions had to be asked (selling was not an option). Our movers, Allied/Pickfords, immediately noted that this was not a US type-approved machine and refused to touch it as it could not legally be imported until 2011 and they would be liable for any "conversion costs" which, of course, was out of the question. No problem with the 1949 James Comet (except that its wheels, and any of our other possessions that had ever "touched the ground" had to be disinfected against Mad Cow Disease) and by June 2001 we were fully established in our own house near Magnolia, albeit sans Norton, just 2 ½ months after making the initial decision to move.

Meanwhile I wasn't letting the grass grow under my feet (or the Norton's tyres) and the bike wasn't suffering as it sat "vacuum packed" in Bill's garage across the road from where we used to live in Dorset. About a year after we left the UK Bill took the Classic up to Shenstone in his horsebox where Bob Haines et al, at the now Norton Rotary Engineering Ltd, offered to molybdenum coat the internal wearing faces of the engine which is supposed to make it good for 100,000 miles. On my instructions they did not reassemble the bike but arranged to ship it to Texas in two separate crates, engine first and cycle parts a few weeks later, both innocently described as used motorcycle parts. It was during the importation of these two crates that I first came across this insignificant one page form called HS-7 from the DoT. On this form you are given 12 choices under which to classify your vehicle (or parts) and surprise, surprise, for an un-homologated vehicle (or parts) less than 25 years old there is no valid box, so I just left it blank and the crates were delivered, no problem! More on this form later.

Being the devoted motorcyclist that I am I duly reassembled engine into frame at the earliest opportunity and gave the re-completed package its first airing in the USA at Concan in the Hill Country in the Spring of 2003 still on its British plates (I did however manage to acquire minimum liability insurance despite the bike's dubious US/TX legality at this stage). A trip to the Department of Public Safety (DPS) at Conroe in Montgomery County to get Texas license plates however drew a blank. Guess what they wanted? A certified copy of that insignificant form HS-7 from the US Customs, and my copy was blank. A quick call to US Customs resulted in their comment that the machine should not even be in the country, so I hastily put the phone down and wondered what to do next....

The path to legalising(?) an un-homologated grey import is tortuous and not without expense but these are things which an enthusiast just has to do. In the following steps of the process only the names have been changed to protect the innocent.....

There is a gentleman working for a title company in a nearby state who will privately work such wonders outside his day job. First it is necessary to generate a title in one of the handful of states which do not recognise the "25 year rule" so effectively you have to give the machine to a willing resident in such a state and who will then sell the machine back to you. I understand that this has been done for years with cars like VW Beetles made in Mexico which did not meet the EPA standards etc. Anyway, once you have your out-of-state title, plus a notarised bill of sale you can just take it all along to your local Texas DPS and bingo! I let Louise do this last stage because I just "knew too much" and might have blown it at the last fence. This was also the most painful part of the process since the nice people at the Department of Public Safety (DPS) wanted Texas State tax to be paid on the "purchase" price of the bike from that good out of state gentleman and I had "paid" the realistic figure of \$10,000. That meant an additional \$650. Ouch! Sometimes honesty hurts, but a few bucks always lubricates any difficult process.

Sounds easy now but as with all first time episodes it seemed to drag on forever. And what did all this cost I hear you cry? Well, airfreight for both the engine and frame was only marginally more expensive than sea, and they got here so much faster with less associated chance for damage and loss. All my paperwork is currently in storage while we move so I will just list the individual items which had to be paid for and I will add it all up one day (if there's interest):

Moly-coating engine, Preparation for export, Air freight for engine, Engine clearance charges, Air freight for cycle parts, Frame clearance charges, Inspection, Acquisition of initial US title, Transfer of title to Texas (including State sales tax)

A Norton rotary expert who lives here in the US advised that the probable value of this machine today is +/- \$17,000. When you look at the above costs for getting the machine here and "legalised" that does not seem an exorbitant figure when added to the original cost, the value of these machines remaining pretty constant over the years in the UK since original production.

And finally, what happened to Norton Motors Ltd? Mr Le Roux started dabbling in businesses which had absolutely nothing to do with the motorcycle industry, the company started going downhill fast and after a couple of rescue attempts by others the company was wound up and the shares became worthless.....

Norton Rotary Engineering continued to provide support to rotary owners from a shrunken Shenstone site for some years through the benevolence of one Mr Moore who won the money necessary to buy the operation from the National Lottery! Sadly Mr Moore died last year without a proper will and the whole business went to auction.

As you may have read recently Jo Seifert and colleagues bought the company at the auction and continues to provide support for rotaries and other classics while trying to resurrect the Norton name with a new machine called the Combat. Watch this space for more Norton updates.

I'm currently recovering from a New Year surprise, artery stent procedure and promise to be out on the roads with the Rotary again later this year, oh, and after we finish the new house.....





# 22nd Annual New Ulm British & European Motorcycle Rallye May 19<sup>th</sup>-21<sup>st</sup> 2006



- € Door Prizes
- € Field Events & Bike Show
- € Street Class judging by popular vote
- € Concours judging by guest professionals
- € Award for the **Longest Distance** ridden to the Rallye on a Vintage British Motorcycle
- € Fun Run (Formerly Poker Run)
- € Swap Meet (please bring your own tables)
- € Camping with showers on the grounds & Trailer Hook-ups
- € Huge Rallye area with a weatherproof pavilion
- € Saturday night **Bar-B-Q**

### Registration Fees:

Registrations Received Before May 1<sup>st</sup> Are Eligible for a Drawing for **\$50.00 CASH PRIZE!**



Singles - **\$30<sup>00</sup>** → Couples - **\$40<sup>00</sup>** (for the WEEKEND)

Day Pass - **\$10<sup>00</sup>** per Person (Saturday Only, No Camping)

RV Hook Ups - **\$35<sup>00</sup>** (for the Weekend)

(11 Hook-ups Available. Pre-registration required – first come, first served.)

Name _____	Adults _____	Children** _____
Address _____	Phone _____	
City _____	State _____	Zip _____
Motorcycle _____	Year _____	Model _____
Club Affiliations _____	AMA Member: [ ] Yes [ ] No	
[ ] RV Hook-up (state size) _____ E-mail Address: _____		

**EMERGENCY PHONE CONTACT NUMBER** \_\_\_\_\_

\*All participants must register by signing the AMA Event Waiver. \*\*Children (under the age of 18) must be accompanied by parent or legal guardian; or with a NOTARIZED LETTER from the parent or legal guardian permitting the accompanying adult to sign AMA Event waiver on child's behalf. No exceptions. Children under 5 are admitted free.

Please make checks payable to BMOA and remit to:

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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 8:00 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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Vice President:	Jerry Caves	(281) 852-2710	Sergeant-at-Arms:	Malcolm Dixon	(281) 293-9147
Treasurer:	John Kish	(281) 851-1808	Webmaster:	Jack Updyke	(713) 681-1871
Ride Coordinator:	David Porter	(281) 479-0871			

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**The BMOA meets the first Wednesday of each month at Hickory Hollow Bar-B-Que Restaurant, 101 Heights Blvd., Houston, TX at 8:00 PM.**

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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