

# Jan-Feb '02

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1

**A Newsletter  
for the Members  
of the  
San Diego Antique  
Motorcycle Club**

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## San Diego Antique Motorcycle Club Annual Christmas Dinner

© Mike Loper

We had a rousing good time at our Christmas party. On Saturday evening, December 15th, about 50 members and friends of the club met at the Automotive Museum in Balboa Park for our annual potluck dinner. While preparations were being made for the dinner, many members gathered at the main museum level to have drinks and chat with friends, or simply wander about by themselves relaxing, and looking at the exhibits. It's especially nice to be able to wander about and examine, close up, the

*(Continued on page 3)*

## **SDAMC BOARD OF DIRECTORS**

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# Monthly Meetings

Are held at

the *San Diego Automotive  
Museum* in Balboa

**Park on the second Monday of each  
month at 7:30 P.M.**

**Enter at door to North of main Museum  
Entrance.**

## **HERALD STAFF**

### **EDITOR-AT-LARGE:**

Joe Michaud  
(858) 278-0476

TRIUMPH@FDA.NET

### **EDITORS:**

Mike Loper  
mikeloper@home.com  
Jim Weseman  
jweseman@pacbell.net

### **Contributors:**

Each and every club member

## Herald Policies and Editorial Statement

The Herald vows to provide an interesting forum for all vintage, antique and classic motorcycle related information and will attempt to do so in a timely manner. Since we publish bi-monthly, please present any items for publication early enough for inclusion. We accept no responsibility for items furnished after a reasonable deadline.

As a volunteer staff, we expect other members to help by providing items from time to time. We have a large club membership base with a varied interest in all aspects of motorcycling and, as such, we feel that all members have stories of interest to the rest of the membership.

Let us hear from the garages, sheds and shops of the membership. This publication will remain a viable option only with the help and consideration of the entire membership. Our Editorial Phone and Email address is always available. Please lend a hand.

### **SDAMC ADDRESS:** **SDAMC**

**San Diego Automotive Museum  
2080 Pan American Plaza  
San Diego, CA 92101**

### **SDAMC CHARTER**

The San Diego Antique Motorcycle Club is a non-profit mutual benefit corporation organized and dedicated to the preservation of antique motorcycles, and in furtherance of such purposes, the sponsorship of antique motorcycle rides, exhibitions and related activities, and the encouragement of social, fraternal and educational activities among its members and the public, with membership open to all persons having an interest in antique motorcycles.

### **EDITORIAL DISCLAIMER**

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**WITHOUT YOUR INPUT, IT IS ONLY OUR RAMBLING THOUGHTS, INSTEAD OF BEING YOUR NEWSLETTER.**

*Please send your contributions to the Editor or assistants as listed above.*

(Continued from page 1)

attractions. I spent a long time checking out the Vincent Black Shadow, on loan at



Members Gather on the Main Floor of the Museum

the museum, from a distance of several inches rather than several feet. Obviously it was “no touch” but exciting just the same. For our dinner, John and Donna Mulrean provided sumptuous main courses, while members brought side dishes of salads, vegetables, and desserts. All the food was super. I went back 3 times and didn’t eat until the following evening! John and Donna have been taking the lead providing food for Club functions for a very long time. Not only is the food always plentiful and good, they do it willingly and with great cheer. Thanks for your commitment John and Donna! While we were all enjoying our desserts, Gene Smith began the “White Elephant” auction. Gene exposed to us his talents as an auctioneer and was able to get some good prices for each of

the “elephants” from virtually all the members. As an example, Kevin Sisterson purchased some very fine, miniature, salted fish fillets from our auctioneer at bargain basement prices. Both Kevin and the Club were happy at the outcome, although Kevin’s exhilaration may have been due in part from some other source as yet unidentified!

While not advertised as a benefit for the Antique Motorcycle Club, in all, we raised \$1,000 from the occasion. Certainly the “white elephant” auction, and not only the participation of Gene Smith as auctioneer, but also the membership in attendance

helped push that figure so high.

If you haven’t attended the annual dinner, try to make it next year. We’d love to have you drop by and participate. It’s a hoot!



Time to Eat!



Gene Smith @ The Auction with John & Donna Mulrean setting up

## Product Review: MAP Oil Filter Kit

© Will Speer

I've always changed the oil in my Brit Bikes as soon as it got dark, around 700 miles, but I've always thought it would be nice to have some extra protection. I recently picked up a '76 Triumph Bonneville and knew that there are some nice oil filter kits available for this model, so I started looking. My first choice was the kit that replaces the frame sump plate. I decided against this because too many people I talked to told me that the oil pump is made to push oil, not pull it through a filter. I don't know how valid this point is, but it made me look elsewhere. In Walneck's I noticed an ad for MAP in Florida. They make a small oil filter kit that uses Trident oil filters and bolts vertically behind the tranny on the right side, under the air box. I liked the idea of it using a Trident filter because they seem to be available and they're around \$7.00 each for British made ones. I thought it was reasonably priced at \$45.00 so I took out the plastic and ordered it.

I received it in a few days and was impressed with the workmanship and layout. It's basically a tube around 6-7 inches long and about 1 1/2 inches in diameter. The inlet is on the bottom and the oil exits about an inch from the bottom, pointing up to suit the OIF's lubrication path. The cap is a nice piece of machined aluminum that screws down onto a spring that holds the filter in place. It came with a filter, hose clamps, instructions, and a few feet of clear braided oil line. I took it to the Waterfront breakfast the next day for show and tell.

Everyone seemed to like it, and a few people held it up to their mounts to see if it could have a place on their scooter.

Later that day I decided to put the filter on my '76 Bonnie. I figured that it would take an hour. HAH! Boy was I mistaken! I have very limited experience with Triumphs, as my only bike until recently was my BSA. I didn't realize that the gearbox cover needed to come off to get to the oil feed/ return lines. OK, no problemo, but I needed to take off the foot peg and brake pedal to get the gearbox outer cover off. Not an easy task with that master cylinder for the rear disc in the way. After much cursing, throwing of tools, and rounding of bolt heads (The lower acorn nut on the gearbox cover is Whitworth but the upper one is standard! WHY?!) I managed to get everything back together. I put fresh oil in and started her up. The clear braided line showed me a nice supply of oil making its way happily out of the filter and up to the top end and oil tank. I rode around for about 10 miles with my Dad, Jon Saltz, and Scott Hay until the caliper on the front wheel of my '76 seized around Mission Bay. Just my luck, I fix one thing and something else breaks! I made it back to Point Loma using only the rear disc brake to stop, (the very brake that I neglected to adjust properly in my haste to get everything back together!) and checked out my new oil filter. No leaks! It really fits nicely on an OIF bike, it's so small and hidden that you don't even notice it. Time will tell if I can extend my oil change intervals, but even if it doesn't I feel more confident with it there. They also make one for pre-OIF bikes that mounts horizontally near the right passenger peg. I plan on getting one

*(See Review, continued on page 9)*



# Tightening Cap Screws

Mike Loper

If you're like me, the question of just how tight to tighten that cap screw on that alloy cased motorcycle engine can be perplexing and sometimes frustrating, especially if threads get stripped in that hard to get blind hole. "Now what? I guess I should go out to Tool Depot once again and order yet another \$25.00 helicoil set and put an SAE threaded screw in it's place." Once I get going on a project in my shop, I really hate interruptions, especially ones like this. Professionals develop a "feel" for how much to tighten cap screws and nuts, but if it's been a while since you were able to get to your restoration, it's sometimes tough to judge that "feel".

Another question I had was: "What affects do lubrication have on tightening that cap screw? Should I apply more or less torque?"

There are answers of course. While at work one day a few years ago I asked one of our mechanical foremen these questions, and he opened his file cabinet and pulled out several copies of a pamphlet entitled, "Hex Head Cap Screw Assembly Handbook, A User's Manual" published by the Premier Industrial Corporation in 1992.

This 44 page manual has been just the ticket to help me answer these questions and understand what forces occur on cap screws. What follows are excerpts from this little gem.

First, what is the right torque for bolts? Many variables exist, however 2 variables come into play, 1) Torsion, and 2) Tension. Tension is the desired result. Torsion is the necessary evil due to friction. Much of the applied torque is used to overcome friction between the working faces of the bolt and nut. This friction must be overcome in order to apply the proper tension, or preload.

What determines proper torque? The ideal preload is just below the yield strength (You'll note that 70% of Tensile Strength is used as the ideal preload value in this article). This provides a cushion for working load variations and prevents loosening. Standard torque charts are set up for the average "dry" conditions but surface variations such as thread roughness, scale, paint, lubrication, surface hardening,

and plating (Cadmium plating for example) may alter these values considerably.

The following equation presented in the pamphlet can be used to determine

what torque value to use for the cap screw in question:

$$T = (FDC) \div 12$$

Where  $T$  is the torque in ft-lbs,  $F$  is the friction factor (torque coefficient)

(See *Cap Screws*, continued on page 8)

Table 1

Torque Coefficient (F) for various surfaces	% of Torque Change Required
Dry, unplated steel = 0.20	Increase std torque by 18%
Cadmium plating = 0.15	Reduce std torque by 12%
Zinc Plating = 0.17	Use standard torque values
Aluminum = 0.15	Reduce std torque by 12%
Stainless Steel = 0.30	Increase torque by 76%

## Desert Tower Ride

© Chris Wykoff

*A bunch of us went on the Desert Tower ride on Sunday, November 18th. Here is Chris's synopsis for your pleasure...Ed.*

We had a great ride today, 196 mile round trip for me, meeting down in Wes Stark country and cruising out Telegraph road to 94 and on to In-Ko-Pah. Nina on the

Toaster, Kevin on the back-up Water Buffalo, the BSA had some problem, I'm guessing the little electrons that the Brits trained to go the wrong way round the circuit got confused. Joe and the elusive Mr. Loper, plus Saltz and Marsula and the BSA-Triumph-Virago? contingent, sorry, I forget first names as soon as I hear them. Plus Barb and Ron on the Norton.

Beautiful weather and everyone made it safe and sound, well except for the Ducati guy who, AGAIN, went into a corner too hot and rode up over the little asphalt curb and back down on to the road. Check the mirror and Saltz is just coming round the bend so no one saw my little fluff.

TIP for NEW RIDERS: Don't watch the guy in front of you, keep a safe distance and ride the road. I let my attention lapse and was watching Tim in front of me, you'll always brake too late if you're watching the other guy! Got to In-Ko-Pah and a little urchin popped her head out of the overpriced



Taking a Break at the Half-Way Point: Desert Tower Overlook



Lunch at the Burning Tree Restaurant in Boulevard. Their Specialty is a Tasty Acorn Soup

rock store and yelled at us not to block the stairs. She must have been expecting a large contingent that never showed. Maybe she's gone crazy living at the store so long - like Delta Dawn, always waiting for the big tour group to come in and buy the place. A little piece of history, the road leading out of the Desert Tower compound has an old road sign, the ones that had a white background with black lettering, that said San Diego - 82 miles. Apparently, that road is the old two-laner coming up from the valley. We stopped to eat at

Gringo's in Boulevard but closed so we stop at the 'Burning Tree' - Native American Cuisine -, yow!, what's that? But as soon as I saw fry bread on the menu I knew it going to be OK. Had an Indian taco on fry bread that was mighty good! Started out again with Joe in the lead with the borrowed GPS from Wayne, at the first opportunity Joe went the wrong way and everyone else went the right way! Headed out 80 to Lone

Pine and passed a sky-full of hang-gliders, I counted 17 in the air at one time! Through Lone Pine, out Jatapul Valley then I don't know where Wayne was leading with the other GPS so I's a

thinkin' to myself, maybe I'll just get a new map and skip the GPS this X-mas. I peeled off at Jamacha so I could cruise up 67. Passed through Lakeside and saw 2 sport bikes waiting to turn onto 67 at the 1st light north of Lakeside. There's several cars behind me and I'm following an old truck. Before I know it the sport bikes have passed every-

(See *Desert*, Continued on page 9)

## Golden State 400

© Kevin Sisterson, 2001

*The Golden State 400 is an annual event occurring in November and now attended by a growing number of SDAMC members. The following are excerpts from Kevin's adventure taken from the Club's website for the benefit of those who haven't yet had a chance to read the article.....Ed.*

Soon Escondido and the Wagon Wheel (restaurant) is upon us. A couple of bikes, Norton, Honda and Ducati and many cars are there. The Jaguar contingent is well represented with an XK140, XKE and a few XJS models. MG's and a Nash Metropolitan as well as a Shelby Cobra decorate the parking lot. Several other bikes arrive. Norton, Triumph, Harley Davidson, Moto Guzzi and Kawasaki. This is sure to be a great time. The waitresses finish us off in no time as the locals are looking a bit worried. What are all these motor heads doing here? The car people, as they were referred to, left sporadically, and all of us biker types left together. For a bunch of individuals we sure do stick together.

This is a blast. After the straights and sweepers of the frontage road, Lilac road is the first main turn. Twisties abound as we head toward Bonsall. Temecula appeared below on the left and then in front as we dropped into the Valley. A brief respite in the middle old town. Temecula was refreshing, a sun filled, touristy kind of day.

Gas up and go. A few of us got separated but we came together and made for 79 to Route 3. Temecula behind and Hemet ahead. Sunshine everywhere. I have never seen a countryside so dry, but beautiful. The roads through Sage were as twisty and narrow as any. It looked as it needed a bit of maintenance as well. Bits of blacktop had broken out of the middle of the road and kept your attention piqued. Sand and loose dirt in the corners and across the areas where the road crossed the washes. Windblown and treeless, the area was brown. If not for seasonal rain this countryside would be desolate. A right on 74 put us through

Downtown Hemet. The epitome of any midsize town in the USA. There was a slow pace here and a hurried bustle there, but soon we were headed to what makes the area beautiful: the magnificent forests and hills. The Alpine scenery was upon us with the constant slow sweepers as we gained elevation. Live oaks turned to pines as we crested and went toward the Desert.

The desert scenery below was incredible. Stark mountains and huge patchworks of green separated by arid landscapes. The sage and fragrances turned to warm dry air and that liner I'd put in my jacket was now too warm.

Except for a last minute wrong turn we soon made it to the Barbara Worth. The 'Car People' had arrived long before us and gave us a round of applause as we rode up. They soon invited us for Champagne in the parking lot, and motor head talk. After checking in and "freshening up" we met in the bar. Excellent company and food followed at dinner at 7:30 which was a Prime Rib buffet. After several trips we headed out to the parking lot to enjoy a cigar and a chat before checking in.

I was up before dawn. It was once again Riding Time! More long desert highways, but this time the wind was blowing from the mountains to the sea and we got desert smell instead of Sea smell. There was a bit of moisture in the air left-over from thunderstorms. Salton city approached and that meant left on S22 to Borrego. What a fun road, except for the first half mile which has more whoop de doos than the back side of a motocross course. After the initial half mile, the road opened up with sweepers galore. Loong straights were finished with perfectly banked sweeping turns that begged to be exploited. there were only three cars in a 27 mile stretch. We were zooming and passing, swaying and braking slightly; constantly setting up for the next set of turns. Next thing it was all over too soon. Some folks then decided to go south and go up Banner grade and then over to 8 while the rest of us decided to go up Montezuma grade. The "Glass Elevator" as Montezuma grade is called by some is always a pleasure to ride up or down. the vistas are incredible. At last some downward sweepers and toward Old 395 and the end of the Golden State 400. What a route it was and our congratulations to the planners for another fantastic Golden State 400!



*(Cap Screws, continued from page 5)*

shown in the Table 1, **D** is the cap screw diameter in inches (expressed as a decimal), and **C** is the cap screw tension required in lbs from the Torque Chart, Table 2.

So, how much torque should I apply to that 1/4-28 cadmium plated cap screw? Let's figure it out. Using the formula listed earlier in the text, **T** is what

we want to determine. So, **F** is 0.15 from Table 1, **D** is 0.25 from Table 2, **C**, also from Table 2, is 1886. Inserting into the formula,  $T = [(0.15)(0.25)(1886)] \div 12$ , or,  $T = 6$  ft-lbs. Now, if you enjoy restoring or working on motorcycles, you'll probably have a torque

wrench. Setting it up at 6 ft-lbs and working with the cap screw will help give you that "feel" that's so important.

You might ask, "How do I know what Grade cap screw I have." Well, in general, look at the head. If it has no marks on it, it's pretty safe to assume that it's a Grade 2. If it has 3 "tick" marks on it, then it's a Grade 5. In general, add "2" to the number of tick marks on the head and you'll know which Grade cap screw you have. For more detailed information on applied torque, it's common practice to supply a Torque Specification sheet with each torque wrench. Or, you

may ask any supplier of fasteners for a spec sheet during your next purchase.

The next question to answer is, "What are the affects of lubricants on fasteners?" Lubricants may increase the affect of the applied torque. This is because the lubricant will reduce the thread friction and allow more of the applied torque to develop tension, or clamping force, since less of the torque applied to the as-

sembly goes toward overcoming friction. The random use of thread lubricants frequently causes cap screw failures and fastener breakdowns. The re-

duced amount of friction in the fastener assembly and the torque applied may produce far greater tension than is recommended. From personal experience, I know this to be the case. I was assembling fork caps on a 1974 Bonneville several years ago, and since I didn't want the front end loosening up and coming apart at speed, I decided to be "smart" and apply Loctite "blue" to the threads of each of the 4 fasteners holding the caps on the fork bottoms. Some time later while I was getting ready for my first ride, a friend pointed out that I had all snapped

*(See Cap Screws, continued on page 9)*

**Table 2**

Nominal Size & Thread	Decimal Inch Diameter	Grade 2: 74,000 psi Tensile @ 70% Loading	Grade 5: 120,000 psi Tensile @ 70% Loading
1/4 20	0.25	1647	2671
1/4 28	0.25	1886	3058
5/16 18	0.3125	2714	4402
5/16 24	0.3125	3004	4872
3/8 16	0.375	4015	6510
3/8 24	0.375	4548	7375
7/16 14	0.4375	5506	8929
7/16 20	0.4375	6149	9971
1/2 13	0.5	7350	11920
1/2 20	0.5	8283	13432



*(Cap Screws, continued from page 8)*

each of the two, 1/2 inch thick aluminum fork caps holding the front axle on the bike! It was then that I became aware of the potential catastrophic effect thread lubricants can have on fastener failure. I should point out

**Table 3**

**Torque Reduction Required for Various Lubricants**

Torque Reduction Required From "Dry" Torque

Premier Thread Lubricant	-45%
Never-Seize	-40%
Premier Thread-Eze	-40%
Moly-Cote	-45%
Heavy Oils	-40%
Graphite	-30%
White Lead	-25%

that lubricants can be practically any liquid such as water, Loctite, or oils. How much should the torque be reduced? Table 3, shown here provides an answer.

Since most vintage bikes, and especially British vertical twins, vibrate a bit throughout the rpm range, fasteners occasionally work themselves loose, so I regularly check all the fasteners, especially before long rides like the one we just went on, The Desert Tower Ride. In addition, I've found that Loctite 290, a green, viscous, wicking grade thread locker put on after I've torqued fasteners works very well keeping cap screws and nuts tight. One word of caution here though, it does an exceptional job of keeping fasteners tight, so be wary of using it on areas you loosen regularly.

© 2001 Mike Loper

*(Desert, continued from page 6)*

one on the one-laner and the guy on the brand new Ducati or Honda XVBRZ12000 or something is in my right mirror. Looking like he wants to pass on the right side so I move over to the left he pulls up on my right looks at me and takes off on the right shoulder to pass the truck in front of me! As I look at him briefly something doesn't look right and I look back as he's passing and I can see the soles of his bare feet which he's flopping around, he may have had sandals - definitely just a t-shirt, but his feet are out of place! Then, all of this happens in just a second, I realize he's riding on the tank! With the handlebars in his crotch and his legs dangling in the air. Then after he passes the truck on the right side he jumps up onto the seat still holding the handlebars then drop, DROPS I say!, to the pegs and starts bouncing the suspension up and down while he waits for his friend. His friend mouses by on the right as well, in a normal position, I figure he's the one who'll get goaded into something really stupid. It somehow looked so familiar then I realized he looked like the freestyle motocrossers at Del Mar, amazing balance and no brains! I must have looked like an old plodder, which I am, and he was having fun screwing with my mind. They disappeared quickly and the rest of the trip was uneventful, thankfully, did not come across them laying in the road so hopefully they made it home, until next time - yow!

© 2001 Chris Wykoff

*(Review, continued from page 4)*

for my BSA just as soon as my credit card recovers from the Holidays!

© 2001 Will Speer

*Thanks Will for the excellent write-up. We always appreciate the time spent putting together product reviews so that all members can benefit from the experience of others. Will is a relatively new member who is an enthusiastic participant in rides, breakfasts at the Waterfront, and now, contributing to the Herald.....Ed.*

## Rides, Reminders, & Upcoming Events

TO ADD EVENTS, CONTACT JOHN MULREAN, (619) 443-9169 or [jmulrean@home.com](mailto:jmulrean@home.com)

- ◆ **January 11th (Friday evening) Costa Mesa Swap Meet.** Orange County Fairgrounds. Contact: 949-598-5122.
- ◆ **January 12th (Saturday) Oldies Only Ride**– Dust off that old bike, fill the tires, change the oil, check the fasteners, and join us! Contact Kevin Sisterson at [stablemates@earthlink.net](mailto:stablemates@earthlink.net) or call us.
- ◆ **January 25-26 (Fri-Sat) Las Vegas Vintage Auction,** Tropicana Hotel. Contact: 651-663-9655.
- ◆ **January 28th (Sunday)-Long Beach Veterans Stadium Motorcycle Swap Meet,** Contact: 714-557-1846.
- ◆ **February 2nd through February 24th**– The annual **Motorcycles in the Park** show at the San Diego Automotive Museum. Clean & detail your bikes from the **Oldies Only Ride** and bring them to the Auto Museum on Friday, February 1st, to set up for the show. We expect this year to be the best yet! Contact: 619-231-2886 or [sdautomuseum.org](http://sdautomuseum.org).
- ◆ **February 16th (Saturday) San Diego Antique Motorcycle Club dinner** at the Auto Museum for **Motorcycles in the Park** participants. Contact: John Mulrean.
- ◆ **February 22-24 (Fri-Sun) Big 3 Swap Meet,** Qualcomm Stadium. The Club will have a booth to sell donations, with proceeds going to the club. Contact: 619-276-7135 or John Mulrean at location listed above.
- ◆ **March 2 (Saturday) Teardrop Trailer Meet.** Sweetwater Summit Park Ride. Contact: John Mulrean.
- ◆ **March 24 (Saturday) BSA of Northern California Clubman Meet,** San Jose. Very nice meet and show; mostly indoors. Contact: 408-377-9457.
- ◆ **March 25 (Sunday) Long Beach Motorcycle Swap Meet,** Veterans Stadium. Contact: 714-557-1846.
- ◆ **March 30 (Saturday) BSA Clubman Meet.** All British swap meet and show. San Jose Fairgrounds. Contact: 408-377-9457.
- ◆ **April 27-29 (Friday-Sunday) Sears Point Motorcycle Show/Meet/Races,** Sonoma, CA.
- ◆ **May 25-28 (Memorial Weekend, Friday-Monday) Cachuma Lake Vintage British Rally,** near Santa Barbara. Contact: John Mulrean.
- ◆ Plans are in the works to develop an **Antique Motorcycle Club Calendar for 2003**. This is another good reason to enter your bike in the **February, Motorcycles in the Park Show** as members bikes will be photographed at the show and used in the calendar. We'll be looking for a wide variety of clean, vintage motorcycles from the membership.
- ◆ Remember to fill out & send in your **2002 SDAMC Membership Application**, located on the facing page, along with your annual dues.

**LONG BEACH CYCLE**

**SHOW & SWAP**

ALL BRANDS  
MOTORCYCLES/BICYCLES - NEW/USED/VINTAGE  
PARTS/BIKES/ACCESSORIES

No Food for Sale - No Firearms or Weapons - No Dogs - Cycle Related Items Only

**SUNDAY, FEBRUARY 24, 2002**

24 hour Info      Future Dates: Mar. 24, May 26, 2002  
**(714) 557-1846**      [toppingevents.com](http://toppingevents.com)

ADMISSION: \$5.00	BIKE CORRAL	SELLERS \$30/SPACE
Hours: 7am to 1pm	PARKING - FREE	(Trailers Count as Extra Space)
Rain or Shine	Show or Sell Your Bike	Gates Open at 6:30am
Parking & Under 12 free	\$5.00 Admission per Person	\$25 Pre-Reserved

**LONG BEACH VETERANS STADIUM**





# San Diego Antique Motorcycle Club

## New Member or Membership Renewal Form

### Purpose of Club

The San Diego Antique Motorcycle Club, Incorporated is a non-profit mutual benefit corporation organized and dedicated to the preservation, restoration and enjoyment of antique motorcycles, and in furtherance of such purposes, the sponsorship of antique motorcycle rides, exhibitions and related activities, and the encouragement of social, fraternal and educational activities among its members and the public,

NAME: \_\_\_\_\_ SPOUSE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY \_\_\_\_\_ ST. \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE (ac) \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ WORK: (ac) \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ May we call you at work? Yes / No

E-MAIL ADDRESS \_\_\_\_\_ FAX # ac \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

Circle each that you want published in our club directory: Address, Phone number, e-mail address.

### Motorcycles owned:

Use back of sheet to list any other motorcycles

MAKE _____	YEAR _____	MODEL _____	C.C.'S _____	CONDITION _____
MAKE _____	YEAR _____	MODEL _____	C.C.'S _____	CONDITION _____
MAKE _____	YEAR _____	MODEL _____	C.C.'S _____	CONDITION _____
MAKE _____	YEAR _____	MODEL _____	C.C.'S _____	CONDITION _____

Do you consider yourself to be an expert on any bike, and wish to have others referred to you for assistance? Make \_\_\_\_\_ Model \_\_\_\_\_

**THE SAN DIEGO ANTIQUE MOTORCYCLE CLUB, INCORPORATED REQUIRES PUBLIC LIABILITY INSURANCE ON ALL MOTORCYCLES AND OTHER VEHICLES OPERATED BY MEMBERS AND GUESTS ON ANY CLUB SPONSORED RIDE, EVENT OR FUNCTION.**

Do you carry public liability insurance? Yes \_\_\_ No \_\_\_

**NOTE: - THIS IS A RELEASE OF LIABILITY. DO NOT SIGN IT UNLESS YOU HAVE READ AND UNDERSTAND IT. If you do not understand it, you should seek competent legal counsel to advise you.**

The SAN DIEGO ANTIQUE MOTORCYCLE CLUB, INCORPORATED, Hereinafter referred to as SDAMC, Inc., its board of directors and members shall not be liable or responsible for damage to property or any injury to persons, including myself, during any SDAMC, Inc. meeting, activity, and event even where the damage or injury is caused by negligence (except willful neglect) I understand and agree that all SDAMC, Inc. members and their guests participate voluntarily and at their own risks in all SDAMC, Inc. meetings, activities and events. I RELEASE AND HOLD SDAMC, INC., its board of directors and members harmless for any injury or loss to my person or property which may result therefrom. I understand that this means I agree not to sue SDAMC, Inc, its board of directors and members for any injury resulting to myself or my property in connection with any SDAMC, Inc. meeting, activity and/or event.

**Applicant's Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

Annual Dues are \$25.00/yr, Please make your check payable to SDAMC, Inc.

**NOTE:** Any person applying for membership between May 31st and Dec 1st will be responsible for 50% (\$12.50) for the remainder of the membership year. Membership year runs from January 1st through December 31st. Any member not renewing membership between Dec 1st. and Jan 31st. will be dropped from membership as of Feb 1st.

Please fill in the complete application including phone numbers and appropriate email addresses if applicable.  
We sometimes forward info via email or phone. Join our "on-line" club by emailing Kevin Sisterson at <stablemates@earthlink.net>  
We ride!



