

Sep-Oct '03

Volume

20

Number

5

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

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SDAMC Annual T-Shirt Ride

Mike Loper

This year our Annual T-Shirt Ride took place on Sunday, August 10th. About 75 people rode the course, which turned out to be a little warmer than normal as temperatures hovered around 100F for most of the trip. The route for “The Oldies” began at *Jack-In-The-Box* on the corner of Jamacha Rd. and Willow Glen Dr. We rode through Descanso and on the Sunrise Highway before stopping for gas at the Golden Acorn Casino. From there, we hopped onto Old Highway 94 and meandered up to the Lyons Valley Trading Post for an afternoon BBQ in the shade of the park adjacent to the store. The BBQ was a delight, with loads of good food for everyone. Finding a parking spot, even for motorcycles, was challenging as so many 2 wheeled machines were there. Many of us traveled over 175 miles during the ride. It was a great ride and great BBQ shared with many interesting people.

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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 Policies & Editorial Statement

The Herald promises to provide an interesting forum for all antique, vintage, 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 the 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 believe all members have stories of interest.

Let us hear from the garages, sheds and shops of the membership. This publication will remain viable only with the help and consideration of all. Our Editorial phones and e-mail addresses are available. We look forward to publishing your stories.

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

IDEAS AND THOUGHTS EXPRESSED IN THIS NEWSLETTER REFLECT ONLY THE VIEWS OF ITS EDITORS AND CONTRIBUTORS. IF YOU HAVE ANY SUGGESTIONS TO IMPROVE THE APPEARANCE, CONTENTS OR ANY OTHER PART OF THE HERALD, PLEASE LET US KNOW. ONE OF THE BENEFITS OF OUR CLUB IS THE SHARING OF EACH OF YOUR IDEAS AND EXPERIENCES; THEN WE ALL LEARN MORE.

Please send your contributions to any of the Editors as listed above.

Injun Trouble: Resurrection of a 1940 Chief

Part I: Tanks For The Memories

© Brian Church

During my first glorious glimpse of that pile of rusty, mismatched, motorcycle parts, I was distracted. Was it was the voluptuous shape, or maybe just the sheer volume of sheet metal on a '40 Chief, that was so mesmerizing? So misleading? It seemed so complete, all sitting there in a pile, so carefully arranged to look like a complete motorcycle: the front fender (1940, one year only), forks, frame, tanks (with original chrome teardrop badges-two years only), motor

(with pink slip), transmission, wheel hubs, generator, seat post, and that rear fender! In hindsight, I could swear those fenders actually had wheels and tires under them and they seemed to look like they were already

moving. How hard could this project be? Otherwise, I would have noticed the missing items, the incorrect items, or the holes. Extra holes...lots of them. They were all over.

I was a goner. The seller knew it. I knew it.

The seller was a complete charlatan and a bad liar. He knew it. I knew it. I pretended to need to think it over, but I would be back...soon.



The shape of things to come: The finished product.

“You’ve got it bad”, Dave Hansen from *The Shop* warned me.” “Watch out for that guy”, Jerry Greer told me, and added, “But, sometimes when he needs the money, he’ll cut a fat hog.”

After paying the price (at least the beginning of it), I waited for another month to get the “rebuilt” motor and transmission. As for the complete front end and other promised parts, I am still waiting. I did

drive to his house and found he had literally skipped town. What really amazed me was wondering how he could have spirited off so quickly with that garage **and** yard full of at least a boxcar of motorcycle parts.

I didn’t care. I had my prize, and I was

ready to get started.

A few things didn’t quite fit. The forks were off by one year and $\frac{3}{4}$ ”...you know, like in horseshoes and hand grenades. The frame? Let’s just say powder coating hides a lot of sins. The guy rebuilding the motor showed me a part, a critical part, which had literally been fashioned with a hacksaw. The transmission wouldn’t hold 90 wt. oil, so I was pretty sure it wouldn’t hold second gear. The only sal-

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vageable parts in the end were the aluminum tranny case mounting ears which were sawed off as possible future donors. The generator was an Indian, but for a Scout, and it rotated in the wrong direction. The seat post looked correct but was for a Harley...too big by 1/16" (see "horse shoes" comment above).

When I was describing all the holes in the tanks, you know all the extra ones, over the phone to John Bivens at Jerry Greer's Indian Engineering, I told him that among all the rust holes, there were these two suspiciously *threaded* holes that looked like they actually belonged. But they were on top of the tanks, where there shouldn't be any holes, threaded or otherwise. He suddenly said, "Wait a minute. Do the tanks look slightly wider than usual?" I allowed that they might. "Wow! What you have there is a rare set of Indian *Traveler* tanks. They are wider by a half inch each and hold an extra gallon of fuel. The two holes you see are for a metal strap that was added on top to hold the extra fuel weight. I know a guy who just paid \$1200 for a rusty pair for a Sport Scout! You've got to save those!"

It turned out that the tanks were (surprise) put together with Bondo, fiberglass, epoxy, several tank

sealers, and at least four countable colors of paint including metallic root beer brown and (gasp) baby blue...all over a healthy coat of rust. Note that I didn't mention much in the way of actual steel. They were like fossils...in the shape of the original, but without any original material left.

The photo of my tanks in this article was taken after they were torched and boiled down like a deer carcass for two days. Luckily for me, **after** I had gotten a solid quote from the tank doctor. He spent the next five months welding, silver soldering, skin grafting, cussing and calling me to vent about how bad these tanks were. I reminded him who actually talked me into resuscitating the relics in the first place. Sure, it cost more to rebuild them then it would have to buy a new pair of reproduction tanks, but they look so cool. Also, I would have run out of gas at least three times in the past year without that extra gallon. Plus, now I get to say I got the best of the deal.

Next Installment: Part II - The Transmission
"No, those holes aren't supposed to be there either."



Hurry Up And Get The Luddite!

© Will Speer and Matt Christenson

A lot of the people involved with old Brit bikes are luddites. Given how often these bikes have mechanical issues, their owners have to be! And that's just how they like it. Technology-wary. Do-it-Yourself. Gruff. Ugly. And they smell kinda funny, too.

But they're just the person you want around when you have to figure out why your 1976 Bonnie isn't running and you don't want to blow the beer money you hide from your wife on a half-assed repair job with attitude.

Sure, you may not see this type of Brit rider here in America's Firmest City, where we run around tan and sunny and healthy. In fact, we'd rather throw money at someone else to do the work on our bikes while we kick back with a \$5 cup of coffee reading email on our palm pilots and talking on a cell. But most Brit riders across the rest of the U S of A aren't like us at all.

These guys not only work on their own bikes, they chop the wood that heats their homes, drive American cars made before 1975, brush their teeth with Lye soap, wear Barbour waxed cotton jackets in the Fall and Levi jean jackets in the Spring, and don ¾ open face helmets with bubble face shields. Heck, they'd probably perform their own brain surgery if they could get someone to hold the damn mirror steady!

These are the kind of guys who, if they needed an odd Whitworth fastener, would go down to their basement and make it themselves on the lathe, yet they can't figure out why anyone needs an answering machine.

Hey, if it's important, they'll call back, right?

What's amazing to me is that these crazy throw-backs are now finding their way onto the world wide web. They're probably running an old Apple 2 they found in their neighbor's trash that they hooked up to a WW2 crank phone one day while

taking a break from tranny shimming. And now that they've seen the number of motorcycle pansies on the net, they're reaching out to share their vast experience and knowledge. So whether it's to feed their ego by showing how much they know, or an altruistic crusade to help the less fortunate, these luddites are a resource we

should leech off harder than a stripper on a billionaire with a colostomy bag.

Here are a couple of my favorite technical websites to get you started.

Brit Iron List (www.brit-iron.org) – It's less of a website and more of a mailing list. But once you join you can hang out and listen to great technical discussions or ask questions specific to your own bikes. The list is set up to allow you to either receive everyone's email questions and answers as they happen, or you can get a daily summary digest like I do. Like many, this list is a two-edged sword: some of the big names in the hobby are active on it, but the discussions are unorganized and

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Gee.....Can't Find Any Luddites Here

are often monopolized by people with big egos who'd rather argue about everything and anything, filling the list with political rantings and personal vendettas. It gets rather tedious to weed through, but, much like a hobo sifting through a dumpster, occasionally you will find something of incredible value that you can store away in your shopping cart.

BSA Pit stop Bulletin Board (www.britbike.com) – This one is my favorite. It's not just for Beezers but for all British makes. It's a popular site with over 2000 registered members from all over the world. The whole site is user-friendly, structured, and consistently active. Their bulletin board is organized by motorcycle brand so you can quickly click to the exact model you want. You can then search archives or post questions. Personally, I've always had my questions answered within a day or so. The format is less freeform than the Brit Iron List, so it generally stays on topic except for some guy named Hackasaw (actually a pretty helpful guy) who is battling with a guy named Tallon about whether or not Tallon knows how to weld chopper

frames. I just wonder how the guy managed to misspell "hacksaw".

Dan's Online Motorcycle Repair Course (<http://www.dansmc.com>) – Dan's site is not Brit-specific, but it covers so much motorcycle repair information I have to recommend it. He's dedicated to sharing his knowledge and saving you money. Besides providing the only completely free online motorcycle course taught at the junior college level, Dan covers every topic from changing motorcycle tires to figuring out your mystery problem. Not only does Dan run a one person motorcycle shop in Idaho, he is a Vietnam Vet (Airborne) and avid taxidermist, quotes Solomon, and claims to not know what a "megabyte" is. Luddites, we've met your king!

These are three great websites to get you started on the road to "Do It Yourself." I could go on, but I'm a bit of a luddite myself. Plus the Novocain seems to have finally kicked in, so I'm off to take a whack at doing a home root canal. I found an old book in the trash behind my dentist's office, and figured, 'how hard can it be?'



Hmmm.....There Doesn't Seem To Be Any Luddites In This Photo Either...Right?



My Aggravating Amal

© Mike Loper

I started having problems with my green & white 1967 TR6 in June. I was coming home from a fine day on the Club's Garage Crawl with Joe Michaud and Jon Saltz and as I rolled into the garage, I heard and felt a slight hesitation with the engine. I didn't think much of it at the time, and simply parked the bike in a corner. I noticed that I had traveled close to 1,200 miles on the bike since completing its restoration and was satisfied that it was becoming a fairly tidy machine.

I expected to ride the Triumph on the Annual T-Shirt Ride in August. A few days prior to the event I began some PM's (preventive maintenance tasks) to reduce the probability of any mechanical or electrical mishaps along the route. At first, I didn't start the engine as I wanted to adjust the valves and make other cold engine checks. With those tasks completed and as a prelude to changing the fluids, I fired it up and expected to take it out on a ride. It sounded horrible, would not run at idle without blipping the throttle furiously, and would only smooth out at speeds above 2,500 to 3,000 rpm.

That was as precise a description of the problem I could think of at the time. The solution, however, was quite a bit more elusive as my desire to maintain a keen, disciplined, and methodical approach to solving the problem turned into a confusing maze with several apparent solutions, putting the bike out of service and unavailable for *The T-Shirt*

Run, the biggest club ride of the year.

As background information, the carburetor I installed on this bike came from a 1974 Bonneville purchased from *GP Motorcycles* seven years ago. Several of the spares from that project were set aside, including both carbs. For my '67 restoration, I resleeved the right side Amal 930 from the Bonnie, and installed it without doing much other than a mild overhaul and making sure the specs were correct for my TR6.

After being surprised by the rough running problems, I ran through a litany of possibilities: "Maybe I should re-check the adjustment of the air screw?

Did I foul up the valve adjustment? Was it the timing in my Boyer that changed just a little? Maybe the carb is a little dirty. Maybe the entire fuel system is a little dirty. Are the plugs dirty?" All of these possible solutions, and more, trotted through my thought process. Thinking that I should give the fuel system a scrupulous cleaning, I drained the gas tank, pulled off both tank filters and the banjo filter and

cleaned them. They were quite dirty. I even dropped several handfuls of nuts, machine screws, and washers into the belly of the gas tank, shook it for about 30 minutes in a solution of warm water and soap, washed it out thoroughly, dried it, and sprayed a mist of WD 40 to inhibit corrosion.

I decided to leave the carb body bolted to the inlet manifold to reduce inspection time. I then disassembled the float bowl and thoroughly cleaned it. I removed the throttle slide and noticed the side exposed to the open air was slightly corroded, making

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The Old Amal Carburetor Installed On The Recently Restored Triumph TR6

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throttle response a little sticky. So, I sanded the roughness out of the slide with 600 grit wet/dry sandpaper and WD 40. In addition, I also made certain the air passages for the main and needle jets were clear, and that the needle was on the middle notch. Then, I re-assembled the carb, installed the fuel taps, installed the fuel tank, and filled the tank up with gas. I was fairly confident that I had solved the problem.

However, when I kicked the engine over and it fired, I knew that the problem was still haunting me. At this point, I had run out of time. I wouldn't be able to take this bike on the ride. Frustration was now getting the best of me. I was also becoming obsessed with this puzzle so I decided to take a step away from the mess and get advice.

The solution to this enigma turned out to be abundantly obvious and was clarified by Michael Boyle and Joe Michaud as we ate breakfast together at the start of our T-Shirt Ride. "It sounds like the pilot air system", Mike said. The light went on. I hadn't cleaned the pilot air passageways. I suddenly realized that I'd have to pull the carb, boil it out, blow out the passages, and otherwise clean it thoroughly.

The following Monday evening at our regularly scheduled Club meeting, I asked Kevin Sisterson to go over with me, once again, the delicate points of boiling out a carburetor. The next morning I began the process. I soaked it for 3 days in carb cleaner and boiled it out for over 2 hours in a solution of

water and dishwasher detergent. I thoroughly dried it, polished the body and float bowl, blew the passages out again to make sure there were no particles of corrosion remaining, and reinstalled the carb, tank, cables, and lines. Satisfied that I had corrected the problem, I put my tools away and fired it up again. Unfortunately, the problem was still there. If anything, it was worse.

Frustrated, I called Dave at *GP* and we tried to solve the problem over the phone. After several minutes, I gave up, and made an appointment to take it in and have the experts look at



This Photo Shows The Underside Of An Amal Carburetor Body. The Pencil Points To The Pilot Jet Location And Pilot Air Passageway.

it. I hung the phone up, and sat there in my shop, aggravated at my ineptitude, but still not willing to give up. "Maybe the pilot system passageways weren't completely cleaned", I thought. "Let's have one more go at it", was my conclusion. I removed the carb once more, blew out the passageways, reinstalled it, and fired up the engine. Still, the problem was there. I set the bike aside and distanced myself from the problem yet again.

That Saturday, after having breakfast at the Waterfront, I stopped by *GP Motorcycles* and ordered a new Amal Concentric from Isaac. While talking to Paul Lima and Isaac about the problem, Paul said, "The problem *has* to be in the pilot system, there's no other viable explanation." Isaac suggested checking the pilot jet to see if it was damaged, plugged, or missing. I thought back to my hours of cleaning and realized that I might not have a pressed in pilot at all, that I'd remembered seeing threads where the pilot jet was supposed to be. I thought to myself, "Maybe I removed the pilot jet 6

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years ago and simply didn't reinstall one, or assumed without looking closely enough that the pilot was pressed in the carb body". Isaac suggested buying a brass, screwed-in No. 25 pilot jet, just in case. I did.

When I got home, I once again removed the carb body from the inlet manifold, and began its disassembly. After pulling off the float bowl, float, and needle assemblies, I took a close look at the pilot air feed passage, and immediately the solution to my problem became apparent. There was **NO** pilot jet. "Amazing", I thought, "that I could miss something so obvious." I was delighted and disappointed in myself at the same time. I had flailed around and skipped over the problem many times yet didn't see what was obviously missing. I just simply wasn't paying attention to details.

I installed the pilot jet just purchased from *GP*, reassembled the carburetor, made the rough adjustments to the throttle stop and pilot air screws, and kicked the bike over with confidence. It idled perfectly. I had, with the help of many, corrected the problem.

I did indeed install the carburetor on the bike with no pilot jet, but why did it run for 1,200 miles with no apparent idling problems? The bike's idle did always feel a bit rough, but it was only a sensation, enough for me to think that this was one of its idiosyncrasies. The only solution I could arrive at was this:

The pilot air system was plugged just enough to allow an idle. The pilot air system became cleaner as more miles were logged until finally the air passages were clean and without any appearance of a metering orifice remaining in the system. When boiled out, the engine began to idle roughly or not at all.

I learned several important lessons on this project:

1. It's important to be tenacious when trying to solve a problem like this. It's equally important to take the time to step away from it and get your mind on

other things, to occasionally distance yourself from the problem.

2. Analyze the problem more critically prior to beginning disassembly. I have a tendency to try to shove a bull through a fire hose rather than spend time defining and analyzing problems. I should be able to save some time wrenching and also gain confidence in my problem solving abilities as well. If I had thought critically and objectively about the problem I could have determined that the pilot air system is where I should have spent my time. It was nice to do the other things, but I was just dancing around the real problem, spending time on peripheral issues.
3. Probably the most important lesson is that there are many competent individuals who are either members of the Club, or are vintage or classic bike aficionados here in San Diego that are willing to help. Talking to these people provides a sanity check to problem identification. Besides, they're great folks and it's fun to spend time with them talking about our interests.

One final note. If any of you have arrived at conclusions other than the one I arrived at, please let me know. I often can't see the forest for the trees.



TRIUMPH

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<http://britishconnection.org>

SHOP MANUALS & PARTS BOOKS

AND PARTS FOR MOST
BRITISH MOTORCYCLES



SDAMC Rides, Reminders & Upcoming Events

- ◆ **September 6 (Saturday): SDAMC Storage Space Cleanout**
The Club plans on saving money by cleaning out our rental garage. Many free items for the taking if you volunteer. Meet at the Waterfront at 8:00 am. After breakfast ride with us to the garage and help clean it out.
- ◆ **September 8 (Monday): SDAMC Monthly Meeting**
SDAMC monthly club meetings held at the Auto Museum, 7:30 pm.
- ◆ **September 27 (Saturday): El Camino Motorcycle Show and Swap Meet**
Rumor has it that several Club members are planning a trip up to Orange County. If interested, contact the Club at sdamc@fda.net.
- ◆ **October 4 (Saturday): Del Mar Motorcycle Show and Short Track Races**
Volunteers are needed to "man" the SDAMC booth, help move bikes around for the show, and be corner workers for the Short Track Races on Saturday evening. Contact the Club at sdamc@fda.net.
- ◆ **October 11 & 12 (Saturday & Sunday): Chrysler Speed Festival**
The Club is a part of this annual event. Volunteers are needed. Contact us at sdamc@fda.net

For Sale

Check for photos on www.sdamc.net

1966 Norton Atlas: Bike was stored for 12 years and recently brought back to life by Dave at GP Motorcycles. New pistons, rings, valve job. New front tire. Freshly painted gas tank. Decent runner, only needs small bit of work to make a fine vintage ride. Here's your chance to own an authentic featherbed frame with Roadholder forks. \$3,600 or good offer/trade. Contact: 858.278.0476

Three Bultaco Alpina's: Two #85 model One #165 model, All three are in good rebuildable condition, good cases, glass, wheels, forks, etc. One #85 together and runs (needs crank seals), other two are apart. Numbers match on all bikes. Package deal: \$650. Also **1973 BMW 75/5 Toaster tank.** Much new, carbs, gauges, shocks, etc, etc. Very nice condition...\$1750. Chris Olsen, 619.420.7123 hm, 619.585.4451 wk, chris.olsen@suhsd.k12.ca.us

1973 Triumph T140V Frame and Swing arm Only, with CA In-Op title, \$150. Contact: wilspeer2@yahoo.com

1971 BSA Lightning, \$1900 firm, contact: stablemates@earthlink.net

1969 250 Triumph Trophy, Restored, runs well with current reg. and title, \$3600. Contact: smitty@san.rr.com or 858.270.5485

1994 Kawasaki EX250 Ninja., less than 4,000 miles. New tires + battery. Great shape, easy riding bike (have lay away plan) \$1,200.00. Wesley 619.426.2636

3 rail motorcycle trailer with additional rail to accommodate a sidecar rig, \$250. Pete Picksly, 619.444.8084

Note: If any members would like us to add items to upcoming events, let us know. Likewise, if you'd like us to add or delete your "For Sale" advertisement, please let us know by contacting us at sdamc@fda.net.



San Diego Antique Motorcycle Club

Membership Application

Purpose of Club

The San Diego Antique Motorcycle Club, Inc. is a non-profit mutual benefit corporation organized and dedicated to the preservation, restoration, and enjoyment of antique, vintage, and classic 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: _____

SIGNIFICANT OTHER _____

ADDRESS: _____

CITY _____ STATE _____ ZIP _____

PHONE: (H) _____ (W) _____ (Cell) _____

E-MAIL ADDRESS: _____ (FAX) _____

May we include your name, phone numbers, and e-mail address in our Club Roster,
sent only to members? YES NO Note: Home address excluded

NOTE: THIS IS A RELEASE OF LIABILITY. DO NOT SIGN UNLESS YOU HAVE READ AND UNDERSTAND THIS RELEASE. The San Diego Antique Motorcycle Club, Inc. 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, or 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., it's board of directors and members harmless for any injury or loss to my person or property which may result therefrom. I understand this means I agree not to sue SDAMC, Inc., its board of directors or members for any injury resulting to myself or my property in connection with any SDAMC, Inc. meeting, activity or event.

Applicant's Signature: _____ Date: _____

Note: Annual Dues are \$25.00 Mail To: SDAMC c/o SDAM
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San Diego, CA 92101

