



San Diego Antique Motorcycle Club ***The Herald***

Volume 28, Issue I

May 2011

Desert Flower, Borrego Springs Ride!



New member Ken Lindberg on the Harley Davidson WLC

Marc LeMeiux

27 March 2011

It wasn't exactly a dark and stormy night, (more of a somewhat drizzly and grey morning) but we were not to be stopped by threatening weather! The plan was to meet at Packards in Ramona and work our way out to Borrego Springs for some sunshine, warm temps and colorful blooms.

We had a good turnout and as we were standing around socializing we heard the distinctive chuff chuffing of a classic Harley! New member Ken Lindberg rolled up on his beautiful WLC and made quite an impression. We got going and worked our way up Old Julian Highway to Santa Ysabel, north on Hwy 79 to Ranchita and down the Montezuma grade. Ken had told us that his WLC was good for 55 all day and that's just how we rolled, except on the downhill grade where Ken and his old Harley showed us that times may change, but a fast bike back then is still plenty fast now! Dennis made a nice comment on the SDAMC Yahoo groups chat; "This was the BEST ride SDAMC has sponsored in a long time. It wasn't the destination or the weather, but the realization that the Club was riding together as a club. Our speeds were such that we all road together. Heck, there was

(Continued on page 4)



Flora, fauna, and prickly succulents amongst the sands of Borrego Springs.

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Monthly Meetings

Are held at:

Giovanni's Restaurant

9353 Clairemont Mesa Blvd., San Diego
(the corner of Clairemont Mesa Blvd and Ruffin Rd.)

On

**The Second Monday of Each Month
At 7:00 p.m.**

Arrive early and join us for dinner!

Herald Policies & Editorial Statement

The Herald Newsletter 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. The Herald is currently published on a quarterly basis. Any member can contribute, and are encouraged.

As your volunteer editorial staff, we need 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 all have stories to tell.

We hope to hear from the garages, sheds, and shops of the membership. This publication will remain viable only with the help and consideration of all. Email your editor directly, or any board member. We look forward to publishing your stories!

SDAMC Mailing Address:

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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

The 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, content or any other part the Herald, please let us know. One of the benefits of our club is our collective experience, our passion of motorcycles and our individual ideas. Share it with the club: then we all learn.

Please send your contributions to any of the editors listed above.

From the Prez.

Well here it is a New Year and time has nearly devoured the first quarter! We have had three club rides, two of which were rained out. Yes this is San Diego! This month's new ride, The Desert Flower Ride, was a great success.

This addition of the Herald will be the first official issue of the New Year and the first quarterly issue. We have a new editor, Kurt Kohanowich. Kurt and his staff, the current members of your BOD, will be on a yearlong task of updating the Herald with new content. One new column you as a member can help us with: The Member Spotlight. You can submit your Member Spotlight candidate by going to the web site, www.sdmc.net and clicking on **e-mail the club** and submitting your request along with a brief description why. And of course you can give your suggestion to any member of the BOD at the monthly meetings. There will be other new columns and a few changes to our club, so stay tune.

We lost one of our members in January, Bob Jensen. Bob was a great guy, and a great person to ride with. His presences in the club will be missed.

2011 promises to be a good year for the club, as mentioned above we will have new rides, new members and continued opportunity to promote the vintage motorcycle.



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Desert Flower, Borrego Springs Ride! (cont)

even some similarity of riding in formation, at times.

Although most of us were riding our newer bikes, Ken was riding a 1940ish Harley 45. It looked great, and he showed off the handling capabilities of the machine when coming down the hill towards Borrego Springs. (Was he pushing it that hard, or are the brakes on it that bad? Hang on Ken!

It was NOT a good day if you are on a diet! Breakfast in Ramona, lunch at Carlees in Borrego Springs, and pie "a la mode" in Julian. Some days you just have to "damn the diet" and enjoy yourself". *This was one of those days.* I saw nothing but smiles all day long, Thanks Everyone! "

Ken had a little mishap when his boot slipped off the kick starter and had to use the other foot, he also sent a comment; "Thanks everybody for welcoming me to the group. I had a great time on the ride and meeting everybody (despite my bum leg). Kickstarting is dangerous! That was the longest ride I've had on the ole flathead. I will try very hard to make the next meeting in April. Sometimes the job won't let me... Oh and great pictures too, thanks for the link."

Just a reminder, photos of this ride and lots of others are posted at:

WWW.boomer22.shutterfly.com

Check them out and we are looking forward to seeing you at our next get together!



Negotiating a massive sweeper with Ken in the lead!



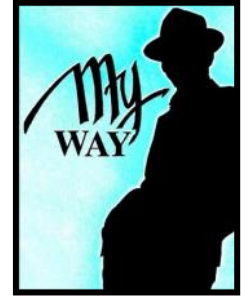
The club stops for a breather at the Anza Borrego State Park.



Desert Flower Ride

The hot wind that blows the smells of blooming desert flowers swirls around me.
The smells of motor oils and gasoline assault my senses as we fly down the grade.
The bright sun reflects the blooming Desert Sunflowers from our paint and chrome.
The Dandelions, Purple Phacelia and Canterbury Bells rising out of the rocky soil.
On every tight and twisted turn my visor fills with the entire desert's beauty.
The sound of the desert mixes with the roar of old V-twins and horizontal flat-heads.
Down and down we go, one by one we pass by the red haze of the flame tipped Ocotillos,
The Palo Verde trees drenched with their yellow blossoms, and blooming stalks of the Agave.
From the top of the grade the temperatures were chilled and now the heat of the desert
Surrounds us as if to say hello and welcome.

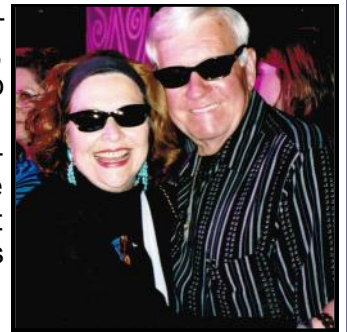
Virgil



Robert Leif Jensen

Bob Jensen, an incredible and loving husband, father, brother, and friend to all, passed away Saturday morning, January 15, 2011, following a motorcycle accident in San Diego. He was on his way to a downtown breakfast meeting with the San Diego Antique Motorcycle Club.

Bob is survived by his beloved wife of 52 years, Fran, a Realtor with Keller-Williams Realty North County, and his daughters, Cindy Jensen (INC Research), and Karen Lindstrom (Callaway Winery, Temecula), both of San Diego. Bob graduated from Duke University, where he played on its football team. Bob and Fran were world-travelers, visiting 38 countries spanning four continents. They enjoyed a very active lifestyle ... highlights included snorkeling the Great Barrier Reef in Australia, climbing Macchu Picchu in Peru, visiting the Great Wall of China, and skiing the Austrian Alps. Among his proudest excursions was climbing the Harbour Bridge in Sydney, Australia.



Bob was an avid snow skier and motorcyclist, frequently riding his 1939 Harley (with sidecar) or his 2001 Harley. He was thrilled to have ridden in the famous Glendale "Love Ride" with Jay Leno, Peter Fonda, and Ann Margaret, helping to raise money for charity. Bob was also a member of the Jensen Car Club of San Diego; his pride and joy was a 1974 Jensen Mark IV Convertible.

Bob accumulated an extensive collection of Viking Warrior Figurines and Ships, reflecting his proud Scandinavian Heritage and his previous membership in the Staten Island Sons of Norway. He was also a passionate football fan and a voracious reader.

In 1999 Bob and Fran moved to San Diego, where he subsequently joined Action Window and Door Company and became its most successful sales consultant. A consummate sales professional, Bob was closing sales up until the day before he passed! Living life to the fullest, Bob had returned from snow skiing just three days before his death, never one to pass up an opportunity to "hit the slopes!" We are comforted to know that his final week included his passions for skiing, working out at the gym, driving his convertible, and riding his Harley.

Just as Sinatra's song goes, Bob Jensen, the epitome of a true gentleman, certainly *"did it his way!"*

Member Spotlight: Phil Blackburn

Half Fast Q and A--- getting to know SDAMC members...

By Marc Lemieux

Q. What was your first bike?

A. I bought a 1966 YM1 Yamaha 305 which I rode back and forth to school at Whittier College. It was fast and I modified it a bit and rode it off-road too. My first riding experience was on my brother in law's Mustang scooter which I rode around and round my Dad's yard until I wore a path into the ground, I was about 14 then.

Q. Where did you grow up?

A. Downey...running wild in the hills.

Q. What bikes do you own currently?

A. BMW 1952 R67/2, a 1975 Norton Commando 850, a 1966 Honda 450 Black Bomber, and the 1950 Norton ES2.

Q. Crashes?

A. Yes!! Broken bones in both legs, had a big crash in a GP/motocross at Carlsbad Raceway in the late 1980s... broken leg, wrist, and knocked myself silly!

Q. Close calls?

A. Yeah, everytime I went racing, I was really competitive and rode all out....that's why I stopped racing!

Q. What is your favorite classic bike?

A. Old BMWs, Nortons or a Velocette. I really like the 1938 KSS Velocette. I know a guy that has one and I would love to get a hold of it.

Q. If you could only have one bike, what would it be?

A. The 1975 Norton Commando because it is a good rider. If I could have two, the second one would be a Ducati 350 single.

Q. What is your favorite piece of gear and why?

A. My helmet....because it really payed off for me. Broken bones heal but I need all of my brain cells!
Great comment Phil! We are looking forward to riding around some more in your neighborhood up there in the north county area.



Corner Marque.

The Honda CB 750 Four K1



The CB750K1 Four was sold from 1970-71 and was available in one of four colors: Candy Ruby Red, Candy Gold, Valley Green Metallic, or Candy Garnet Brown. The gas tank stripe was gold. The tank, side covers, and upper forks were of the basic color (red, gold, green, or brown). The side covers were smaller and there were no slots on the leading edge. There was a two-throttle cable system (pull open and pull closed). The headlight shell was also the basic color. The exhaust system was a 4-into-4. The engine was a 736cc SOHC 2-valve dry sump inline 4 cylinders linked to a 5-speed transmission and chain drive. The serial number began CB750-1044650.

The Honda CB750 is a motorcycle built in several model series between 1969-2004 and 2007 that is recognized as a milestone for Honda's successful introduction of a transverse, overhead camshaft inline four-cylinder engine that has ever since been the dominant sport bike configuration. Though MV Agusta has sold such a model in 1965, and it had been used in racing engines before WW II, the CB750 is recognized as the four-cylinder sport bike that had a lasting impact and is considered the first Superbike.

This bike offered important features that added to its compelling value: electric started, kill switch, dual mirrors, flashing turn signals, easily maintained valves and over all smoothness and freedom from vibration both underway and at a standstill; later models (1991 on) included maintenance-free hydraulic valves. The bike did have a few flaws, like a high center gravity and it was difficult to get on the center stand not to mention the tendency for the chain to throw oil all over the mufflers.

On a personal note this bike, my first was a 1970 K0 model gave me the freedom to travel longer distances that my trio of British bikes, (BSA, Norton and Triumph) would not allow. From the early 60's to about 1975 most of my riding was on those machines until my purchase of the CB. In retrospect the CB probably extended my riding to current times otherwise I may have given up riding due to all the troubles of those British bone shakers.

The Norton P-11 Scrambler and Ranger

Marc Lemieux

Well how about a wild guess at what Evel Knievel, Clint Eastwood, and I have in common? Well maybe not exactly because all I have are some really rough P-11 parts, but I'm working on it! Here is a little historical background on a bike that had a lot more impact on motorcycling than the production numbers would indicate. There was an excellent article on the prototype last fall in Classic Bike Magazine and I got a copy of the 1967 test in Cycle Magazine. This article is from the Norton Owners UK website. I am accumulating a mix of parts that will ultimately result in a complete mash up of a rider named "Fumunda", because it came from under a bunch of crap in a yard in San Marcos!



On the 30th. June 1966 a hybrid Norton N.15 C.S. and a Matchless G.85 C.S Scrambler 500cc single were being dispatched from Plumstead for shipment along with many other machines of various types. This day's consignment was part of a huge order numbering many hundreds of machines and also the first models of the only production run of 100 machines of the new G.85 C.S. (earlier machines were built to special order in the competition shop). Nearly all of this complete order was to be shipped via New York to Berliner's New Jersey headquarters, but a few including that G.85 C.S. and the N.15 C.S. were to go on via Los Angeles to the Western distributor, ZDS Motors of Glendale, California, where Bob Blair would be waiting to exercise his skills in marrying up the N.15 C.S. engine and gearbox to the G.85 chassis. The result would be to produce a lighter, faster prototype desert racer, culminating in a production run back at Plumstead of 2500 machines.

The silver-painted G.85 C.S. duplex frame was made from Reynolds 531 chrome-molybdenum thin walled lightweight tubing with sifbronze welded-on sub-frame, a single spine top tube, and malleable steel headstock. It was similar in styling to the Rickman Metisse. The swinging arm was supported by gusset plates each side as on the 'Featherbed', and bearing on Metalastic bushes also common to that frame. The front forks were the lighter type 'Teledraulic' scrambler unit with the small diameter stanchion tubes. The front wheel was the 1963 Matchless item with slightly increased brake lining area. The hub had the fins skimmed off. The rear wheel was an A.J.S. 7R/Matchless G.50 road-racing type with the hub made of magnesium but was modified to accept heavy-duty spokes lacing an 18" WM3 rim to the conical hub. The two outer rear-brake fins were machined down to give clearance for the rear chain and the brake air vents were blanked off. It was a very purposeful looking machine but the 500cc single engine was not powerful enough to be competitive in 200 to 1000 mile desert races. Although the Atlas Scrambler had been competitive at the time, its successor the N.15 C.S. was proving to be too heavy now in comparison with other manufacturers' scramblers and so Bob On receiving the machines he set about the engine change. The front frame engine lugs of the G.85 were repositioned; the right hand one had to be removed and re-sited upside down, dural main plates were cut and obviously after a few fittings the engine, complete with gearbox, slotted snugly into the frame. The main chassis including the forks and wheels were untouched. The primary chaincase from the N.15 C.S. was modified to provide an extra support for the footrests which were non-folding. The N.15 C.S. petrol tank was fitted in place of the glass fibre G.85 C.S. tank. Special parts made were a central 10 pint aluminium oil tank, lightweight air filter body in aluminium, alloy head steady, alloy sump guard tray and a pair of beautifully contoured high level exhaust pipes.

The last model, only 20 months after the launch of the series, was the Ranger 750; a name at last. This was the same as the P.11A/Ranger 750 except the hubs were not skimmed, a Ranger 750 transfer on the oil tank and battery cover, stronger side-stand mounting brackets, front brake stop-light and pillion strap over the centre of the seat. The frame number on the P.11 series is on the lower left of the malleable steel headstock as on the G.15 series, but on the G.85 it is on the right, whilst on the Ranger 750, it is near the front of the headstock with matching gearbox number.

Probably the most complicated job on a P.11 is putting the engine/gearbox unit back into the frame and assembling the eleven spacers in the correct position. If this is not exactly right, the engine will be out of line and the rear chain will foul. Also the prop-stand bracket will not abut against the left hand engine plate and will swing round, causing the machine to fall. During its short production run the P.11 series used 3 variations of petrol tanks, 5 variations of oil tanks, 4 variations of side covers (all basically the same shape but with various recesses for clearance and different fixing points, 3 different prop stands (the Americans like to start their machines on the side stand), 3 different seats and 5 different rear mudguards (3 alloy and 2 chrome).

By this time the Commando had been in production for several months and sales were extremely encouraging, therefore it was decided to cease production of the P.11 series to concentrate on increased orders for the machine with a better sales potential. And so that concluded another series which ruled the desert for a couple of years. The first Commandos used some parts from the G.15 series, many ideas from the P.11 series, an engine developed from the Atlas, a frame designed by an outside engineer and was built in the old AMC factory by Matchless men. Oh no - not another hybrid.



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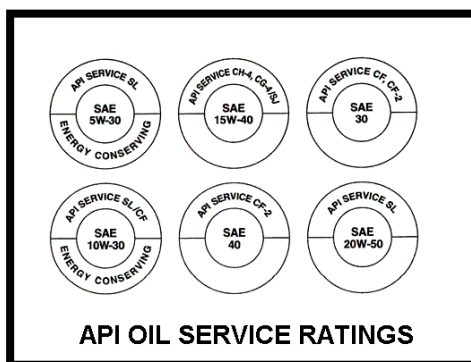
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Minimizing Camshaft & Lifter Wear.

This article was written by a mechanical engineer who worked with internal engine components where lubricants is a prime concern for over 38 years, and is also a vintage motorcycle enthusiast.
(Editor's hint: Ask Virgil! He submitted this excellent overview on modern lubricants!)

Because modern automotive engines now use roller cam followers in place of “flat tappets”, the amount of anti-wear additives in motor oils has been significantly reduced. This makes them less suitable for use in our old motorcycles engines with their “sliding” cam followers. This is also causing a problem for automotive engines rebuilders who still rebuild older engines with flat tappets. Cam and lifter failures, especially during the critical break-in period, have increased.

Zinc and Phosphorous are the most popular and commonly used “EP” or “Extreme Pressure” anti-wear additives elements. They are present in high concentrations in greases and gear oils to prevent wear and galling between mating surfaces under extreme loads. In the past these were used in higher concentrations in motor oils when most engines were built with flat tappets. Because these metallic elements eventually find their way into the by-products of combustion in worn engines and cause contamination of emission control components, they have been greatly reduced in most recent oils intended for use in engines with roller cams followers.



The American Petroleum Institute or “API” for short has devised a classification system for oils based on their suitability for various types of service. These classifications, found in the round donut symbol on the back of the oil containers, run in two series: “S” Classes for “Spark” ignition engines and “C” classes for “Compression” ignition (Diesel) engines. The classes start with “A” and progress through the alphabet as newer classes are added. Classes “SA” through “SH” and “CA” through “CE” oils are now obsolete. The most recent “SM” class oils only contain a little more than half as much Zinc and Phosphorous as the “SH” class oils which were originally introduced for use in 1996 model vehicles.

Most of the British motorcycles engines I've disassembled have exhibited some degree of cam follower (lifter) wear and frequently this extends to the cam lobes as well requiring either regrinding or replacement of both components. Any engine cam followers that slide and don't rotate is especially susceptible to this type of distress. We've always been told frequent oil changes and use of a "Good grade" of oil will help and that's true.

So where is all of this leading us? If you're using automotive grade oil with an API Service classification "SL", or "SM", you're probably not receiving the level of anti-wear protection you think you are. But there is hope." There are still oils on the market that contain higher levels of anti-wear additives. These are typically oils intended for diesel engine service. They carry the API Service Classes "CF", "CF-4", "CG-4", "CH-4", and "CI-4" These oils are Chevron "Delo 400", Mobil "Delvac and Shell "Rotella T". These diesel oils typically come in 15W-40 viscosity although other grades with the above API classifications can also be found. This should be acceptable for motorcycle engines. I've used SAE 20W-50 in my Square Four and Matchless twins for years and there really isn't much difference till your oil gets above 210 degrees F. I rode my 57 Sq-4 for 20 miles at 80 MPH on an 85 degree day and couldn't get the oil to 200 degrees.

Zinc and Phosphorous are the most significant "EP" ingredients but not the only additive elements used. Others are Boron, Calcium, Magnesium and Moly, some or all of which are used in the above oils. Many "Racing" oils, which typically carry the disclaimer "FOR OFF ROAD USE ONLY", also contain significantly higher anti-wear content. Quaker State "Q-Racing" full synthetic is one, although that's an expensive alternative unless you're already committed to using synthetic oil.

Although I don't generally recommend oil additives, there are products intended for use for assembly and break-in for engines with flat tappets that contain high concentrations of EP additives. One of these is GM's EOS Assembly Lube available from GM dealers under P/N 1052367. Although the bottle specially states this is not an additive, I am aware that there are people who have been successfully using it as an additive for years. I'm confident it can be used safely at rates between two to four ounces per quart as an addition to help boost the anti-wear properties of "SL" and "SM" classed oils. This product is about the same viscosity as straight grade SAE-50 motor oil. It should readily mix with the rest of your oil, but if you are concerned, you might want to premix it. Another assembly lube you might try when building an engine is "Cleveite Bearing Guard", it has a thicker consistency than EOS products to help keep it in place. It becomes fluid at about 100 degrees F and readily mixes with all oils. It's available at all NAPA Auto Parts stores under part # CL-400 or part # 2800-B2.

Older spec. automotive oils with their greater anti-wear content are now obsolete. I would highly recommend you try either EOS as an additive or one of the oils mentioned above. However, be aware that the diesel oils are likely to change in the future, so pay attention to the API Service Classification. As long as the ones mentioned above are present you should be OK with these oils. The assembly lubricants mentioned are known to contain a high concentration of anti-wear or "EP" compounds intended to prevent camshaft and lifter wear. Other products labeled "Assembly Lube" and specifically intended for camshaft and lifter break-in should also contain these compounds, but I just wasn't able to research all of them. If you decide to research other oils, you should look for oils that contain at least 1200 ppm of Zinc and at least 75% as much Phosphorous as Zinc.

BMW Airheads Tech Day in La Mesa

(Marc LeMieux)

Several SDAMC members made the scene at So Cal Air Marshal Gary Jackson's St Patrick's tech day for a nice session of wrenching, corned beef tacos and telling tall tales.

This was a nice opportunity for Kurt Kohanowich to debut the just completed resto of his /7 and I was able to get in a little more saddle time on my sidecar rig. Dave Knetzer, Ric Calou, Ted Hollaway, and Aric Henschen also were there representing the club.

There was a nice collection of well kept Airheads and a few that showed a fine level of "patina". The most interesting story of the day was the /6 with the locked up motor. Gradually it was disassembled in an attempt to find the cause, eventually ending up looking like the carcass of a turkey on the day after Thanksgiving. The bad news was that it appeared to have totally seized the crankshaft, the good news was that it now was completely apart so that "Stoner" could easily sell the parts. The corned beef tacos were a real treat although Gary's dachshund snatched one of mine when I wasn't looking!

If you need guidance on how to fix anything on your Airhead, these tech days are a great way to learn!

Marc LeMieux devouring a delicious corned beef taco on his flaming R100/7 with sidecar.



Gordon Clark on his beautiful red R100S



Kurt's restored white R100/7



The sad, fascinating deconstruction of a R75/6 with a seized driveshaft. Great experience seeing the entire bike being disassembled.



Gordon adjusts his valves.



San Diego Antique Motorcycle Club

Membership Application

Purpose of Club

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.

NAME: _____

SIGNIFICANT OTHER: _____

ADDRESS: _____

CITY : _____ STATE: _____ ZIP: _____

PHONE (H) _____ (W) _____ (C) _____

E-MAIL ADDRESS: _____ (FAX) _____

May we include your name, phone numbers and e-mail address in our Club Roster sent only to SDAMC members?

YES NO NOTE: HOME ADDRESS IS 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. hereafter referred to as SDAMC, Inc, the 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 risk 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 there from. 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: _____

Annual dues are \$25. Please make checks payable to SDAMC

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