

SCMA

Southern California
Motorcycling Association

NEWS



VOLUME 39 ♦ NUMBER 11 ♦ NOVEMBER 2007

SCMA



Turkey Run 2007

Sunday, November 18

See Page 5 for details

Visit S.C.M.A.'s Website at: www.sc-ma.com

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Society

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Shamrock
Road Riders

Taft Motorcycle
Club

Victor
McLaglen
Motor Corps

NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	



CALENDAR OF EVENTS

✓ Marks Travelers Events

DECEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

NOVEMBER 2007

DECEMBER 2007

- 10 SCMA General Membership Meeting 9-11 a.m.
Conrad's Restaruant
631 Foothill Blvd.
818-790-2230 La Canada
- 10 Three Flags Meeting 11:30 a.m.-1:30 p.m.
J's Maintenance
3550 Foothill Blvd.
951-677-3644 / 915-342-3702 Glendale
- 18 ✓ SCMA Turkey Run 8-10 a.m. sign in - Crazy Otto's
562-437-4116 / 714-775-8246

No Meetings — HAPPY HOLIDAYS

2008 Three Flags Committee members

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SCMA Representative: Doug Poppen	tamie.doug@verizon.net



PHOTOS WANTED

Have you taken any good photos while on a recent ride?

If you would like to see them published, please e-mail them, along with pertinent information (location, name of ride, names, and photographer) to:

Randy Angel • rwangel@earthlink.net

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REMEMBER!

**ARTICLES MUST RECEIVED BY
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S.C.M.A. MONTHLY MEETINGS

The following meetings are open to all S.C.M.A. members and their guests:

MONTHLY GENERAL MEMBERSHIP MEETINGS are held the 2nd Saturday of each month at 9:00 a.m.
(Except in September, when we meet on the 3rd Saturday)

— CHECK CALENDAR OF EVENTS FOR ADDRESSES OF MEETING PLACES —

Jan Staws (562) 437-4116

FROM THE CHAIR

Hi all, looking forward to Halloween??? I am hoping we had a good turn out for the Cemetery Run, let you know next month.

Several things going on right now, getting ready for next years calendar and the E Board will be looking for help in putting some day runs, such as the Dog Days of Summer, Cemetery Ride, Turkey Run, we have Chairman for the 2008 Blazing Saddles and 2008 Grand Tour. The Soup Run is being done by our Vice Chairman Dave Hawker, so should be a good event as always. Call any board member if you are interested in volunteering for any of these rides. The E Board will make sure that you receive any support you need in getting the job done. As a rule what we really need the Chair person to do is get us a route and a checkpoint since our rides are usually Travelers Award and require a least one checkpoint. We will get any printing done you may need, we can and will take care of the pins if you wish us to. We just can't do it all without some help.

The E Board is bringing in a new event which is going to be chaired by Mitch Friedman since he brought the idea and desire to the E Board. The name of the event is going to be SCMA California Parks Adventure. You will have a calendar year to do the event, from January 1st. to December 15th. of each year. There are 24 National Parks in California and you will be required to have visited each one in order to complete the event. A book with pages for the park stamp and a picture of your motorcycle, trike or motorcycle with sidecar are the eligible vehicles for this event. Cost will be somewhere in the range of \$35 to \$45 per participant.

In relationship to the park event the SCMA has come up with the Triple Crown Award, a special award for those riders who make the Four Corners, Three Flags and the California Parks Adventure in the same year. We are working on developing a very special award for those who are daring enough to answer that challenge.

The 2008 Three Flags Classic committee has things well under control. The start and finish have be decided on, start will be Mexicali, B.C. Mexico and finish is going to be Nanaimo, B.C. Canada. There is a committee rooster somewhere in this newsletter along with a flyer for the event.

One of the rides we will be putting on next year, probably the Dog Days of Summer will have a twist to it. The Association has a variety of pins left over from years past and we will be using those pins for that ride. You will draw your pin from a grab bag and hopefully you will like whatever you draw. Some of the pins are really neat to look at. This idea came about due to the fact is seems you must have a ride pin for every event you put on and with attendance being what it is nowadays, doing this will help keep the cost of one event down under \$400.00, since insurance for a one day ride is \$200 including the sanction fee.

It is also getting harder and harder to have enough rides to continue the Traveler's Award, when the runs decrease to a certain number it will no longer warrant doing the Travelers.

That's all for now folks. Keep the rubber side down and the sunny side up.

Jan Staws



Southern California
Motorcycling Association



SCMA Turkey Run 2007

Sunday, November 18



Traveler's Award

Starting place:
Crazy Otto's
33317 Santiago Road • Acton, CA
Sign in time: 8-10 a.m.
Food coupon included with entry



Sanctioned

Entry Fee is \$20.00

\$2 less for SCMA members, \$1 less for AMA members, \$2 less for mail-in
Total discount not to exceed \$4

Call 562-437-4116 or 714-775-8246 for more details

Mail Pre-Entry to Jan Staws - 1959 Gale Ave., Long Beach, CA 90810 by November 10, 2007

Name _____ AMA # _____ SCMA # _____

Address _____ City _____ State _____ ZP _____

Phone _____ Club _____ Passenger _____

Signature _____ E-Mail _____

LETTER TO THE EDITOR

Dear Jan Staws
SCMA Newsletter Editor,

Help Me Keep Josef's Motorcycles, PWC, and Truck on the Road! Can you include this letter in the next SCMA newsletter?

We always knew we had too many vehicles, but we somehow justified keeping all of them. Every month it seemed I was renewing registrations and insurances. State Farm and the DMV must love me.

Now, I KNOW I have too many bikes, boats, and cars; and I need to find new homes for them—now! Please help me “re-home” these BMWs!

- 1990 K100LT. This was Josef's latest Three Flags bike, the grey one with the giant driving lights and a Corbin seat. AM/FM radio with cassette player. Air horns. Always dealer maintained in top condition. Maybe 90,000 miles. Comes with saddle bag liners, tank sack, and all the manuals, accessories and whatever I can find for it. \$4,500 OBO.
- 1982 R100RT. Josef's prior Three Flags bike, black, also with giant driving lights, Vetter fairing with AM/FM radio, air horns, Craven hard bags and back box, passenger back rest. Always dealer maintained. Just over 300,000 miles. \$3,500 OBO.
- 1994 K1100LT. This was my first Three Flags bike, red with driving lights, AM/FM radio with cassette player, heated grips, movable windshield, Russell Day-long seat, saddle bag liners, tank sack, and whatever else I can find for it in the garage. Always dealer maintained. New tires. 233,000 miles. \$4,000 OBO.
- 2001 R1100RT-P. Black and white with BMW pin striping. AM/FM radio/CD player/ MP3 setup. Solo seat. Dual batteries. All the law enforcement lights still active—in orange. Air horns. Three sets of hard cases: city, regular, extra wide. “Blaa-blaa” police horn/siren (very loud). Soft back bag, and more. Maybe 36,000 miles. \$7,000 firm.

One lovely, record-making “water bike” must also find a new home:

- 2005 Yamaha WaveRunner FX140 personal watercraft. Ship-to-shore radio. Custom 12 gallon auxiliary fuel cell with on-off fuel pump. 30 gallon total fuel capacity—11 hours for about a 165-mile range. Yamaha cover. New battery and impeller. Comes with single trailer with storage box and spare tire. This is the PWC that went from Canada to Mexico. Always dealer maintained. Never rolled or abused. 138 hours. Just tuned up. \$7,000 OBO.

And our big, beautiful “red truck” needs a new home:

- 2004 Ford Expedition Eddie Bauer 5.4L four-wheel drive. 40,000 miles. Custom red—even the bumpers! Leather seats with lambskin covers. Big-screen DVD system. Multi-CD player. Rear AC. Front and rear trailer hitch. Towing package. Custom car cover. And much more. All records available. Josef and I accessorized this vehicle with everything we could think of. But when I sell the WaveRunner, I won't need a tow vehicle—so I need to find someone who can use it as it was intended. Very impressive automobile. \$22,000 OBO.

For those of you who knew Josef well, you might wonder about all his other stuff, especially the music collection. His two sons, Neal and Steve, took back to Brooklyn and Washington, DC, his enormous collection of audio equipment, vinyl, reel-to-reel, cassettes, and CDs. They both grew up listening to that music, and it meant something to them.

Right now, Dear Friends, I need to sell those four bikes, the WaveRunner, and the Expedition. If you'd like to see photos of anything listed above, please email me at usatin@roadrunner.com. I'll send you photo attachments, I'll tell you about all the machines, and I'll be happy to have you come to my home to see them. And maybe take one home with you!

Please do get in touch!

Jane Usatin
(aka Mrs. Josef Usatin, SCMA #66)



**Southern California
Motorcycling Association**

2008 Four Corners Banquet

Saturday, February 9, 2008

Guest Speaker: To Be Announced

Ontario Airport Marriott
2200 East Holt Boulevard
Ontario, California 91761
(909) 975-5000 (Main number. Use number below for discount.)

3:00 to 4:30 pm, Meet & Greet
6:00 to 7:00 pm, Social hour
7:00 pm, Dinner
(Buffet Style Dinner, Plenty of Food)
8:00 pm, Program

- PHOTOGRAPHER AVAILABLE FOR PICTURES -
Single or Group pictures will be available

For more Information please call: [David Johnson 909-796-2277](tel:909-796-2277)

Special Room Rates at the Marriott \$99.00 +tax
(909) 975-4121 ask for Joshua Moore to receive this price.
Identify yourself with S.C.M.A.
Cut off date for discount is January 13, 2008

Bring your Albums and share your Stories!

You DO NOT have to be a Finisher to attend the Banquet
Dinner is \$40.00 per person
FINAL BANQUET RESERVATIONS
FEBRUARY 01, 2008

Make checks payable to "USA Four Corners Tour"
Make reservations early - limited seating available

Mail Reservations to: David Johnson
11171 Oakwood Dr. E209
Loma Linda, CA 92354

Name: _____ Guest: _____
Address: _____ Address: _____
Phone #: _____ Phone #: _____

REMEMBER TO LOOK OUT FOR US MOTORCYCLISTS

A Biker's view

I saw you hug your purse closer to you in the grocery store line. But, you didn't see me put an extra \$10.00 in the collection plate last Sunday.

I saw you pull your child closer when we passed each other on the sidewalk. But, you didn't see me playing Santa at the local mall.

I saw you change your mind about going into the restaurant. But, you didn't see me attending a meeting to raise more money for the hurricane relief.

I saw you roll up your window and shake your head when I drove by. But, you didn't see me driving behind you when you flicked your cigarette butt out the car window.

I saw you frown at me when I smiled at your children. But, you didn't see me when I took time off from work to run toys to the homeless.

I saw you stare at my long hair. But, you didn't see me and my friends cut ten inches off for Locks of Love.

I saw you roll your eyes at our leather coats and gloves. But, you didn't see me and my brothers donate our old coats and gloves to those that had none.

I saw you look in fright at my tattoos. But, you didn't see me cry as my children were born and have their name written over and in my heart.

I saw you change lanes while rushing off to go somewhere. But, you didn't see me going home to be with my family.

I saw you complain about how loud and noisy our bikes can be. But, you didn't see me when you were changing the CD and drifted into my lane.

I saw you yelling at your kids in the car. But, you didn't see me pat my child's hands, knowing he was safe behind me.

I saw you reading the newspaper or map as you drove down the road. But, you didn't see me squeeze my wife's leg when she told me to take the next turn.

I saw you race down the road in the rain. But, you didn't see me get soaked to the skin so my son could have the car to go on his date.

I saw you run the yellow light just to save a few minutes of time. But, you didn't see me trying to turn right.

I saw you cut me off because you needed to be in the lane I was in. But, you didn't see me, leave the road.

I saw you waiting impatiently for my friends to pass. But, you didn't see me. I wasn't there.

I saw you go home to your family. But, you didn't see me. Because I died that day you cut me off.

I was just a biker. A person with friends and a family. But you didn't see me.

Repost this around in hopes that people will understand the biker community. If you don't repost this, it sucks to be you. I hope you never lose someone that rides. Have a great week my friends!



NANAIMO



HERE WE COME

SCMA PROUDLY PRESENTS
THE
33RD. ANNUAL THREE FLAGS CLASSIC
AUGUST 29, 2008 – SEPTEMBER 1, 2008

200 RIDERS
\$275.00 U.S. Funds only

Mail entries to
2008 Three Flags Classic
7100 Hayvenhurst Avenue #107
Van Nuys, CA 91406

MAIL-IN DEADLINE: JANUARY 12, 2008
DRAWING: JANUARY 26, 2008 – NOON

Two entries per envelope
Please include your address, phone number, e mail
address on check or money order.

Chairman: Jane Usatin - usatin@roadrunner.com
Vice-Chairman: Jan Staws - janstaws@verizon.net
310-387-3974 cell

Must be a member of S C M A to participate on event.
See S.C.M.A's Website at: www.sc-ma.com for further information

FIVE HOURS BEHIND

Stan Taylor

SCMA#: 8254

We decided to make the trek to El Centro a day early for the Three Flags Classic. Tina and I prefer to stay on the U.S. side of the border before the start. Wednesday morning the RT was loaded and we headed for El Centro. I had dismissed the idea of taking the LT. With fifty four thousand miles on it, fresh tires and a current "service one" (the less expensive service), it might have been the better choice except that I had not put an appropriate suspension under it and Tina hates everything dragging in turns. The RT, with one hundred eight thousand miles on the odometer and fresh tires had had its "service two" (the expensive service).

Several weeks earlier the dealership had advised that with over 100 thousand miles on the RT and the stress on the bike of the Three Flags, it was good that I was looking at a new bike. I understand that, but of the eight BMW's, a Suzuki and a Harley Davidson I have owned, this RT knows me and thinks like I do. So, I procrastinate until there is insufficient time to get a new bike prepared. New tires, the "service two," fix the intermittent neutral lite and the ABS system that rarely engages with the first start and we will ride the RT on its eighth Three Flags.

We had already invested, in May, in new fork seals, new alternator and an engine seal replacement for the RT. Now at the "service two," that 'lazy neutral lite' should be replaced, because if the switch dies and the switch in the clutch fails also, you won't be able to start the bike. It's a big deal to get to that switch. (\$\$\$). The ABS failure light is usually due to a weak battery. Charlie had told me that in May when I mentioned the ABS lite. I told him then that I had recently replaced the battery myself. Checking at home I discovered that the battery was replaced 4 years ago. As the service was about to be wrapped up, Charlie advised me that he feels some grinding in the rear end. "I'll pull it and check." Shortly thereafter Charlie was in front of me with the rear CV joint and a hand full of needle bearings. "The front bearings (part of the drive shaft) look about the same. We will have to replace the drive shaft and rear CV joint. These wouldn't have gotten you home, much less to Canada." Finished, Charlie brought me the readout on the battery. It checked out OK. Including the May bills, new tires, the "service two" and repairs, I had invested twenty percent of the cost of a new motorcycle in the 1996 RT with 108 thousand miles on it. But, the battery checked good!

The trip to El Centro was hot and the humidity was high. Stopping for gas in Blythe, Tina found the temperature to be 120 degrees. It was only 111 in El Centro. We checked into the hotel, dinner at Famous Dave's Legendary BBQ and to bed.

Thursday we had breakfast at the hotel and killed time (indoors at the hotel. It cooled to 90 degrees overnight) until it was time to register in Mexicali. The bike started right up, but the dash lites dimmed while cranking. Whoops, make sure the headlights are off. The ABS did not cycle on. We went to the Start hotel, registered, BS'd a bit and headed back across the border. The bike started fine, but the dash lights dimmed while cranking. Twenty minutes to cross the border... not too bad. The bike got hotter than normal but cooled right down when we got moving. We gassed up in El Centro for the start in the morning. Hit the starter, the dash went dark... clack, clack, click, click, click. Uh oh, dead battery.

While I was in the store buying the only set of jumper cables they had, Tina found a fellow in a pickup truck to help us jump start the bike. The battery is under the back of the gas tank cover. The terminals are visible, but you can't get a clamp on them. With the negative cable clamped to the foot peg mount and the positive clamped to a screwdriver that I thrust (I like the word "thrust") toward the positive pole, we got the bike started. The pickup driver closed the hood of his truck and watched as I kept the bike running and Tina helped put the bike back together and we rode off. As we returned to the hotel I mentioned to Tina that we should have given the helpful pickup driver a few bucks for a cold drink or something for helping us out in the heat. (Which gives credence to the adage: "No good deed goes unpunished," or at least in this case, ignored.)

The Sears store auto section was across the driveway from our hotel. I bought a 2-amp battery charger, borrowed two extensions cords from the hotel maintenance man and plugged the charger into the electrical accessory outlet on the bike. Meanwhile, Tina was on the phone to Brown Motor Works finding out that we should use no more than a two amp charger. They provided Tina with the phone number of BMW Motorcycles of Las Vegas. She called and made an appointment for replacement of the battery in the RT 10:00 A.M. Friday.

Friday 2 a.m. we were up. I went to the lobby for a luggage cart, we loaded our luggage on it and left it in the room. Now to start the bike. I turned the ignition on. Had dash lights. Pulled in the clutch to lighten the load on the starter. Hit the starter, the dash lights dimmed and... click, click, click, click. While I took the seat off, found the screwdriver and connected the jumper cables as before, Tina talked to the night security guard who didn't have a car but got the night hotel manager to assist by bringing his car to our rescue. We jump started the bike as before (more screwdriver thrusting), put the bike back together and headed to Mexicali for our start on the Three Flags Classic.

As planned, there were very few people remaining around the start by the time we got there. Tina went in and turned in our start cards while I rode the bike around the parking lot to avoid turning off the engine. We were on our way in about five minutes. It was late enough by the time that we got to the border crossing that the traffic held us up for over 40 minutes. The bike "red lined" the temperature gauge. We returned to the hotel. Tina went to the room for the luggage cart while I rode around the parking lot. With the bike loaded we tipped all of the staff \$20 each for their help and were on our way. It was shortly after 5 a.m.

The temperature had cooled overnight into the low 90's as we got gas in Blithe. Fully loaded I could not get off of the bike without extending the side stand which on the RT shuts off the engine. So, with me pushing while in the seat and Tina pulling we managed to get the bike on the center stand so that I could get off to fill the tank with the engine running. "Don't over fill the tank. I don't want to catch fire or explode," Tina commanded. "We will need it all to get to Vegas," I replied.

We passed a few bikes as we traveled north on Route 95. About thirty or so miles out of Blithe we saw a gaggle of bikes on the side of the highway. We don't stop to check for emergencies if there is more than one bike stopped. We continued on and waved. "That looked like Jane waving that white cloth." "It was," Tina replied. "It's a little early for a roadside break." (We learned later that Jane was not waving a flag of truce, but requiring additional repair supplies for a stubbornly flat tire.) As we approached the Route 93 intersection we passed quite a few riders, including Chuck Jones. The route required a right turn onto Route 93 and around Lake Mead. As we turned left for our appointment in Las Vegas, I saw all of the bikes behind make the same left turn. They all missed some very nice road around the lake.

There were two tenths of a gallon in the tank when we refueled in Las Vegas before keeping our appointment. We stopped by the house for Tina to pick up her car on the way to the BMW dealer. We arrived for our appointment at 9:30 a.m. The dealership Ambassador, Jim Funk, the man who had had the dealership previously and had sold me the RT, directed us to a restaurant for breakfast. We threw all of our stuff from the bike into the car and went to breakfast. Before we could order, Jim arrived to tell me that the engine oil sight glass was leaking oil and needed to be replaced. They could change it by tipping the bike over to the opposite side to avoid oil running out or change the oil. "It has been excessively hot twice on this trip and probably cooked the oil sufficiently to melt the sight glass seal. Change the oil." Jim, knowing me pretty well, said, "That's what I told them."

The bike was ready at 12:30 p.m. We went home put away the battery charger, jumper cables and our Three Flags Classic plaques, reloaded the bike and headed north on I-15. Tina feels that the ordeal cost us about four hours. I think it cost us closer to five.

Having short cut the Lake Mead route by necessity, we had decided earlier to forgo the Zion Park route as well. Our route was longer, but avoided travel through Zion National Park. There were quite a few bikes at the first check point in Kanab. With our passports stamped we didn't hang around. We spent Friday night in Kayenta, Arizona. Kayenta is about 770 miles into the route, but about 120 miles short of our planned stop in Cortez.

Saturday was a strange day. The route was fine. The bike was fine. Our ride was fine. But, the whole day seemed out of sync. Maybe it was because we were riding farther back in the pack than usual. The riders we were encountering were not those we usually see on Three Flags. Tina had an amusing encounter with two Goldwing riders at the second checkpoint. One of the riders was enthralled with having arrived at the checkpoint to catch up to the "guy that rides like a bat out of hell." His companion seemed to understand when Tina explained that what they had witnessed was just our riding style. Check point two in Leadville was fantastic, hot dogs, chili, cold drinks and snacks.

We spent Saturday night in Rawlins, Wyoming. The hotel was our second choice because it had a restaurant so we would not have to ride to dinner. The room was bad. We had it changed. The restaurant was hot as Hades and the restaurant staff as well as the hotel registrar spent more time outside smoking than attending to business. We left to have dinner at a diner down the road.

Continued on page 12

FIVE HOURS BEHIND

Continued from page 11

By my calculation, we still had over 880 miles to go to the finish. An awfully long next day if we were to finish Sunday. "What time do you want to get up, tomorrow?" I asked. "Four o'clock (five o'clock local time)," was her reply. "This will be the first time we've not finished on Sunday. Call the hotel and tell them we won't be there tomorrow, but to save our reservation. We will pay for the night if we have to keep the reservation." I was just a little miffed. As she called, I got undressed and went to bed.

Sunday morning Tina slept in just passed four o'clock. As she dressed I asked, "Are you going to shower? No answer. Dressed and ready to go I asked, "Do you want to have breakfast before we leave?" No answer. (It is our routine to put in some miles in the morning before breakfast.) I am certain that she could not sense the sarcasm in my voice.

The ladies having stamped our passport at checkpoint three at 12:45 (1:45 local time), Tina announced that having had a good night's sleep, she was up for riding to the finish today. The route to the finish was pretty straight and fast. Except for a fuel concern as we traveled Route 41 into Canada we made pretty good time, arriving at Medicine Hat Lodge 8:30 p.m. local time Sunday night.

Our thanks to this year's Three Flags Classic Committee and all of the volunteers that made the ride terrific. Registration, the start, the checkpoints, the finish and the banquet were great. The route was excellent except for the heat at the start and faulty metric conversions at the end. A job well done by all. Thank you.

We finished Sunday, 2,410 miles according to the RT's odometer, in spite of being five hours behind.

HOW TO SAVE AT THE PUMPS

I've been in petroleum pipeline business for about 31 years, currently working for the Kinder-Morgan Pipeline here in San Jose, CA. We deliver about 4 million gallons in a 24-hour period from the pipe line; one day it's diesel, the next day it's jet fuel and gasoline. We have 34 storage tanks here with a total capacity of 16,800,000 gallons. Here are some tricks to help you get your money's worth:

1. Fill up your car or truck in the morning when the temperature is still cool. Remember that all service stations have their storage tanks buried below ground; and the colder the ground, the denser the gasoline. When it gets warmer gasoline expands, so if you're filling up in the afternoon or in the evening, what should be a gallon is not exactly a gallon. In the petroleum business, the specific gravity and temperature of the fuel (gasoline, diesel, jet fuel, ethanol and other petroleum products) are significant. Every truckload that we load is temperature-compensated so that the indicated gallonage is actually the amount pumped. A one-degree rise in temperature is a big deal for businesses, but service stations don't have temperature compensation at their pumps.

2. If a tanker truck is filling the station's tank at the time you want to buy gas, do not fill up; most likely dirt and sludge in the tank is being stirred up when gas is being delivered, and you might be transferring that dirt from the bottom of their tank into your car's tank.

3. Fill up when your gas tank is half-full (or half-empty), because the more gas you have in your tank the less air there is and gasoline evaporates rapidly, especially when it's warm. (Gasoline storage tanks have an internal floating 'roof' membrane to act as a barrier between the gas and the atmosphere, thereby minimizing evaporation.)

4. If you look at the trigger you'll see that it has three delivery settings: slow, medium and high. When you're filling up do not squeeze the trigger of the nozzle to the high setting. You should be pumping at the slow setting, thereby minimizing vapors created while you are pumping. Hoses at the pump are corrugated; the corrugations act as a return path for vapor recovery from gas that already has been metered. If you are pumping at the high setting, the agitated gasoline contains more vapors, which is being sucked back into the underground tank so you're getting less gas for your money. Hope this will help ease your 'pain at the pump'

THE BIGGER THEY ARE... THE HARDER THEY HIT

by John Del Santo

Here's some News... numbers of motorcycle registrations have been rising steadily; more than ever before.

Now here's some good News... the number of motorcycle accidents has been falling steadily; less crashes, less injuries, and less property damage-only crashes. And now for some bad News....For the past six years motorcyclist fatalities have been on the rise. The numbers don't seem to go together ! ...What's Up?

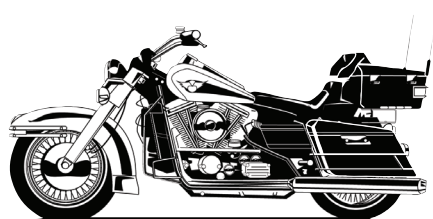
In reading a Special Report by Wendy Moon published in Motorcycle Consumer News, She shows that the rise in numbers in motorcyclist fatalities is in direct relationship to the rise in sales of Light Truck Vehicles (which includes Sport Utility Vehicle's). The sale of LTV's / SUV's started to rise dramatically in 1998, which was the year the motorcyclist fatalities began to increase. In 2002 there were three average autos to each one Light Truck Vehicle (or SUV), and yet the number of motorcyclist fatalities are almost equal in number during collisions with LTV / SUV'S or automobiles. A motorcyclist is 2.4 times more likely to die in a collision with an LTV.

The amount of physical damage done to a motorcyclist is greater in a collision with a Light Truck Vehicle for several reasons; Instead of the (average) auto bumper colliding mostly against a motorcyclists body below the belt, breaking hips and legs, an LTV/SUV's bumper is much higher...high enough to make the initial strike to a motorcyclist into the area of the thigh, waist and torso, creating a much more likely chance of internal injuries. In years gone by, people would describe a collision that happened when a bike ran into the side of a car as: "yeah, the biker flew right over the car." If we run into the side of a much taller SUV, we'll probably just smash dead-on into the side of the vehicle. The Light Truck Vehicle or Sports Utility Vehicle weighs more than an average auto, creating more foot-pounds of force when striking something, and most vehicles that are considered an LTV or SUV have a rigid-steel frame-rail delivering a much more solid hit than the Uni-Body crumple-design of modern autos.

Now, most of us could drive one of these vehicles forever and never run over anybody. The problems occur when someone who has been driving a small auto for most of their lives, now gets into one of these big status symbols and doesn't realize that along with taller and higher and wider comes a great increase in Blind Spots !! And a greater increase in their responsibility to other motorists. They can't see us approaching as well, and totally lose sight of things when they get close...but it would certainly be a nice thought if the people who bought the Light Truck Vehicles were informed of their dangers, and learned how to drive them properly and safely.

So, these big vehicles are here to stay, until they are made extinct by rising gasoline prices or the whims of fashion. Therefore it is our responsibility to ourselves to recognize the blind spots all around these LTV/SUV's and not spend any longer than necessary around them and be ready to let them know with our lights or horn that we are there, and be ready to move OUT of a blind spot on a half-seconds notice if the driver seems not to see you, or if the vehicle seems ready to move towards you. The right-rear wheel area of an SUV is an especially high target area... and when stopping in a line of traffic, it's not a bad idea to stop off to one side of the lane where you are not quite as much of a target, and where you can scoot out of the way if you see someone in the mirror who seems not to be slowing.

We motorcyclists can protect ourselves as much as possible against damage by the drivers of these big Light Trucks and SUV's.... Be Alert, Be Aware, and.....Drive Straight,!



A QUIZ FOR PEOPLE WHO KNOW EVERYTHING

*This is a quiz for people who know everything! I found out in a hurry that I don't know anything!
These are not trick questions. They are straight questions with straight answers*

1. Name the one sport in which neither the spectators nor the participants know the score or the leader until the contest ends.
2. What famous North American landmark is constantly moving backward?
3. Of all vegetables, only two can live to produce on their own for several growing seasons. All other vegetables must be replanted every year. What are the only two perennial vegetables?
4. What fruit has its seeds on the outside?
5. In many liquor stores, you can buy pear brandy, with a real pear inside the bottle. The pear is whole and ripe, and the bottle is genuine; it hasn't been cut in any way. How did the pear get inside the bottle?
6. Only three words in standard English begin with the letters "dw" and they are all common words. Name two of them.
7. There are 14 punctuation marks in English grammar. Can you name at least half of them?
8. Name the only vegetable or fruit that is never sold frozen, canned, processed, cooked, or in any other form except fresh.
9. Name 6 or more things that you can wear on your feet beginning with the letter "S."

Answers To Quiz:

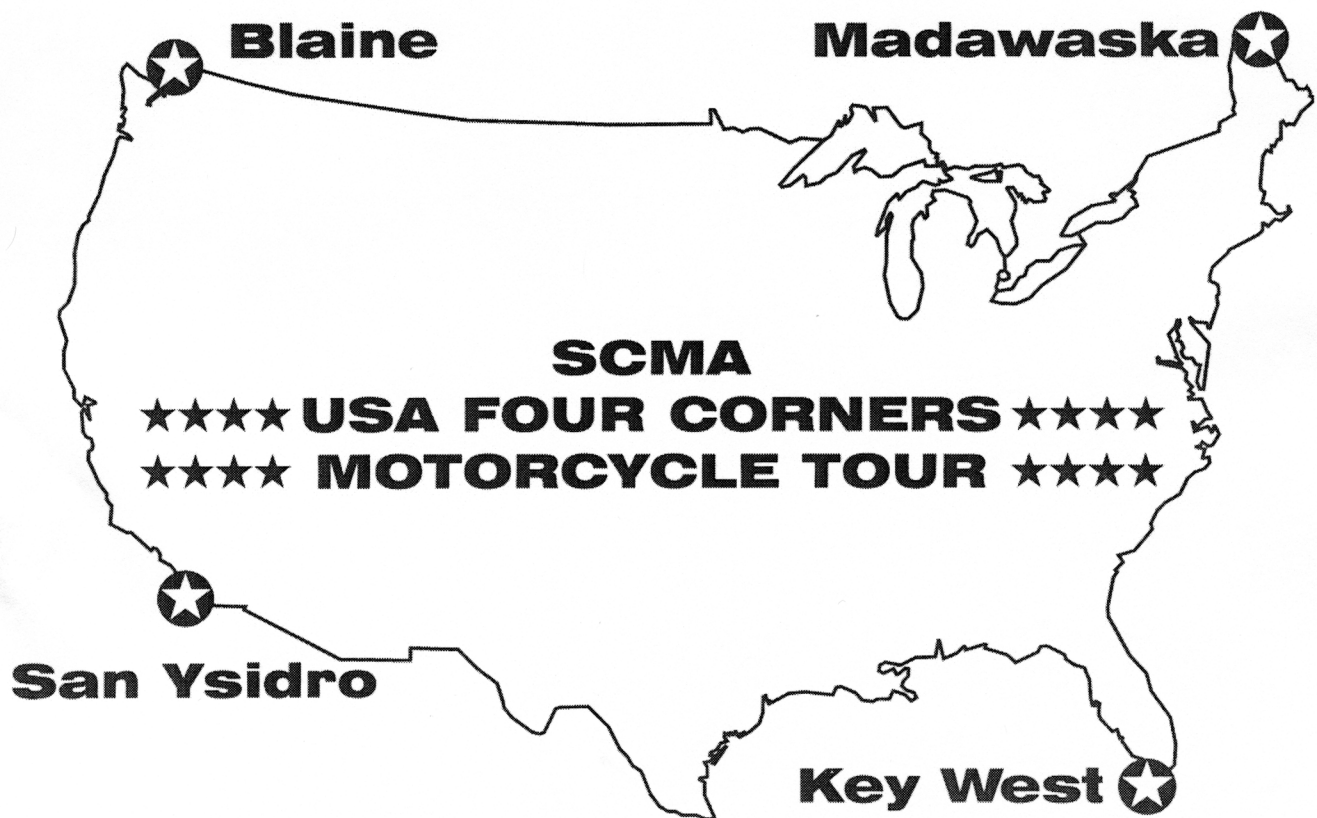
1. The one sport in which neither the spectators nor the participants know the score or the leader until the contest ends.
Boxing
2. North American landmark constantly moving backward- Niagara Falls. The rim is worn down about two and a half feet each year because of the millions of gallons of water that rush over it every minute.
3. Only two vegetables that can live to produce on their own for several growing seasons... Asparagus and rhubarb.
4. The fruit with its seeds on the outside... Strawberry.
5. How did the pear get inside the brandy bottle? It grew inside the bottle. The bottles are placed over pear buds when they are small, and are wired in place on the tree. The bottle is left in place for the entire growing season. When the pears are ripe, they are snipped off at the stems.)
6. Three English words beginning with dw. Dwarf, dwell and dwindle.
7. Fourteen punctuation marks in English grammar... Period, comma, colon, semicolon, dash, hyphen, apostrophe, question mark, exclamation point, quotation marks, brackets, parenthesis, braces, and ellipses.
8. The only vegetable or fruit never sold frozen, canned, processed, cooked, or in any other form but fresh Lettuce.
9. Six or more things you can wear on your feet beginning with "S". Shoes, socks, sandals, sneakers, slippers, skis, skates, snowshoes, stockings, stilts.

PLEASE DO YOUR PART... Today is National Mental Health Day. You can do your part by remembering to send an e-mail to at least one unstable person Well, my job's done! LIFE IS A JOURNEY. ROLL DOWN THE WINDOW AND ENJOY THE BREEZE

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WD-40: GOOD STUFF TO KNOW

Information like this is just too good not to pass on. Well, Who Knew...?

I had a neighbor who had bought a new pickup. I got up very early one Sun day morning and saw that someone had spray painted red all around the sides of this beige truck (for some unknown reason). I went over, woke him up, and told him the bad news. He was very upset and was trying to figure out what to do probably nothing until Monday morning, since nothing was open. Another neighbor came out and told him to get his WD-40 and clean it off. It removed the unwanted paint beautifully and did not harm his paint job that was on the truck. I'm impressed! WD-40 who knew?

Water Displacement #40. The product began from a search for a rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a "water displacement" compound. They were successful with the fortieth formulation, thus WD-40. The Corvair Company bought it in bulk to protect their atlas missile parts. Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you.

When you read the "shower door" part, try it. It's the first thing that has ever cleaned that spotty shower door. If yours is plastic, it works just as well as glass. It's a miracle! Then try it on your stovetop... Voila! It's now shinier than it's ever been. You'll be amazed.

Here are some of the uses:

- 1) Protects silver from tarnishing.
- 2) Removes road tar and grime from cars.
- 3) Cleans and lubricates guitar strings.
- 4) Gives floors that 'just-waxed' sheen without making it slippery.
- 5) Keeps flies off cows.
- 6) Restores and cleans chalkboards.
- 7) Removes lipstick stains.
- 8) Loosens stubborn zippers.
- 9) Untangles jewelry chains.
- 10) Removes stains from stainless steel sinks.
- 11) Removes dirt and grime from the barbecue grill.
- 12) Keeps ceramic/terra cotta garden pots from oxidizing.
- 13) Removes tomato stains from clothing.
- 14) Keeps glass shower doors free of water spots.
- 15) Camouflages scratches in ceramic and marble floors.
- 16) Keeps scissors working smoothly.
- 17) Lubricates noisy door hinges on vehicles and doors in homes
- 18) It removes black scuff marks from the kitchen floor! Use WD- 40 for those nasty tar and scuff marks on flooring. It doesn't seem to harm the finish and you won't have to scrub nearly as hard to get them off. Just remember to open some windows if you have a lot of marks.
- 19) Bug guts will eat away the finish on your car if not removed quickly! Use WD-40!
- 20) Gives a children's play gym slide a shine for a super fast slide.
- 21) Lubricates gear shift and mower deck lever for ease of handling on riding mowers.
- 22) Rids kids rocking chairs and swings of squeaky noises.
- 23) Lubricates tracks in sticking home windows and makes them easier to open.
- 24) Spraying an umbrella stem makes it easier to open and close.
- 25) Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.
- 26) Restores and cleans roof racks on vehicles.
- 27) Lubricates and stops squeaks in electric fans.

- 28) Lubricates wheel sprockets on tricycles, wagons, and bicycles for easy handling.
- 29) Lubricates fan belts on washers and dryers and keeps them running smoothly.
- 30) Keeps rust from forming on saws and saw blades, and other tools.
- 31) Removes splattered grease on stove.
- 32) Keeps bathroom mirror from fogging.
- 33) Lubricates prosthetic limbs.
- 34) Keeps pigeons off the balcony they hate the smell.
- 35) Removes all traces of duct tape.
- 36) Folks even spray it on their arms, hands, and knees to relieve arthritis pain.
- 37) Florida's favorite use is: "cleans and removes love bugs from grills and bumpers."
- 38) The favorite use in the state of New York WD-40 protects the Statue of Liberty from the elements.
- 39) WD-40 attracts fish. Spray a LITTLE on live bait or lures and you will be catching the big one in no time. Also, it's a lot cheaper than the chemical attractants that are made for just that purpose. Keep in mind though, using some chemical laced baits or lures for fishing are not allowed in some states.
- 40) Use it for fire ant bites. It takes the sting away immediately and stops the itch.
- 41) WD-40 is great for removing crayon from walls. Spray on the mark and wipe with a clean rag.
- 42) Also, if you've discovered that your teenage daughter has washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and re-wash. Presto! Lipstick is gone!
- 43) If you sprayed WD-40 on the distributor cap, it would displace the moisture and allow the car to start.
- 44) Keep a can of WD-40 in the kitchen, it is good for oven burns or any other type of burn. It takes the burned feeling away and heals with NO scarring.

The basic ingredient is FISH OIL.
DO NOT USE ON GUN PARTS!

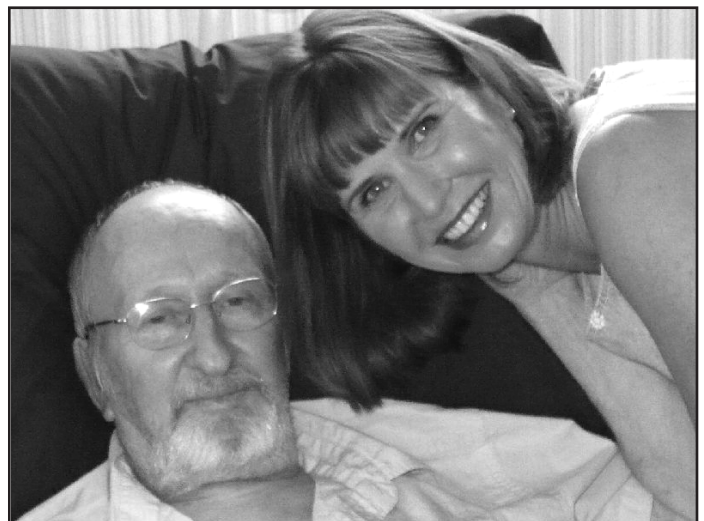
SOMETHING IN THE FORMULA EATS AWAY AT THE PRIMERS IN AMMUNITION AND CAUSES A CORROSIVE ACTION THAT DAMAGES GUN PARTS! IF YOU HAVE A QUESTION ASK YOUR GUNSMITH.

(TA TA FOR NOW)



Oaks Nursing home

He looks and sounds very much better now. He can eat and swallow Ziggy is getting up and going to physical therapy every day... He is getting some special therapy from his riding buddy, Nora the Queen of Lean, shown in the picture. This picture is about a month old. Thank you all for dropping buy and all of the calls, ZIGGY is coming home on October 12th. Call me if you have questions..805-529-5249, JOEL



WHAT GOES AROUND

From: Jan Staws,

Don't really know if this is a true story but it should be, I know in today's world we have to think twice before stopping to help someone in need, wondering if we are going to regret it, I personally have not had any reason to think twice about helping someone in trouble, that day may come but until it does, I will have faith in those around me that there are more good people in this world than bad.

YOU MUST READ THIS

One day a man saw an old lady, stranded on the side of the road, but even in the dim light of day, he could see she needed help. So he pulled up in front of her Mercedes and got out. His Pontiac was still sputtering when he approached her. Even with the smile on his face, she was worried. No one had stopped to help for the last hour or so. Was he going to hurt her? He didn't look safe; he looked poor and hungry.

He could see that she was frightened, standing out there in the cold. He knew how she felt. It was those chills which only fear can put in you.

He said, "I'm here to help you, ma'am. Why don't you wait in the car where it's warm? By the way, my name is Bryan Anderson."

Well, all she had was a flat tire, but for an old lady, that was bad enough. Bryan crawled under the car looking for a place to put the jack, skinning his knuckles a time or two. Soon he was able to change the tire. But he had to get dirty and his hands hurt.

As he was tightening up the lug nuts, she rolled down the window and began to talk to him. She told him that she was from St. Louis and was only just passing through. She couldn't thank him enough for coming to her aid.

Bryan just smiled as he closed her trunk. The lady asked how much she owed him. Any amount would have been all right with her. She already imagined all the awful things that could have happened had he not stopped. Bryan never thought twice about being paid. This was not a job to him. This was helping someone in need, and God knows there were plenty, who had given him a hand in the past. He had lived his whole life that way, and it never occurred to him to act any other way.

He told her that if she really wanted to pay him back, the next time she saw someone who needed help, she could give that person the assistance they needed, and Bryan added, "And think of me."

He waited until she started her car and drove off. It had been a cold and depressing day, but he felt good as he headed for home, disappearing into the twilight.

A few miles down the road the lady saw a small cafe. She went in to grab a bite to eat, and take the chill off before she made the last leg of her trip home. It was a dingy looking restaurant. Outside were two old gas pumps. The whole scene was unfamiliar to her. The waitress came over and brought a clean towel to wipe her wet hair. She had a sweet smile, one that even being on her feet for the whole day couldn't erase. The lady noticed the waitress was nearly eight months pregnant, but she never let the strain and aches change her attitude. The old lady wondered how someone who had so little could be so giving to a stranger. Then she remembered Bryan.

After the lady finished her meal, she paid with a hundred dollar bill. The waitress quickly went to get change for her hundred dollar bill, but the old lady had slipped right out the door. She was gone by the time the waitress came back. The waitress wondered where the lady could be. Then she noticed something written on the napkin.

There were tears in her eyes when she read what the lady wrote: "You don't owe me anything. I have been there too. Somebody once helped me out, the way I'm helping you. If you really want to pay me back, here is what you do: Do not let this chain of love end with you."

Under the napkin were four more \$100 bills.

Well, there were tables to clear, sugar bowls to fill, and people to serve, but the waitress made it through another day. That night when she got home from work and climbed into bed, she was thinking about the money and what the lady had written. How could the lady have known how much she and her husband needed it? With the baby due next month, it was going to be hard....

She knew how worried her husband was, and as he lay sleeping next to her, she gave him a soft kiss and whispered soft and low, "Everything's going to be all right. I love you, Bryan Anderson."

There is an old saying "What goes around comes around." Today, I sent you this story and I'm asking you to pass it on... Let this light shine.

Simply, pass this on to a friend.

Good friends are like stars....You don't always see them, but you know they are always there.

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All SCMA sponsored event flyers must have: "**A SOUTHERN CALIFORNIA MOTORCYCLING ASSOCIATION EVENT**" displayed prominently upon them.

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In making this application for membership, I hereby agree to comply with the rules governing the Southern California Motorcycling Association and, while holding membership, do my best to promote and protect the image of family motorcycling and sportsmanship.

SIGNATURE OF APPLICANT _____

