



SCMA

Southern California
Motorcycling Association

NEWS



VOLUME 40 ♦ NUMBER 5 ♦ MAY 2008

Antelope
Valley
Touring
Society

B.M.W.
Club
of Southern
California

Motorcycle
Touring
Assn.
Chapter 3

Pasadena
Motorcycle
Club

Red Hot
Riders

SCMA
Outriders

Shamrock
Road Riders

Victor
McLaglen
Motor Corps

The 2008

BLAZING SADDLES

Tour

**Saturday
May 24**

Starting at
Oasis Casino & Hotel
Mesquite, Nevada

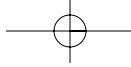


Saturday
Moab Utah

Sunday
St. George Utah

See Page 7 for details

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



MAY

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

JUNE

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

MAY 2008

- 3-4 PMC 62nd Annual Greenhorn Ride
626-798-9716
Pasadena
- 10 SCMA General Membership Meeting 9-11 a.m.
Conrad's Restaruant
631 Foothill Blvd.
818-790-2230
La Canada
- 10 Three Flags Meeting 12-3 p.m.
J's Maintenance
3550 Foothill Blvd.
310-387-3974
Glendale
- 24-26 Blazing Saddles
818-566-4107 / 310-387-3974
Mesquite, NV

JUNE 2008

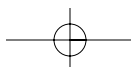
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631 Foothill Blvd.
818-790-2230
La Canada
- 14 Three Flags Meeting 12-3 pm.
J's Maintenance
3550 Foothill Blvd.
310-387-3974
Glendale
- 21 ✓ SCMA 3rd Annual Dog Days of Summer
Sign-in: 8-10 a.m. - Wing Stuff
714-963-0665 / 310-387-3974
Lake Forest
- 28* Dog Days of Summer (Rain Date)

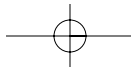
PHOTOS WANTED

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





YEARLY SUBSCRIPTION price to members is \$30.00;
No single copy sales. Mail orders to: Southern
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90651-0487.

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SC-MA.com

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S.C.M.A. NEWS

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REMEMBER!

ARTICLES MUST RECEIVED BY
MAY 10, 2008
TO BE PUBLISHED IN THE
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www.sc-ma.com
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S.C.M.A. MONTHLY MEETINGS

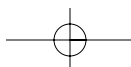
The following meetings are open to all S.C.M.A. members and their guests:

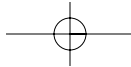
MONTHLY GENERAL MEMBERSHIP MEETINGS are held the 2nd Saturday of each month at 9:00 a.m.

(Except in September and October, check date shown on calendar of events and annual calendar)

— CHECK CALENDAR OF EVENTS FOR ADDRESSES OF MEETING PLACES —

Jan Staws (562) 437-4116





FROM THE CHAIR

What a beautiful morning this is, (April 13th) bright and sunny, temps expected to be in the high eighties, low nineties. How come we don't have a ride going today?

I am sure that most of our riders are out on the road as I am writing this. Have been at the computer for over an hour now taking care of S.C.M.A. business.

Had a great turnout at the general membership meeting yesterday. Attendance has been really good lately and I really appreciate the members participation.

We have several candidates for the upcoming elections in June, look for their statements somewhere in this newsletter. Nominations are still opened, will be closed next month at the membership meeting, so if you or anyone you know is interested in serving in the following offices, please come forward. Vice-Chairman - right now we have one nominee, Blake Anderson. Referee - we have one nominee - Chuck Jones (look for his statement) and for Membership/Corresponding Secretary we have the incumbents Vern Lucero/Flavia Gullet and Kenn Hatke/Phyllis Shaw are running also. (look for Phyllis and Kenn's statement) It has been so long since we have had more than one person/s running for any office I do not know how to act.

In respect to voting, I am hoping for a lot more participation than we have had in the pass. You will be able to print out the ballot and mail it to the address given just like having a hard copy. You will still need to give your membership number to verify you are a member in good standing, but please take time to vote, this is your organization and you have a choice of who governs it.

April 6th. was the AVTS Poker Run out of Santa Clarita. Jo Anne and I drove out there to support the event and had a very pleasant morning. They had 48 sign-ins, almost a raffle prize for each rider. They gave out a "goodie" bag with a bottle of water, some gum and other things, I am not exactly sure what all was in the bag except the water. Their run was supporting "Bags for Kids" and at the meeting yesterday Angel reported that they have close to \$600.00 to give to them, not including the \$100.00 the S.C.M.A. gave them yesterday in support of their charity. I understand that the route was awesome and enjoyed by all. They also served food at the finish, which was at Santa Clarita Motor Sports.

We are gearing up for Blazing Saddles next month. Randy Shull, a member of S.C.M.A., was so disappointed at not having runs pins for this years event (wanted to reduce the cost of the event to the rider) has generously volunteered to sponsor the purchase of pins as a way to advertise his business. So there will be a ride pin for Blazing Saddles this year after all. We are looking for anyone business or individual who would like to sponsor pins for the Grand Tour this year. In fact if we can find sponsors for any of the S.C.M.A. rides (except Four Corners and Three Flags) that would like to support the events by purchasing pins for them, contact any E Board member and let us know which event you would like to be involved in. This way we can definitely reduce the cost of the events. Insurance is a big cost anymore, keeps going up but we have to have it in order to protect the S.C.M.A. and the board members.

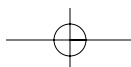
June will bring the Third Annual Dog Days of Summer. It is on Saturday, June 21, 2008 - the flyer will be corrected. It was in the newsletter last month as Sunday, June 21st. Editors fault. It is leaving out of Lake Forest and being done by Bob Masumuzi, who has done several runs for us last year and all were well received. He lays out a great route. Expect to see most of you there.

July will bring on a new event. Bare Bones Run. This is being put on by two members of BTW (my club) and myself since the club no longer has an interest in doing a run. Irv Creger, Mike Schlabach and myself hope that you will come out to support the event. We are advertising no pins but I think I will "sponsor" the purchase of the pin since the design is so neat. The ride will cost \$10.00 and I am sure between Irv and Mike the route will be enjoyable. Irv's wife Carol passed away on March 29th. and up until this time Irv's main responsibilities have been making sure Carol was getting the care she needed. Carol had been fighting Cancer for over two years, this last year being very difficult for her. Irv and Carol were always ready to help with the Soup Run or any other event for the S.C.M.A. and she will be missed by many who knew her.

Through Carol's illness I developed a great deal of respect for Irv. He never left her side, was always there to make sure she was as comfortable as she could be. I learned to know Irv as a different person I thought him to be. I am proud to call him my friend.

That is it for now, keep the rubber side down, the sunny side up

Jan Staws





Proudly presents the 62nd annual GREENHORN ROAD TOUR

May 3rd and 4th 2008

50/50 Drawing • Ride Pin • Ice Cold Apples • Poker Run • Trophies • Finisher Prizes

FEES:

Participant Fee: \$27.00
\$4.00 mail-in discount
\$1.00 M/C Organization discount - \$5.00 MAX!
RIDE FREE!!!
10% of mail-ins will receive a free entry.

START:

Flanders Company
340 S. Fair Oaks Avenue
Pasadena, CA 91105 - (626) 792-7384
Start open 6:00 A.M. - 8:00 A.M.
Coffee and Donuts Provided by Flanders

GRAND PRIZE FREE WEEKEND

We will draw one rider from our mail-in list to receive a **Free Entry And Motel Room.**

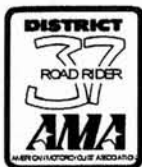
Send your Entry in NOW!!!

Your entry must be postmarked by 4/19/2008

MOTEL INFORMATION

Ask for PMC Greenhorn Tour!
Midway Point Saturday Night Accommodations

Motel 6
550 E. Hwy. 95 N
Beatty, Nevada 89003
(775) 553-9090
(Room cost 1 person (\$52.99 / 2 person \$58.99))



This 2-day fun-filled tour covers 700 miles and ends in Victorville!!

For More Information - Please call after 6:00 P.M.

Gregg - (626) 798-9716

Randy - (626) 358-7373



PMC GreenHorn Tour C/O Alard Machine Products 1629 W. 132nd St. Gardena, CA 90249

CUT ALONG DOTTED LINE
Mail in Deadline is April 19th 2008

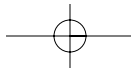
Name: _____ Address: _____

City: _____ State: _____ Zip: _____ Phone: _____

SIGNATURE: _____ Club Name: _____

AMA # _____ SCMA # _____ District 37 # _____ Rider: Passenger:

NOW CELEBRATING OUR 101st YEAR!



THE SUNSHINE REPORT

Condolences to Irv Creger and family in the loss of his wife and best friend, Carol Ann Plontkowski.

Carol passed away on March 29th, after a long courageous battle with cancer. Carol and Irv worked together, retired together, camped together and did many miles on their three- wheeled motorcycle together. You would see them on many of the SCMA rides on their turquoise trike.

They were also very active in the BTW (Brothers of the Third Wheel International Trikers Association). Together they did several Three Flags events as well. You could always count on them to work a checkpoint for one of the events.

Carol was loved by all and never met a stranger. She had the privilege of spending her last days at home being care for on a 24/7 basis by her husband, Irv.

Celebration of Live was held on April 13th at the Long Beach Elks Lodge in Bellflower. Carol's Celebration of Life was attended by many of her friends, the hall was filled to capacity when I arrived. She was so loved by all those who knew her.

In lieu of flowers the family has asked to send any donations to The American Cancer Society.

We also send condolences to Barbara Boswell and the family on the loss of Ray Brosell (Doc) who passed away on the evening of April 6, 2008. He was at home at the time of his passing Doc was a member of the Highway Kings Motorcycle Club and when they disbanded Doc joined the McLaughlin Motor Corps. He was very active in the SCMA and a LIFE Member of the organization.

Our thoughts and prayers are with the families during their loss.

On the brighter side we shared St. Patrick's Day with Ziggy. He attended the Shamrock Ride and assisted with sign ins both at the start and finish. He is out and about and back to doing some riding. Good to see you Ziggy.

To everyone out there enjoy each day as if it were your last and keep the rubber side down. Have a save and enjoyable Memorial Day weekend and we may even see you in Mesquite for the Blazing Saddles on Friday night/Saturday morning, May 24th, 25th and 26th.

**Jo Anne Gamble
Sunshine Lady**

NCOM NEWS BYTES

THE AIM/NCOM MOTORCYCLE E-NEWS SERVICE is brought to you by Aid to Injured Motorcyclists (A.I.M.) and the National Coalition of Motorcyclists (NCOM), and is sponsored by the Law Offices of Richard M. Lester. For more information, call us at 1-(800) ON-A-BIKE or visit us on our website at <http://www.ON-A-BIKE.com>.

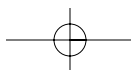
Compiled & Edited by Bill Bish, National Coalition of Motorcyclists (NCOM)

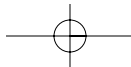
U.S. TRANSPORTATION SECRETARY LOBBIES FOR HELMET LAWS

There's a big difference between promoting helmet usage and advocating helmet laws, and U.S. Transportation Secretary Mary Peters made it clear to Congress that she prefers the latter as her cornerstone to motorcycle safety.

In testimony before the U.S. Senate Appropriations Committee Transportation Subcommittee on March 6, Secretary Peters revealed her desire to promulgate nationwide helmet laws; "I support giving the information to states so that they can act on those laws," she told Senators, adding "And I certainly have made myself available to a number of states, and, in fact, have called governors when I see substantial increases in the number of motorcycle deaths in a state, especially a state that has repealed a helmet law."

Continued on page 22





The 2008

BLAZING SADDLES

Saturday, May 24

TOUR

Sign-In 5-7 a.m.

Start: **Oasis Casino & Hotel**
897 West Mesquite Blvd.
Mesquite, Nevada 89027
1-800-21-OASIS

Ask for Blazing Saddles discount rate



— Saturday —

Moab, Utah • Holiday Inn Express
435-259-1150
Veronica or Cindy

— Sunday —

St. George, Utah • Econolodge
435-673-4861
Pam



Sanctioned Ride



Price: \$30.00 — *NO RIDE PINS

Mail-In Discount: \$3.00

SCMA Discount: \$2.00

Other Club Discount: \$1.00

Discount not to exceed \$5.00 total

**In order to reduce the cost of the event,
there will be no ride pins this year.*

Mail-In entry deadline: May 17, 2008

Make checks payable to: SCMA

Mail entries to: John Katics

930 N. Parish Place

Burbank, CA 91506S

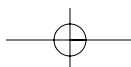


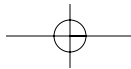
NAME _____

ADDRESS _____

CITY _____ STATE ____ ZIP CODE _____

AGE ____ SCMA # _____ CLUB _____





CALIFORNIA PARKS ADVENTURE RIDE

Sunday Feb. 17th

At least this day did not turn into a serious adventure like we experienced on Sunday Feb 10th.

Up at 3:45am, dressed and ready to go at 4:45am and Charles KF6TXI gets to the house about that time. On the I-5 North bound from Irvine at 4:55am and headed for Coalinga CA, a distance of about 240 miles. Coalinga is 11 miles off the freeway and the last place we knew that would have a gas station open before heading across Hiway 198 & up Hiway 25 to the Pinnacles National Park. Besides, it was our first stop since leaving Irvine and we needed the little boys room. It was 7:55 am when we pulled into the gas station in Coalinga. Charles & I both carry 11.8 gallons of gas and we had gone through all but about 1/2 of the main tank.

I had lead all the way up I-5 from Irvine to Coalinga and it was very cold coming through the Tejon Pass on I-5 when we passed that way at about 6am. It got down to 32 degrees and we had both dressed for it, but we still like to have frozen our rears off. Found out later why I was cold, more on that later.

We got to Pinnacles National Visitors Center at a little after 9am. They had just opened and we were surprised to see so many people there in a place so far off the beaten path. There were campers in the campground and other visitors like Charles and I. Pinnacles is way, way out there in no mans land between the I-5 freeway and the 101 on the coast. But the road from Coalinga to the Pinnacles National Monument is a road built for motorcycles. It wenders through the valleys and picturesque mountains, a beautiful sight to behold. The Rangers at the Pinnacles told Charles and I that we were the first motorcycles from the SCMA that they had seen doing this ride.

We didn't spend much time there at the visitors center. Take the necessary pictures of us and the motorcycles in front of the Pinnacles Visitors Center sign, get our SCMA Passport books stamped and we are off again as fast as possible.

Now we are headed for the Channel Islands National Parks Visitors Center in Venture CA. We had to come South back down Hiway 25 to G-13 or King City Hiway then to King City where we got onto the 101 South bound. It was about another 250 miles from the Pinnacles National Campground to the Channel Islands Visitors Center in Ventura. At about 1pm we first stopped in Ventura at a McDonalds and got some lunch and gassed up one last time for the ride back to Irvine. Again we did our pictures, got the SCMA Passport books stamped and headed South toward the Santa Monica Mountains National Parks Visitors Center in Thousand Oaks. At least the weather had warmed up enough so we took one layer of sweaters & jackets off when we stopped for lunch. It never did get up to 60 degrees until we were in Orange County and almost home. There were 3 other motorcycles with SCMA stickers on them at the Channel Islands Visitors Center, so we suppose that they were doing the same SCMA CA National Parks Adventure Ride that we were doing.

Same process at the Santa Monica Mountains National Recreational Area Visitors Center. Take the pictures, (this time it was harder because the signs were obscured by some trees) so we could not get the whole sign in the pictures, but we hope we got enough to make it work. The rangers there told us that there had been other SCMA motorcyclists there earlier in the day getting their SCMA Passports stamped also.

Charles had been leading all the way/time since we left Coalinga and it again was my turn to lead for the stretch run home, and lead I did. We pulled into home at 4pm and we had done 687 miles in 11 hours along with 2 gas stops, 3 National Parks Visitor Centers and lunch.

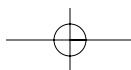
This ride was not as demanding as the ride a week ago, but it was cold in the early going and after the sun came up it did help a little, but up there in the mountains going to Pinnacles it was still too cool to be removing any of our cold weather gear. Oh, and to finish the story about why I got so cold going through the Tejon Pass, when we stopped for lunch in Ventura I discovered that I had forgotten to put the heavy liner in my heavy foul weather riding jacket. No wonder I was so cold. :-) Next time I am not leaving on any ride this time of year again without my electric vest either. After 60 years of riding you would think I would have figured this out by now. :-) I actually did think about the electric vest Saturday night while packing Casper, but ruled out as not anything I would need on this short ride up through Central California. Ya right.

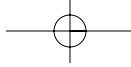
The only thing that we broke on this ride was the boom for the boom mic on my helmet and the new Garmin NUVI 660 GPS went dead after about 4 hours on the road because I was using an old Power Pocket (a small 4x6x1 inch 12 volt battery) to power it. I now know that a newer fully charged Power Pocket would have lasted at least 24 hours. But I still had the Garmin SP 2650 working that I keep on Casper all the time. Time to replace that Power Pocket. Other then that, the day went very well and most importantly we got home safely. Just another day in the saddle, wow, what a day, what a ride. Seven CA National Parks done, 17 to go.

Ray Davis

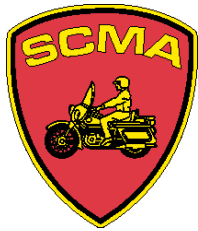
KD6FHN

Irvine CA. raykd6fhn@earthlink.net Cell (949-300-9669) Casper (04 GW) 140K





Southern California Motorcycling Association Proudly Presents the 3rd Annual



Traveler's Award



Saturday • June 21

ENTRY FEE (Price includes discount)

SCMA: \$18.00

All others: \$19.00

Additional Discount for Mail-in

SCMA: \$2.00

All others: \$1.00

Total Discount not to exceed \$4.00

Sign-In: 8-10 a.m.

Start:

Cycle Giant

20902 Bake Parkway, Ste. 106

Lake Forest, CA 92630

800-260-4050

**Coffee and Doughnuts at the Start
50/50 Raffle • Ride Pins**

Pre-registration Deadline - June 14, 2008

Make checks payable to: SCMA

Mail to: Jan Staws, 1959 Gale Avenue, Long Beach, CA 90810

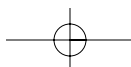
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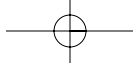
Address _____ Address _____

City _____ State __ ZIP _____ City _____ State __ ZIP _____

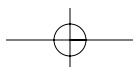
Telephone _____ Telephone _____

SCMA Number _____ SCMA Number _____





AVTS POKER RUN





**Southern California
Motorcycling Association**

Proudly Announces

THE 2008 GRAND TOUR

October 11-12



Start in Bakersfield. Lake Isabella, Death Valley NP, Lee Vining, Yosemite NP, Bass Lake, King's Canyon NP, Sequoia NP, Bakersfield. Call-in Finish.

Mail-in Deadline September 26, 2008. Fees and discounts shown below.

Saturday night lodging in Lee Vining. Hotel arrangements and rates to be announced.

Mail Entries to: SCMA Grand Tour c/o Blake Anderson, 2318 Bonnie Brae, Santa Ana, CA 92706-1603
(714) 801-3931 Blake@BlakeAndersonConsulting.com Monitor SCMA website at www.SC-MA.com

USE THE FORM BELOW OR CREATE A FORM OF YOUR OWN WITH THE SAME INFORMATION.

Use one form per person please. Make check out to Southern California Motorcycling Association

Name _____ Rider or Passenger? _____
 Address _____ Cell Phone # (____) _____
 City _____ SCMA # _____ AMA # _____
 State _____ Zip _____ Cost: Rider \$40 Passenger \$30
 e-mail _____
 Cost: Rider \$30__ Passenger\$20__ less Discounts: SCMA \$2__AMA \$1__ Pre-register \$2__



TONOPAH "ICE-CYCLE" RIDE

March 1-2, 2008

by **Steve Morris**
Chapter Chairman

Photos by Heidi Betchart and Adrian Hubbard

MTA CA #3 had planned a Winter weekend getaway to Tonopah, Nevada during our Christmas party last December 2007. It was scheduled for February 23-24, however Mother Nature did not cooperate. While we expect cold temperatures for this ride, we did not anticipate the 8 inches of snow that blanketed Tonopah the Friday before the trip. We decided to postpone the ride to the following weekend.



Sierra Nevada Range in the distance

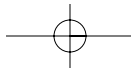
On Saturday morning, March 1 we met at the Denny's in Sylmar for breakfast, and were on the road by 9:00am with 9 bikes and 13 participants and enjoyed the balmy clear weather as we headed north on California Highway 14 through the mountain passes towards Antelope Valley. The temperature was in the 50s as we traversed the Valley with the usual gusty winds, which died predictably near Mojave where we shifted to secondary roads – we generally prefer the "road less traveled" when possible. Our first fuel stop was in the town of Trona, a mining town alongside Searles Dry Lake where borax and other minerals are mined. Trona has a "characteristic" aroma from the mining activities, which we were glad to leave behind.

Within minutes of leaving Trona, we entered the Panamint Valley just to the west of Death Valley National Monument. Peering up from the highway, we all observed the snow-capped Telescope Peak. We traveled along this beautiful range noting the high peaks and alluvial fans, which were formed over geological time by the action of weathering and numerous faults in the area.



Westgard Pass at 7,271 ft elevation

We entered Death Valley by Highway 190 ascending up and over Towne Pass (elevation 5,500 ft) and descending into the Valley toward Stove Pipe Wells (elevation 0 ft). We did not actually stop in Death Valley since we wanted to get to Tonopah before dusk when it would get really cold. We motored straight through and out the east exit to Beatty, Nevada. On the way, we at least got in some sight seeing from the highway. We passed the Great Sand Dunes and the cantina at Stove Pipe Wells (seen in the original Star Wars where we first meet Han Solo and Chewbacca). The weather was in the high 70s with clear skies. On the way out of the Valley we passed Titus Canyon, one of the roughest and most scenic spots in the country. However, since none of us was driving



a 4WD vehicle or off-road bike, we could only peer up the road to Titus Canyon! The next stop was Beatty for gas and snacks.

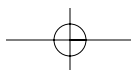
From Beatty we headed north on US 95 across the high desert plateau, steadily gaining altitude. We drove past the Cottontail Ranch but did not stop – the ladies in our group would not have approved given the nature of the business that Cottontail Ranch is famous for. As we ascended the plateau, the temperature began to drop steadily. By the time we reached Goldfield Summit (elevation 6,650 ft) it had dipped to 45° F. Although there was only 50 miles to go, the last 5 miles were difficult with sudden gusts of wind blowing us all over the mountain road. At this point we were all exhausted, so the last few miles seemed to drawn out indefinitely. We managed to beat the sunset when we reached Tonopah at 4:30 pm. The snow that had fallen the weekend before had melted by the time we had arrived. At 6,000 feet, it was definitely chilly, but still light out and hence not as cold as it would have been had we arrive a few hours later. We checked into our rooms at the Ramada Inn and met for dinner at 5:30 pm. The hotel restaurant gave us our own private dining room. We were not sure if they were being hospitable or if they didn't want a group of motorcyclists disturbing the other patrons! We had a great dinner and fun talking about the events of the day. We all had a chance to get to know our newest members Isaac and Ronnie Lindsay, and we wished a fond farewell to members Mike and Heidy Betchart who are moving to Illinois.

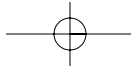
As we sat relaxing lazily around the table, Mike asked me "Why Tonopah?" I tried to come up with something meaningful, thinking about the extreme beauty of the mountains, the cold temperatures, and the challenging roads. But my response was simply, "Because it's there". That seemed to satisfy us all.

The next morning, we began preparing for our return journey. I think we were all expecting to see nice scenery, but I don't think we were really prepared for the amazing beauty we would encounter throughout the day. We had breakfast at 7:00am and were mounted up and ready to depart within the hour. It was 27 degrees when we left with everyone bundled in their cold weather riding gear including electric heated gloves and vests. We decided to take a different route home, heading west on US 6 toward Bishop where we traversed rolling hills with the Sierra Nevada Mountain Range looming in the distance. It was beautiful, covered in snow and framed with a picture postcard blue sky (Photo 1). After an hour we headed south on Nevada 773, a small secondary road used by the few ranchers who inhabit this totally isolated corner of the world. Then we traveled south on Nevada 264, a desolate stretch of highway where it would be 20 minutes or more between sightings of other vehicles. When we crossed back into California near the "town" of Oasis, which had a mere couple of old barns to its name, we then headed west towards the White Mountains on California 168, aptly named for the exquisite snowcapped view! Rising twice on this route to over 7,000 feet, the temperature dropped and the snow bank on both sides of the road approached 3 feet deep in places. There was one section in the Ancient Bristlecone Pine Forest where the road cut through a massive of rock butte and was only one lane wide for a hundred yards. These bristlecone pines are the oldest living things on earth with some trees at 5,000 years old. We stopped at the top of Westgard Pass for a unique photo opportunity (Photo 2).

Perhaps this forest will serve as a destination for a future ride when we will spend more time enjoying the surrounding beauty. We threw a few snowballs and then continued west toward Big Pine and the Owens Valley.

We returned to civilization on US 395, passed through the towns of Big Pine and Lone Pine, where we stopped for gas and lunch. It was considerably warmer here, with temperatures in the low 60s. We all sat contently recounted the journey and mentally prepared for the LA traffic we could all expect a few hours down the road. This was an exhilarating weekend experience that we are seriously considering repeating. This was the kind of ride that any touring biker lives for!

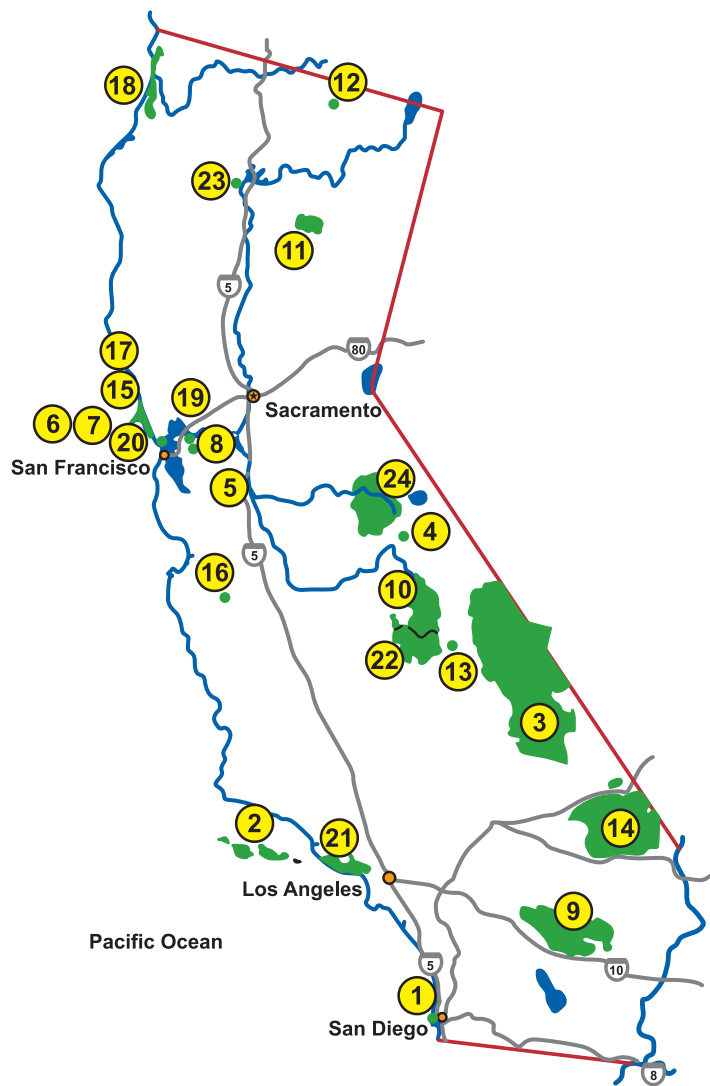




SCMA's California Parks Adventure

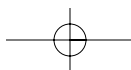
AMA Grand Tour Event

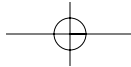
--- A Year Long Event ---



Rules of the Tour

- ◆ With each park visit, stamp your Passport w/ that parks' stamp, available at the visitor's center (Please call ahead to confirm visitor center hours).
- ◆ Be sure to take a photograph of you or your motorcycle in front of one of the following: the entrance, the visitor's center, or some landmark within that is unique to that park.
- ◆ All 24 National Parks in California must be visited between Jan. 1st & Dec. 15th of the calendar year.
- ◆ All participants will receive a map of California, a SCMA Parks pin and a AMA Grand Tour Pin. Finishers will receive a finisher's plaque.
- ◆ Return the completed passport postmarked no later than December 15th to:
Mitch Friedman
8306 Wilshire Blvd #246
Beverly Hills, CA. 90211
- ◆ For more information, please visit our website at:
www.sc-ma.com
Email us at:
scmacpa@earthlink.net





SCMA's California Parks Adventure

- 1. [Cabrillo National Monument](#) - San Diego, CA
- 2. [Channel Islands National Park](#) - Ventura, CA
- 3. [Death Valley National Park](#) - Death Valley, CA
- 4. [Devils Postpile National Monument](#) - Mammoth Lakes, CA
- 5. [Eugene O'Neill National Historic Site](#) - Danville, CA
- 6. [Fort Point National Historic Site](#) - Presidio of San Francisco, CA
- 7. [Golden Gate National Recreation Area](#) - San Francisco, CA
- 8. [John Muir National Historic Site](#) - Martinez, CA
- 9. [Joshua Tree National Park](#) - HQ in Twentynine Palms, CA
- 10. [Kings Canyon National Park](#) - Southern Sierra Nevada, CA
- 11. [Lassen Volcanic National Park](#) - Mineral, CA
- 12. [Lava beds National Monument](#) - Tulelake, CA
- 13. [Mazanzar National Historic Site](#) - Independence, CA
- 14. [Mojave National Preserve](#) - HQ in Barstow, CA
- 15. [Muir Woods National Monument](#) - Mill Valley, CA
- 16. [Pinnacles National Monument](#) - Paicines, CA
- 17. [Point Reyes National Seashore](#) - Point Reyes, CA
- 18. [Redwood National and State Parks](#) - Del Norte & Humboldt Counties, CA
- 19. [Rosie the Riveter WWII Home Front Nat'l Historical Park](#) - Richmond, CA
- 20. [San Francisco Maritime National Historical Park](#) - San Francisco, CA
- 21. [Santa Monica Mountains National Recreation Area](#) - Thousand Oaks, CA
- 22. [Sequoia National Park](#) - Southern Sierra Nevada, CA
- 23. [Whiskeytown National Recreation Area](#) - Whiskeytown, CA
- 24. [Yosemite National Park](#) - the Sierra Nevada, CA

SCMA's California Parks Adventure

\$ 60.00 Non-Members

\$ 50 for SCMA members

Please print clearly

SCMA # _____

Name: _____

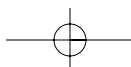
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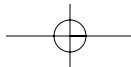
City, State, Zip: _____

Phone _____

E-Mail _____

Please make checks payable to: SCMA Park's Adventure
8306 Wilshire Blvd. #246
Beverly Hills, CA 90211





S.C.M.A. GENERAL MEMBERSHIP MEETING

Saturday, March 8, 2008

Meeting was held at Conrad's Restaurant, 631 Foothill Blvd, La Canada, CA 91011

Meeting was called to order at 9:03 AM by Jan Staws

Members and guests were welcomed.

Guests today: Dean Raustadt

Attendance

Executive Board: **Chairperson** Jan Staws; **Vice Chairperson** Dave Hawker Absent; **Recording Secretary** Phyllis Shaw; **Treasurer** Jane Usatin; **Corresponding Secretary/Membership** Flavia Gullett (Vernon Lucero Absent); **Referee** Doug Poppen Absent; **DLO** Ken Baumgarth

Committee Chairs: **AMA Insurance Information and Grand Tour** Blake Anderson; **Blazing Saddles** John Katics; **California Parks Adventure and Old Pin Ride** Mitch Friedman Absent; **Dog Days of Summer and Cemetery Tour** Bob Masuzumi Absent; **Newsletter and Triple Crown** Jan Staws; **Sunshine Lady** Jo Anne Gamble; **2008 TFC Chairperson** Jane Usatin; **Turkey Run** Chuck Jones; **Traveler's Award** Dannie Fox; **USA Four Corners Tour** David Johnson

Club Representatives: **BMW** Barry Woodbridge; **MTA Jane Usatin**; **PMC** John Katics, Gregg Thompson and Ralph Fox

General Membership: Ken Hatke, Joe Spano

Executive Board and Committee Reports

Chairperson -Jan Staws:

Vice-Chairperson- Dave Hawker: Absent

Minutes- Phyllis Shaw, Recording Secretary:

The minutes of the February Meeting were distributed for review. Any additions or changes will be heard next month.

Treasurer's Report-Jane Usatin:

A formal report was given last month. It is too early in the month for a new report.

Membership/Corresponding Secretary- Vernon/Flavia:

Flavia reported that some cards were recently sent, another run is planned for next week,

Referee Report- Doug Poppen: Absent

USA Four Corners-David Johnson

All who helped in 2007 were thanked. 21 riders signed up in 2007 and 60 in 2008. An expense report was presented and will be filed with the minutes of this meeting.

Traveler's Award-Dannie Fox:

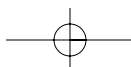
30 have signed up; 20 at 100%. There is a ride next Sunday. Dannie provided a copy of a certificate that was well received. Jan noted that Doug Poppen has the supplies, pins, etc. and she will ask Holley too make the year bars.

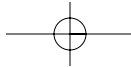
California Parks Adventure-Mitch Friedman Absent

John Katics noted that he has done about 10 parks and sometimes it is difficult to validate locations, but it is a lot of fun. Fifty passports were printed and there are 12 remaining.

Insurance-Blake Anderson:

There is nothing to report today. He is working on determining the timeframe that we must keep the Release Forms.





Newsletter-Jan Staws:

Jan noted that only 15 persons have requested the Newsletter in hard copy. The last mass mailing has been sent. The deadline for requesting future hard copies is March 15, 2008. Flavia was requested to provide labels to Jan.

Sunshine Report-JoAnne Gamble:

There is a funeral today for Beverly Lieswald who was with district 37-HOGs. Several members have the flu and complications.

Triple Crown-Jan Staws:

Designs pending

DLO Report Ken Baumgarth:

Mississippi prohibits 10 and under from riding on a motorcycle.

Oklahoma is soon to sign a bill regarding signals recognizing motorcycles. Washington now allows motorcycles, if unrecognized, to wait one signal and proceed with caution. Illinois has introduced a bill that requires strapped helmets and passenger permits.

Old Business

Nominations

Nominations are open until the May Meeting. Jo Anne nominated Blake Anderson for Vice-Chairman and Chuck Davis for Referee and both accepted. Phyllis nominated Kenn Hatke for Vice-Chairman. He accepted and later withdrew and accepted Jane's nomination for Membership/Corresponding Secretary. Flavia expressed her willingness to take over Membership/Corresponding Secretary.

New Business Events

2009 34th TFC Chairman Selection-the E-Board is now taking applications for same. Interested members shall submit a plan by the May meeting and selection will take place in June.

S.C.M.A Sweetheart Ride (February)

Blake reported that there were 45 riders.

S.C.M.A Blazing Saddles (May) John Katics

Jan will follow-up with the typesetter regarding the flier. John is promoting the ride with the Hog chapters, with other clubs and at rides.

S.C.M.A Dog Days of Summer (June) Bob Masuzumi (Zoomer)

Zoomer reported to Jan that the ride will be leaving from Wings and Stuff in Lake Forest.

S.C.M.A Old Pin Run (August) Mitch Friedman Absent

S.C.M.A Three Flags Classic (August/September) Jane Usatin

Jan noted that there are a great many emails with interest in this ride. There is a TFC meeting following this meeting. The route will be confirmed as roads clear.

S.C.M.A. Grand Tour (October) Blake Anderson

The ride will begin and end in Bakersfield with an overnight in Lee Vining. The ride will be through Death Valley, Yosemite, Kings Canyon, etc.

S.C.M.A Cemetery Tour (October) Bob Masuzumi (Zoomer)

The ride will begin at Browns Motor Works.

S.C.M.A Turkey Run (November) Chuck Jones

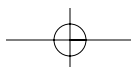
The planning is going well. The route is in flux and may be leaving from Beaumont.

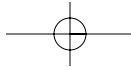
Club Reports

AVTS-Antelope Valley Touring Society

No one from the club is here today. They have a ride coming up on April 6th (details same as last month).

Continued on page 18





SCMA MEETING

Continued from page 17

BMW of Southern California

There is a club ride today from Anza Borrego. Kernville is next month and track training on April 26th.

MTA-Motorcycle Touring Association

Jane reported that the club went on an overnigher to Tonapah. March 23rd they are going to the Maritime Museum and April 5th -6th they are going to Jakos Barbecue Pit.

PMC-Pasadena Motorcycle Club

Greg reported that they have eight entrants for the Greenhorn, May 3rd and 4th.

Red Hot Riders

No report today

SRR-Shamrock Roadriders

JoAnne report that the next ride (100 miles) is Sunday beginning at Crazy Ottos

Victor McLaglen Motor Corps

Jan will call Mickey to check on him and the group.

50/50 Dannie Fox won \$34 and \$34 went to the waitress.

Member Communication

Ken noted that he thought the website noting TFC looked ok, however it was mentioned that there is a lot of invalid or out-of-date information on the website.

Jane mentioned that postage is going up, but you can buy a forever stamp that comes in sheets for 41cents.

Jane went to the Coy Show and nine of her fish placed.

There is an unveiling of the grave marker for Joe Usatin on Sunday April 27th at 3:00 PM.

It was noted that there is a magnet for under the motorcycle that trips traffic lights.

The meeting was adjourned at 10:30 AM

Minutes submitted by Phyllis Shaw, Recording Secretary, S.C.M.A.

SHAMROCK ROAD RIDERS

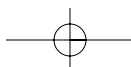
SHAMROCK ROAD RIDERS held their annual St. Patrick's Day ride on Sunday, March 16th, 2008. The start and finish took place at Crazy Otto's in Acton. All entries were given a complementary ticket to Crazy Otto's for breakfast or lunch. The turn out was great considering the weather which was very chilly in the morning with snow on both sides of the road. Roads were clear however, and it warmed up nicely later in the day.

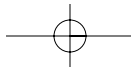
High hand of \$50.00 went to Blake Anderson with the low hand of \$25.00 going to Ellen Welton of Santa Clarita. Jamie Fox of Ventura was the winner of the \$75.00 50/50 pot.

A special thanks to Joel Briggs and Ziggy for laying out the route and doing the pre-ride. Thanks to Tim and Patty Reard for manning the check point and Don Spina, Blake Anderson, Denna Ogden and Dannie Fox for working the start.

A good time was had by all and we thank all that supported our ride. We look forward to the Angelope Valley ride, Pasadena Green Horn and the SCMA Blazing Saddles the end of May.

**Jo Anne Gamble
Shamrock Secretary**





**THIS BABY CAN STOP
ON A DIME
(AND OTHER URBAN MYTHS)**

by John Del Santo

Here are some braking distances to consider.... How many feet will it take for that vehicle that is behind you to come to a full stop ? If it can "stop on a dime", will the dime be the one that is in your pocket ?

BRAKING DISTANCE IS THE TOTAL DISTANCE TRAVELED FROM THE TIME THE RIDER OR DRIVER TOUCHES THEIR BRAKE, UNTIL THE VEHICLE COMES TO A FULL STOP. These tests were conducted on vehicles with better brakes and operated by experienced drivers and riders. 60 MPH - 0

3 AXLE SEMI.....	210 – 249 feet
3-AXLE SINGLE-UNIT TRUCK.....	184 – 252 feet
2-AXLE SINGLE UNIT TRUCK Weighing less than 10,000 Lbs.....	155 – 170 feet
STANDARD SIZE PASSENGER CAR.....	159 – 165 feet

THE ABOVE INFORMATION IS FROM THE "LAWYERS AND JUDGES PUBLISHING COMPANY 'VEHICLE SPEED AND STOPPING DISTANCE COMPUTER'.

LARGE SUV's & LIGHT TRUCKS (weighing 8,000 – 10,000 pounds. Must be able to stop within.....	280 feet
SUV.s & LIGHT TRUCKS WEIGHING LESS THAN 7700 pounds Must be able to stop within.....	204 – 218 feet
ALL NEW VEHICLES WEIGHING LESS THAN 7700 POUNDS Require a minimum braking distance of.....	230 feet.

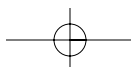
THE ABOVE INFORMATION IS FROM THE "NEW VEHICLE EFFECTIVENESS DEPT, U.S. DEPT OF TRANSPORTATION" NHTSA.

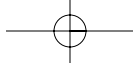
MOTORCYCLES :	
BMW 1220GS.....	125.2 feet
HARLEY DAVIDSON SPORTSTER.....	114.1 feet
HONDA VALKYRIE.....	114.8 feet

THE ABOVE INFORMATION IS FROM THE "MOTORCYCLE CONSUMER NEWS" 04/05 PERFORMANCE INDEX REPORT.

MOTORCYCLE-TYPE TRIKES Ray, who owns a trike dealership in Washington State and who worked with the ever-green Safety Council preparing their "Trike and Sidecar Course", said that a motorcycle-type trike (NOT a car engine made into a trike) should be able to stop in a slightly shorter stopping distance than a 2-wheeled motorcycle of the same brand and model. Even though the motorcycle weighs about 350 pounds less than the trike, when a motorcycle is braked hard, the weight shifts toward the front of the bike, and 75-80 % of the braking is done by the small patch on the front wheel.....Whereas in their tests, when the trike was braked hard, the back end seemed to settle in so that all three tires were braking, with the back wheels doing more of the work.

Braking distance is like money....You can never have too much, but if you have a little less than you need..... you can be in trouble.



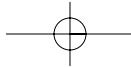


National Parks Adventure



Photos by Mitch Friedman
www.mitchphoto.com





ON TARGET

Back in September of 2005, on the first day of school, Martha Cothren, a social studies school teacher at Robinson High School in Little Rock, did something not to be forgotten.

On the first day of school, with the permission of the school superintendent, the principal and the building supervisor, she removed all of the desks out of her classroom. When the first period kids entered the room they discovered that there were no desks.

Looking around, confused, they asked, 'Ms. Cothren, where're our desks?' She replied, 'You can't have a desk until you tell me what you have done to earn the right to sit at a desk.'

They thought, 'Well, maybe it's our grades.'

'No,' she said.

Maybe it's our behavior.' She told them, 'No, it's not even your behavior.

And so, they came and went, the first period, second period, third period. Still no desks in the classroom.

By early afternoon television news crews had started gathering in Ms. Cothren's classroom to report about this crazy teacher who had taken all the desks out of her room.

The final period of the day came and as the puzzled students found seats on the floor of the deskless classroom.

Martha Cothren said, 'Throughout the day no one has been able to tell me just what he/she has done to earn the right to sit at the desks that are ordinarily found in this classroom. Now I am going to tell you.'

At this point, Martha Cothren went over to the door of her classroom and opened it.

Twenty-seven (27) U. S. Veterans, all in uniforms, walked into that classroom, each one carrying a school desk. The Vets began placing the school desks in rows, and then they would walk over and stand alongside the wall.

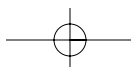
By the time the last soldier had set the final desk in place those kids started to understand, perhaps for the first time in their lives, just how the right to sit at those desks had been earned.

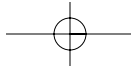
Martha said, 'You didn't earn the right to sit at these desks. These heroes did it for you. They placed the desks here for you. Now, it's up to you to sit in them. It is your responsibility to learn, to be good students, to be good citizens. They paid the price so that you could have the freedom to get an education. Don't ever forget it.'

By the way, this is a true story.

If you can read this, thank a teacher.

Since you read it in English, thank a soldier.





NCOM NEW BYTES

Continued from page 21

Calling upon the federal government to ease lobbying restrictions imposed at the behest of motorcycle rights organizations across the country, Peters has requested legislation that will allow her to divert motorcycle safety funding to convince states to enact mandatory helmet laws.

Peters has sent letters to House and Senate leadership urging legislation to allow states to utilize federal funds intended for motorcycle rider training and awareness programs to promote helmet laws instead.

SIKH SEEKS FREEDOM FROM CANADIAN HELMET LAW

Baljinder Badesha, a 39-year-old father of four who immigrated to Canada in 1989 and had been an avid motorcyclist in his native India, disputed a \$110 ticket for riding his 2003 Yamaha Shadow motorcycle without a helmet in 2005 and is now in court fighting Ontario's motorcycle helmet law on religious grounds.

With the Ontario Human Rights Commission at his side, Mr. Badesha argued that Ontario's helmet law violates his religious freedom, since Sikhist beliefs prevent him from wearing anything over his turban.

But Ontario Court Judge James Blacklock ruled that while the law prohibiting anyone riding a motorcycle without a helmet does violate his right to freedom of religion, it's justifiable in terms of the benefit that society gains in possible reduced health costs and the possible loss of people's loved ones.

The Crown's case centered on increased costs to the health system should helmet-less Sikh motorcycle riders end up suffering head injuries, though Badesha's attorneys pointed to a study that concluded that, assuming half of all Sikh motorcyclists wear turbans, the increase in serious injuries would be between .43 and 2.83 Sikh riders a year. The study also projected that medical treatment for traumatic brain injuries would increase from \$151,700,000 to \$151,834,685 — a .00005-per-cent overall increase in the province's annual health-care budget.

Badesha has announced that he will appeal the decision, and backed by the local Sikh community he now intends to challenge the constitutionality of the law rather than focusing his fight solely on his ticket. He and his supporters will also lobby politicians to change the law.

Following the ruling, the World Sikh Organization of Canada (WSO) issued a statement expressing disappointment at the court's decision and asserting that wearing a turban doesn't substantially raise the risk either to the rider or to others on the road. The organization pointed to the Sikh motorcyclists in other jurisdictions who have been riding without helmets for many years. India, Hong Kong and Britain exempt Sikhs from wearing motorcycle helmets, as do the Canadian Provinces of Manitoba and British Columbia, where a human-rights challenge precipitated the exemption. Similar challenges have failed in the United States.

"We are confident of winning the battle this time," Badesha said. "We don't believe a helmet is safe. Every day riders with helmets die in road accidents. If I'm supposed to die today, I will die, and nothing can save me."

CYCLE SALES SLIDE

Economic pressures, weakening dollar and decreased discretionary spending have contributed to the first downturn in the motorcycle market in 14 years, and according to a recent LA Times article, especially hard-hit are small-displacement dirtbikes and Harley-Davidson.

On the up side, motorcycle sales in 2007 were over the 1-million mark for the fifth straight year, and battery and tire sales indicate that ridership and enthusiasm for the sport remain high.

According to the Times article, the U.S. Department of Commerce estimates a 2.2% sales drop in 2007, but some manufacturers are estimating a slide of up to 8-10%.

In a regulatory filing, Harley-Davidson Inc. said industry wide U.S. sales of large displacement motorcycles (over 650cc) fell 5 percent last year. Harley's large-motorcycle domestic market share dipped to 49.4% from 50%, while their closest competitor Honda had a U.S. market share last year of 14.2%, down from 15.1%.

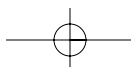
Bloomberg news services reported recently that Yamaha is experiencing its first profit drop in eight years, Kawasaki claims sales are down but less than the industry average, and Honda and Suzuki each admit losses that parallel the industry overall; but there's also some bright spots including Ducati, KTM, Victory, and overall scooter sales.

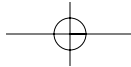
On another positive note, industry market research group Freedonia has predicted an expanding global demand for motorcycles of 6% annually due primarily to emerging markets such as Asia and South America.

And while declining motorcycle sales industry-wide has taken a toll on Harley-Davidson's stock price, one of the country's largest financial institutions, Citigroup, has removed the Milwaukee motorcycle manufacturer's stock from its 'recommended to sell' list, citing sales trends that had "stabilized somewhat".

HONDA TO CEASE U.S. MOTORCYCLE PRODUCTION IN OHIO

After nearly 30 years, Honda Motor Co. plans to stop producing motorcycles in the United States next year, ending production at its first U.S. plant and consolidating the Marysville Motorcycle Plant production at a new state-of-the-art man-





ufacturing facility in Kumamoto, Japan which will be capable of producing 600,000 motorcycles a year.

"This move allows us to improve the competitiveness and appeal of our products by applying the latest technologies and production systems at one efficient location," Akio Hamada, president & CEO of Honda of America, said in a statement. "Obviously, the motorcycle plant has a lot of historical significance," he said. "It was Honda's first plant in North America. It started producing motorcycles on Nov. 10, 1979. So obviously, there's a lot of emotion involved in this kind of decision.

The sprawling plant, in Marysville, Ohio, employs 450 workers. Honda said there will be no layoffs when production ends in spring 2009. "There were a lot of people who felt disappointment," said plant manager Jan Gansheimer, noting that many of the employees are motorcycle enthusiasts who have spent much of their careers at the plant.

Mirroring the rest of the industry, Honda's U.S. motorcycle sales fell in 2007, but the company said that its decision to end Ohio motorcycle production was not based on a softening American motorcycle market.

Honda's manufacturing venture in America began at the Marysville plant in September, 1979, where its first product was a motocross machine. Over time, a \$165 million capital investment was made in the facility, which became the worldwide supplier of some of Honda's most popular models, such as the luxury touring Gold Wing. The motorcycle plant reached its peak production in 1997 when it turned out 174,000 vehicles, including all-terrain vehicles. In 2005, ATV production was moved to South Carolina. Last year, the Ohio factory built nearly 61,000 motorcycles, 44,000 of which were Gold Wings and VTX cruiser motorcycles.

LETTER TO SCMA MEMBERS

I would like your vote for Vice Chair

Joanne Gamble recently honored me by asking to nominate me as SCMA's next Vice Chair. I said yes. Here's why.

First of all, I want to give back a small part of what I have received from SCMA. All of the well managed rides particularly the Three Flags Classic have provided my wife and me with endless miles, countless memories and wonderful friends. All of that comes from the many hours of hard work and smart choices made by the men and women that populate this volunteer organization. I simply want to match the vision and the quality that others have given to me.

Second, I want to promote a philosophy of flexible accountability. By flexible I mean we should minimize the arbitrary rules and eliminate all of the chicken regs. The purpose of what we say, do and create as an organization should be to provide opportunities and plenty of options for all of our members. Our boundaries and rules should be as few as possible and should only be asserted to meet a productive and helpful end. But that is not to say we ought to be slipshod, half-assed or inconsistent. That's where accountability comes to bear. We owe it to one another to meet our commitments. Our work for one another should be high quality, timely and consistent where it matters. Say what you mean, mean what you say, only promise what you mean to do and do it. A volunteer organization like ours runs best when the work is shared and the work is done.

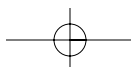
Third, I want to expand membership and increase participation. I used to simply sit on the side lines, read the newsletter and show up at rides. I can't begin to express how much more meaningful SCMA is to me now that I have been involved for the last 2 = years. I hope to get others interested in coming to the board meetings and helping with our events. Just a few hours here and there from more people would make a huge difference to everyone in SCMA. Years ago, I am told, SCMA had far more participation than it has today. I'd like to figure out why and plot a course to correct it.

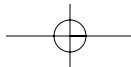
Fourth, I will do a good job for you all. I recently turned 60, retired from full time work a couple of years ago when I left my job as GM of a large public agency in OC and now work about > time consulting and volunteering. I know organizations, people, systems and missions.

Lastly, I want to thank the people I have encountered at SCMA that made a difference to me and to SCMA. By their words, deeds, generosity and vision they have changed my world and those of hundreds of others. We have been lucky to know them, to love them and to learn from them. Those associations alone are reason enough to be an active member of SCMA even if you didn't even ride a bike.

I would be honored to have your vote for Vice Chair.

Blake Anderson





ELECTION 2008

Membership/Corresponding Secretary Co-Chairmans

Phyllis Shaw & Kenn Hatke

It is with pleasure that I accept this nomination. I am fully retired and have the time to keep up with the tasks of data entry, the collection of dues and issuing of membership cards, ect. I believe that I am qualified to accept these responsibilities as I understand them.

I have a long history with S.C.M.A., my focus being participation in Three Flags Classic. I served on my first TFC committee in 1984. Therefore, I believe that I am very familiar with the organization and the need to keep Membership accurate and timely.

Phyllis Shaw, Recording Secretary, has agreed to assist me with correspondence and will support me in this endeavor.

It is anticipated that I will need to have someone brief me on the computer software and ask that S.C.M.A. consider contracting with a temporary person to bring the membership current if necessary.

If you have any questions or concerns, please do not hesitate to contact me by phone at 951-677-3644.

Vern Lucero & Flavia Gullet are running for Membership/Corresponding Secretary against Phyllis and Kenn, Vern's statement when asked if they wanted to put something in the newsletter was just to state - Running as incumbents.



Referee on the Executive Board

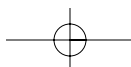
Chuck Jones

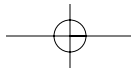
My name is Chuck Jones, and I'm running for the position of Referee on the Executive Board. I've been riding for thirty plus years. I especially enjoy touring and endurance riding. I started riding the Three Flags Classic eight years ago, to me it's an event like no other.

Last year I decided that I wanted to get more involved with S.C.M.A. and I initially began volunteering. To date I have been assisting Kenn Hatke with the 2008 Three Flags Route, I am presently Forum Moderator for the Three Flags web site. I enjoy this position and try to do my best answering riders questions. I am also Chairing the Turkey Run this year.

I hope you thing I'm worthy and will give me your vote. With my experience as a rider and my enthusiasm for the S.C.M.A. I feel I would be the clear choice for Referee.

Thank You,
Chuck





IN MEMORIAM

Ray "Doc" Brosell

For those who remember Ray "Doc" Brosell, this is to inform you of his passing on Sunday 6 April 2008 of a Disecting Aneurysm. It was not unexpected. He had been told the preceding Sunday that it was just a matter of time. He was sent home with Hospice to expire with family around him. There will be a memorial service for him at the Eagle Rock Covenant Church on 12 April 2008. Time is still pending.

I felt that since the SCMA had been such an important part of his life for so many years that you should know of his demise. He was not seen around because of his health and the fact that he could no longer drive let alone ride. He did dream though, of getting back on a Harley and going for a ride with the "gang".

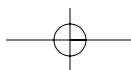
Barbara Brosell

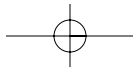
Ray road a 1967FLH (originally blue then painted black and white) later with a white trailer. In the late 60's or early 70's he was riding down I-5, near Stadium Way, when he ran over some diesel fuel. At the time he was having his helmet paint and was not wearing one. The bike went down on the left side then flipped over to the right side and he hit his head on the pavement. He did what is call high siding which is what you really want to avoid. Sliding on the left side is what you want to do but his rear tire grabbed traction and the bike flipped causing a terrible head injury with minor damage to the bike. That evening I was called out of a lodge meeting for an emergency phone call. It was the emergency hospital trying to find out who Ray was. My phone number was the only phone number he had in his wallet. When Ray woke up he was paralyzed from the neck down. After he was well enough to leave the hospital he was sent to a convalescent hospital in Long Beach. Ray was a big man and he was picked up by a huge black man who put him in a wheel chair and wheeled him out to the sun room. This man told him "Get used to this "BOY" because this in where you will be for the rest of your life". Ray said "Bull Shit.". [Ray told me that later he had seen the x-ray of his head and his brain looked like a deflated football bladder jammed into one side of his skull]. That day Ray went to work and got his fingers to work and in a few weeks he was running the wheelchair and many months later he was walking. Later he was sent home for the weekend and told to sell the motorcycle as you will never ride it again. His bike was being financed with insurance that made the payments while he was injured so not selling the bike was money in the bank. When he returned to the rest home he was always interviewed and was asked if he sold the bike and "No but I did sit on it. This remark drove the doctors buggy. Months later at his interview he was asked what he did and he said he he rode the motorcycle and they said it was not possible. He said "Well I rode an organized run to Santa Barbara and there were 100 people who saw me". This was a remarkable example brain retrain. This is why, for those who knew him, he seemed to be uncoordinated and walked kind of wobbly.

Before he belonged to the Motor Corp he was very well known with riders and clubs in the area. He belonged to a club in Glendale, the name I don't recall but it could have been the Highway Kings, who for years put on an overnight run in the High Sierras to benefit the City of Hope. Ray had worked with the administrators for years and oneday he was visiting them and asked if they would run a brainwave test on him. They did and told him that his injury should have been fatal and since he did survive he would never be able to ride a motorcycle. He did not tell them that he was riding. For years he rode as a currier for his bank. The determination to ride that motorcycle is what brought about his remarkable recovery. "Hell yes I'm riding, I don't walk that well".

Now you know the rest of the story.

Bruce Chubbuck





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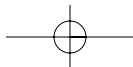


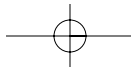
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Articles and advertising must be received by the 10th of the month to appear in the next published issue of the Newsletter (one month out). Example: Deadline - September 10, 2007 for publication in the October 2007 Newsletter.

All advertising rates (other than personal (classified) ads) are based on black & white camera-ready copy (PDF format). Additional charges will be added for material that requires rework or touch-up to make it camera-ready.

Send advertising material to:

Southern California Motorcycling Association - Post Office Box 487 - Norwalk, CA 90651-0487

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

NOTE: Any article, letter or material printed in this or any SCMA News, is the view or opinion of the author or contributor of said material and not necessarily the policy, view, or opinion of the SCMA.

SCMA CHARTERED CLUBS

Antelope Valley Touring Society
 Doug Hoffelt 661-943-2213

Pasadena Motorcycle Club
 Paul Barber 626-794-5881

Motorcycle Touring Assn., Ch. 3
 Steve Morris 310-325-6388

B.M.W. Club of So. California
 Chris Ogden 818-980-5244

Red Hot Riders

Victor McLaglen Motor Corps.
 Mickey Minor 949-768-1631

Shamrock Road Riders
 Joel Briggs 805-529-4245

The following businesses have offered their facilities for SCMA events and are willing to discuss details with your Area or Club Representative. Clubs... Need a Sign-In or Checkpoint? Please use these supporters:

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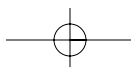
For information on future events, visit **"The Ride Line"** at <http://www.liveride.org/Rides>

Cycle Parts
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The above businesses are always generous when we need a sing-in or checkpoint.

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Southern California Motorcycling Association P.O. Box 487 — Norwalk, CA 90651-0487 APPLICATION FOR MEMBERSHIP <i>Please Print Legibly</i>		<table border="1"> <tr> <th>S.C.M.A. #</th> <th>EXPIRES</th> </tr> <tr> <td>DATE _____</td> <td>No. YEARS _____</td> </tr> </table>	S.C.M.A. #	EXPIRES	DATE _____	No. YEARS _____
S.C.M.A. #	EXPIRES					
DATE _____	No. YEARS _____					
NAME _____ AGE _____ <small>LAST NAME FIRST</small>						
ADDRESS _____ APT # _____						
CITY _____ STATE _____ ZIP _____						
PHONE (____) _____ EMAIL _____						
<i>PLEASE CHECK APPLICABLE BOXES BELOW</i>						
<input type="checkbox"/> New Member — <input type="checkbox"/> Newsletter \$30 <input type="checkbox"/> Non-Newsletter \$20						
<input type="checkbox"/> Renewal - Membership # _____ Expires _____						
<input type="checkbox"/> Newsletter \$30 <input type="checkbox"/> Non-Newsletter \$20 <input type="checkbox"/> Life (Includes Newsletter) \$15						
<input type="checkbox"/> Address Change <input type="checkbox"/> Male <input type="checkbox"/> Female						
<input type="checkbox"/> Club Name _____ <input type="checkbox"/> OUTRIDER						
<i>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.</i>						
SIGNATURE OF APPLICANT _____						

