



SCMA

Southern California
Motorcycling Association

NEWS



VOLUME 40 ♦ NUMBER 7 ♦ July 2008

Antelope
Valley
Touring
Society

B.M.W.
Club
of Southern
California

Motorcycle
Touring
Assn.
Chapter 3

Pasadena
Motorcycle
Club

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Shamrock
Road Riders

Victor
McLaglen
Motor Corps

BEAR BONES RIDE

2008



SCMA

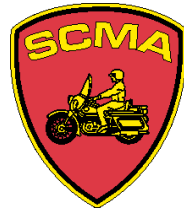
BARE BONES GANG

Sunday • July 13
Fullerton Harley

See Page 5 for details

Print or cut out a copy of the
Group Riding Handbook
Pages 21-22

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



JULY

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		

AUGUST

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						

CALENDAR OF EVENTS

✓ Marks Travelers Events

JULY

- 12 SCMA General Membership Meeting 9-11 a.m.
Conrad's Restaruant 631 Foothill Blvd.
818-790-2230 La Canada
- 12 Three Flags Meeting 12-3 p.m.
J's Maintenance 3550 Foothill Blvd.
310-387-3974 Glendale
- 13 ✓ Bare Bones Run
Sign-in: 8-10 a.m. sign in
714-995-8312 / 310-387-3974

AUGUST

- 9 SCMA General Membership Meeting 9-11 a.m.
Conrad's Restaruant 631 Foothill Blvd.
818-790-2230 La Canada
- 9 Three Flags Meeting 12-3 p.m.
J's Maintenance 3550 Foothill Blvd.
310-387-3974 Glendale
- 16 SCMA Old Pin Ride
Sign-in: 8-10 a.m.
310-838-9550 / 310-387-3974
- 23 SCMA Old Pin Ride (Rain Date)
- 29-31 Three Flags Classic
Mexicali, Mexico to Nanaimo, Canada
760-931-9396 / 310-387-3974

SEPTEMBER

- 1 2007 Three Flags Classic
Mexicali, Mexico to Nanaimo, Canada
760-931-9396 / 310-387-3974
- 20 SCMA General Membership Meeting 9-11 a.m.
Conrad's Restaruant
631 Foothill Blvd.
818-790-2230 La Canada
- 20 Three Flags Meeting 11:30 a.m.-1:30 p.m.
J's Maintenance
3550 Foothill Blvd.
951-677-3644 / 915-342-3702 Glendale
- 21 Wacky Wrabbit Ride
Motorcycle Touring Association - MTS
Sign-in: 8-10 a.m.
310-325-6388

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
California Motorcycling News, P.O. Box 487, Norwalk, CA
90651-0487.

POSTMASTER: Please send address changes to
Southern
California Motorcycling News, P.O. Box 487, Norwalk, CA
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**ARTICLES MUST RECEIVED BY
JULY 10, 2008
TO BE PUBLISHED IN THE
AUGUST 2008 ISSUE**

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scmacpa@earthlink.net

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

Well it is Friday the 13th. and there is not much I can say about that since I was born on a Friday the 13th., many, many years ago.

For the first time since I have been Chairman the general membership meeting will be missing both myself and Jane Usatin, me for personal reasons and Jane because she has hurt her back trying to pick up something she shouldn't of. She will be laid up for a few weeks with a sprained back. Sorry Jane.

The summer is approaching rapidly and the riding weather is looking better than it has in a long time. I hope that all of you members get out there and support our rides while enjoying the pleasure your motorcylce brings you. We have some good rides coming up and new officers coming on board next month who support the SCMA and what it stands for, hoping to make it stronger and better than it is presently and I think they shall.

I would like to thank all the members who have been sending in articles and pictures for the newsletter. Boy, Howdy, does it look good or what? Randy does a great job of putting it together for us and the online version is so colorful, unbelievable. We are up to mailing 80 hard copies as of last month and I am not sure what we will have this month. Probably have to think about raising dues soon, we have not raised them for over 4 years now and there is nothing that has not gone up in cost, no matter what it is. I am really worried about the cost of our day rides with the cost of metal continuing to rise pins may truly become unaffordable, insurance is necessary in order to protect the board members somewhat in case a problem should arise.

The Dog Days of Summer is next weekend, hope to see a lot of you there. Bob Masuzumi has laid out a great route and he has never let us down yet on how enjoyable the ride will be. Bare Bones is coming up in July and he is helping with that route also. We are very lucky to have members like him, Mitch Friedman, John Katics, Blake Anderson, Chuck Jones who volunteer to chair these rides. Thank you, thank you, thank you.

Well I am going to make this one a short one, catch you later, keep the rubber side down and the sunny side up.

Jan Staws

Southern California Motorcycling Association *Presents*



Traveler's Award

BEAR BONES RIDE

2008

SCMA

BARE BONES GANG



Sunday • July 13

Sign-In: 8-10 a.m.

Start: Fullerton Harley
2635 W. Orangethorpe Ave.
Fullerton, CA 92833
714-871-6563

Entry Fee — \$10
Coffee and Doughnuts at the Start • 50/50 Raffle

Mail-in Deadline: July 1, 2008

Make checks payable to: SCMA

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

Name _____ Name _____

Address _____ Address _____

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

Telephone _____ Telephone _____

SCMA Number _____ SCMA Number _____

SUNSHINE REPORT

Eugene Gray

We have some news on Eugene Gray. He's been riding with SCMA regularly since 2006 but lately he's been missing our rides. We are sorry to hear that Eugene is suffering from kidney failure which has meant dialysis three times a week for 3 hours a day on Tuesday, Thursday and Saturday. He will be put on the list for a kidney and pancreas transplant. He says he has good days and bad days but still rides his bike as often as he can but its limited to local riding. He may eventually get changed to different days so he can have Saturdays off. When that happens he plans on attending SCMA's one day rides. Please place Eugene in your prayers and intentions so he can get back where he belongs—on the road with his friends at SCMA!

UPS

Remember it takes a college degree to fly a plane, but only a high school diploma to fix one. Reassurance for those who fly routinely in their jobs.

After every flight, UPS pilots fill out a form, called a "gripe sheet," which tells mechanics about problems with the aircraft. The mechanics correct the problems; document their repairs on the form, and then pilots review the gripe sheets before the next flight.

Never let it be said that ground crews lack a sense of humor. Here are some actual maintenance complaints submitted by UPS 'pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers.

By the way, UPS is the only major airline that has never, ever, had an accident.

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what friction locks are for.

P: IFF inoperative in OFF mode.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny. (I love this one!)

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

And the best one for last.....

P: Noise coming from under instrument panel
Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

The early bird still has to eat worms.

— Terry Smith

Grab Bag!

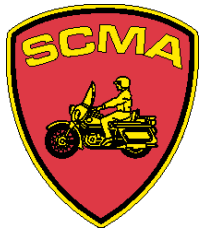
Old SCMA runs pins, some collectors items

Join the

Southern California Motorcycling Association

Old Pin Ride

Saturday • August 16



Traveler's Award



Sanctioned Ride

ENTRY FEE (Price includes discount)	
SCMA:	\$15.00
All others:	\$15.00
Additional Discount for Mail-in	
SCMA:	\$2.00
All others:	\$1.00
<i>Total Discount not to exceed \$3.00</i>	

Sign-In: 8-10 a.m.

Starbucks

10705 W Washington Blvd.
Culver City, CA 90232

**Coffee and Doughnuts at the Start
50/50 Raffle**

Pre-registration Deadline - August 9, 2008

Make checks payable to: SCMA

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

Name _____	Name _____
Address _____	Address _____
City _____ State __ ZIP _____	City _____ State __ ZIP _____
Telephone _____	Telephone _____
SCMA Number _____	SCMA Number _____

CALIFORNIA PARKS ADVENTURE RIDE

Day trip to Mojave Desert. 499 miles roundtrip.

By Dennis Steinert
www.psychobiker.com
 March 29, 2008

5 am Saturday. Time to get up and head out on another adventure getting stamps. This time it would be almost 500 miles for 2 stamps, bringing the total to 4. I was just getting over a cold, so I was moving slower than usual in the morning. I pulled out of the alley at 6:00. It was still a bit dark, but I left the dark shield on because I knew sunrise was coming. After a gas stop, and a ride north on CA-14, I caught up with Michael at the meeting place near the intersection of Ave T, Fort Tejon Road, and Pearblossom Highway. The sun was just peeking over the horizon. The ride along CA-138 and CA-18 into Victorville had us riding directly into the sun. In Victorville, we went through Hesperia instead of staying on CA-18 through Apple Valley. While I had a route from my home to Amboy via Joshua Tree programmed into the GPS, the GPS suddenly decided to skip Joshua Tree and go directly to Amboy. As we wove our way through Hesperia, I kept ignoring the GPS's recommendation to go back to I-15. Eventually, we got onto a straight road with little traffic, giving me the opportunity to cancel the route and then reselect it, putting the GPS back on track. We rejoined CA-18 and in Lucerne Valley, we headed onto CA-247. Another gas stop in Yucca Valley before entering into Joshua Tree National Park at the west entrance. It had warmed up enough that I could remove the jacket liner and balaclava. I also exchanged the insulated gloves for my normal gloves. Since it was before 9:00, we skipped the visitor center in town and proceeded to the entrance gate and into the park. We followed the park road eastward, stopping for pictures near some rock formations. During one downhill stretch of the road, I coasted with the clutch in to see how high I could get the miles to empty reading (697 miles to empty was the highest mark). We had been hoping for some colorful wildflowers, but not many were out along the road. I think the southern section with its lower elevation may have had a better display, but we were heading north for



We stopped at the North Entrance for our photos for the stamp journal.



The pale yellow wildflowers at the North Entrance.

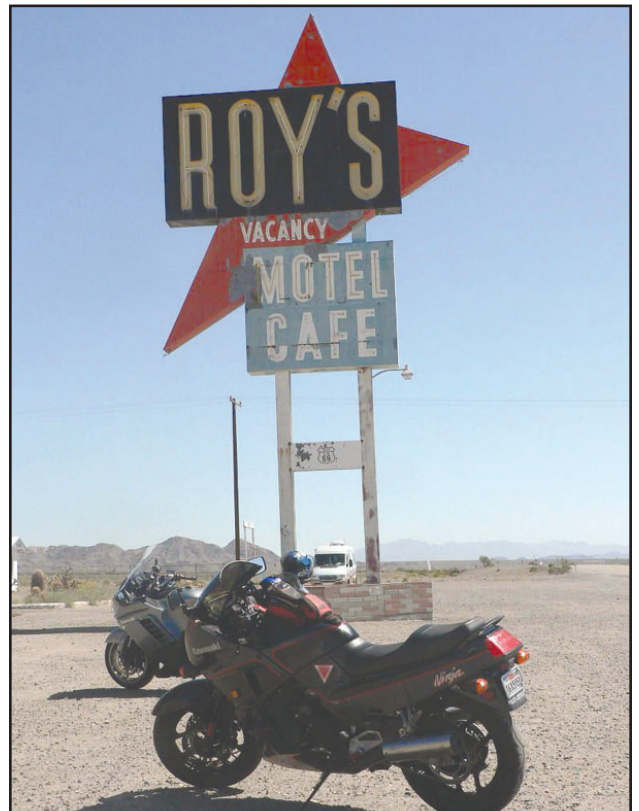
Mojave, so a side trip to the south entrance was out. After the road turned north towards the north entrance in Twentynine Palms, carpets of a pale yellow flower were out everywhere. They were not very bright, but they give give a bit of color to the landscape.

At the Oasis Visitor Center in Twentynine Palms, we got our stamps. But first, I had to remove my thermal long johns and shirt. I was sweating otherwise. I had finally lowered the windscreen while in the park for better airflow into my helmet and jacket. The stamps done, we continued on, stopping at a Circle K for a gallon of gas and a mid-morning snack. We took Amboy road first east then north through Sheep Hole Pass towards Amboy and Historic Route 66 / National Old Trails Highway. Along the way we were given a chance to be a bit frisky with the throttle hand. At Historic US-66 we crossed the Santa Fe main line. Historic US-66 parallels the Santa Fe main line for much of its route through California, Arizona, and parts of New Mexico.

We paused for a photo op at Roy's on Route 66 in Amboy. The new owner has some plans to restore parts of Roy's. Roy's does sell gas now. Since we had topped off in 29 Palms, we did not need any gas. I did buy a few bottles of water to help with the cause, and reflect on how Roy's must have seemed like an oasis to the travelers on US-66 in the pre-interstate times.



View southwest of the Amboy crater.



Looking east from Roy's.

We headed east out of Amboy on US-66. After 6 miles, we turned north onto Kelbaker Road. After crossing under I-40, we entered the Mojave National Preserve. We went through Granite Pass and dropped into the valley where the Union Pacific's main line from Los Angeles to Salt Lake City runs. As we were heading down the long straight, I see a car in the distance coming towards us. The car slows down and makes a u-turn, and then turns on its flashers. We slowed down to roll past the car and saw a desert tortoise crossing the road. I hope the people in the car would help it across, or at least continue to block the road so the tortoise could make it. The new main visitor center for the Mojave National Preserve is at the former Union Pacific depot in Kelso, built in 1923. The depot was reopened in 2004, after being closed by the UPRR in 1985. The railroad through Kelso was completed in 1905, as the San Pedro, Los Angeles, and Salt Lake Railroad, which later became completely absorbed by the Union Pacific. Kelso was an important location for the railroad. The steepest climb on the route was the grade from Kelso east to Cima, at 2.2%. Kelso was a helper location, and a crew & passenger rest stop, as well as a mining town in its heyday. The advent of diesel locomotives eliminated the railroad's need for Kelso.

Continued to page 10



Photos for the Award Stamp Booklet at the Kelso Depot.



MOJAVE DESERT

Continued from page 9

While I went on by the depot in my IBA passport quest in 2003, I did not stop. The last time I stopped at the depot had to be in the 90's when my dad lived in Las Vegas and I would take various alternate roads to get there, avoiding the repetition of I-15. The depot was boarded up and deserted during those years. Somewhere in my closet I have a piece of a roof tile from the depot that had fallen to the ground. In the late 1980's they were being sold off by the few remaining citizens of Kelso to help raise funds to keep the depot standing. Eventually the National Park Service came to the rescue.



Kelso Depot from the tracks.

After a leisurely lunch and a gas stop in Baker, it was just a blast south/west on I-15 to Victorville. Filled the tank for the last time in Victorville, at the freeway off ramp for CA-18 west. The rest of the route home was a reverse of the early morning, CA-18 to CA-138, then a wave goodbye to Michael at the intersection where we met at sunrise. I continued on the Pearblossom Highway, while Michael stayed on CA-138 into Palmdale. Then it was the normal path home, CA-14 to I-5 to I-210 to Sylmar.

I arrived home at 5:45, just shy of a 12 hour trip. The GPS says I spent 7 hours and 35 minutes in the saddle, so Michael & I spent just over 4 hours at our various stops along the way.



We looked around the depot for quite some time. It was a very informative display. One of the rangers there was also a rider and he knew of the Cal Parks quest. Continuing north on Kelbaker Road, we crossed another pass and descended into the valley where Baker is. Unlike US-66 which paralleled the Santa Fe main line, the original highway to Las Vegas, US-91, made a major departure from the Union Pacific main line, with the highway going through Baker and crossing 3 summits, cutting off a number of miles from the train's path.



A mid-afternoon lunch at the Mad Greek in Baker. If you think the outside is wild, the inside is something else. Well worth a stop.

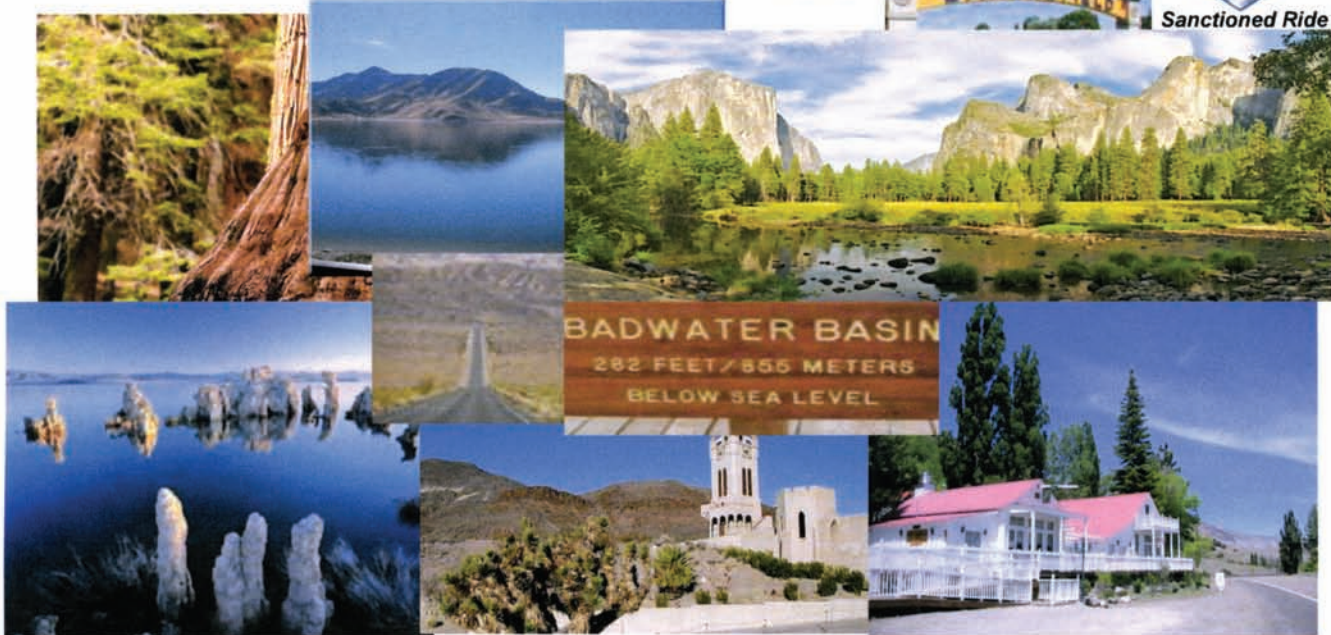


Southern California Motorcycling Association



Proudly Announces

THE 2008 GRAND TOUR
October 11-12



Start at Zingo's Café, 3201 Buck Owens Blvd, Bakersfield, 6 to 8 AM. Lake Isabella, Death Valley NP, US 95, Lee Vining, Yosemite NP, Bass Lake, King's Canyon NP. Sequoia NP, Bakersfield. Call-in Finish. Mail-in ride deadline October 6, 2008. Fees and discounts shown below. Saturday night:Tioga Lodge at Mono Lake. 3 mi. N of Lee Vining on Hwy 395. Group rate 15% discount until Sept 15. Reservations (760) 647-6423. Mention Grand Tour. Rooms are tight in Lee Vining during fall colors so make reservations early. American, Vegetarian and Mexican dining at Hammond Station Restaurant at Tioga Lodge. Old fashioned breakfasts too. 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 _____ Emergency contact # () _____
e-mail _____
Cost: Rider \$40__ Passenger\$30__ Discounts: SCMA \$2__AMA \$1__ Pre-register \$2__

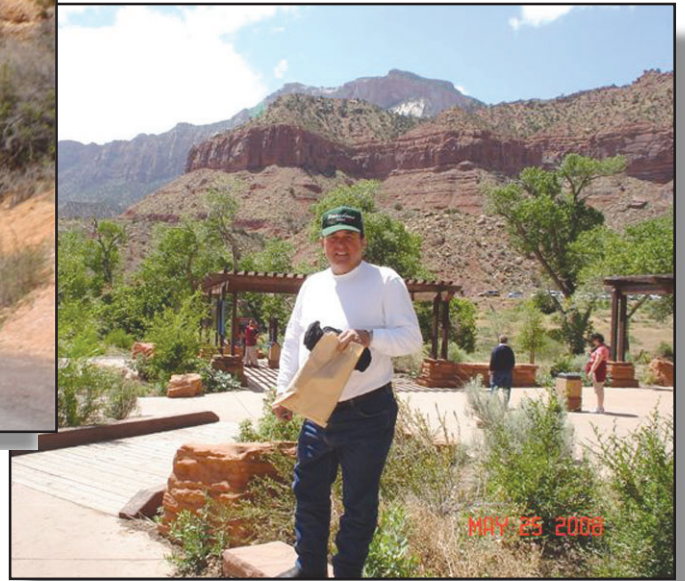
Blazing Saddles

2008

Photos by Randy Shull



Blazing Saddles 2008



A BIG THANK YOU

from the

SCMA

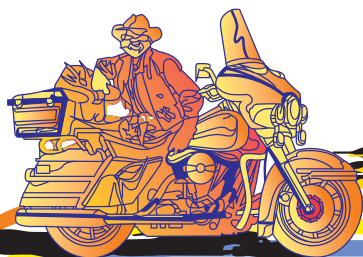
and all the

BLAZING SADDLES RIDERS



to Randy Shull

for donating the pins for this year's event



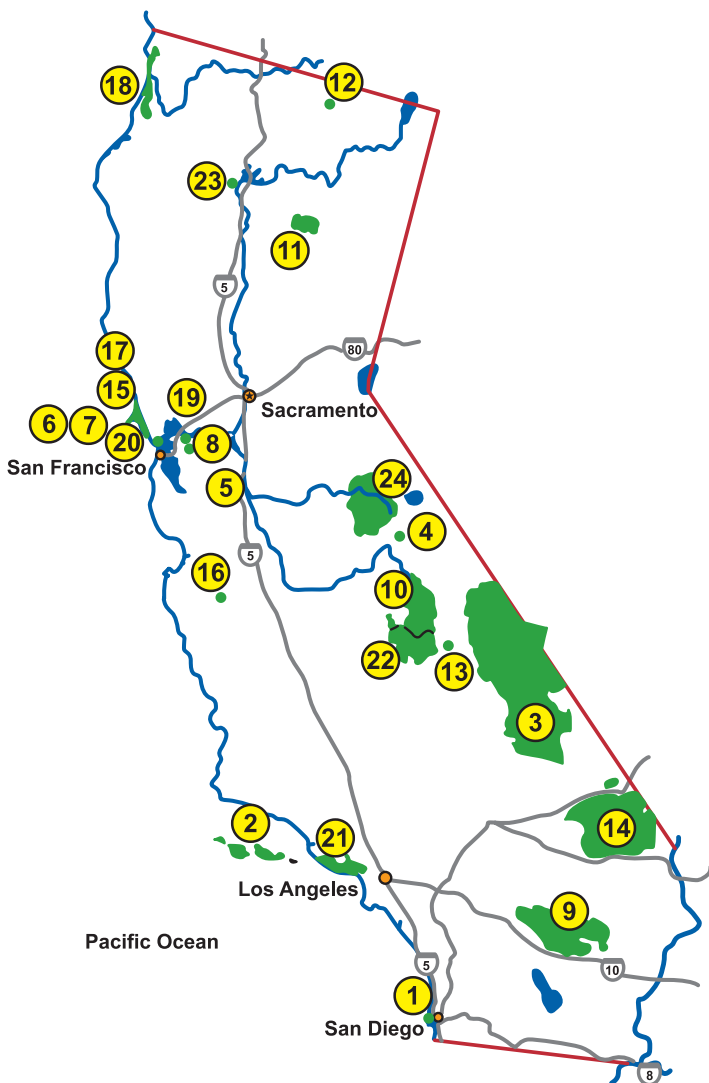
Southern California Motorcycling Association



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: _____

Address: _____

City, State, Zip: _____

Phone _____

E-Mail _____

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

CALIFORNIA PARKS ADVENTURE RIDE

Day trip to San Diego. 338 miles roundtrip. 14 hours, 34 minutes total time.

*We really took our time and made several long stops.
The GPS reports 5 hours, 2 minutes actual moving time*

By Dennis Steinert
www.psychobiker.com
April 5, 2008

This was a trip for 1 stamp. Michael and I are leaning towards removing Death Valley from the Sierra weekend trip and making that a day trip as well.

Since we were heading to San Diego for just a single stamp, I thought about ways to add a side trip to keep the ride from being just a mostly boring ride there and back. At least boring for me, since for a time my son was attending UCSD, so I ended up making quite a number of trips to San Diego, and most all were down the 5 and back the 15. I was torn between a museum at Balboa Park, Old Town, and the harbor. I settled on the San Diego Aircraft Carrier Museum, more commonly known as the Midway. Michael added a stop to visit an old friend from high school, who lives just off the 15.

The meeting time was 6:30 am at the Chevron on Hubbard Street in Sylmar. It was cool (around 50°) and slightly damp. I arrived a few minutes early, which surprised me. I usually don't leave enough time for getting ready in my morning schedules. Michael arrived at 6:33, topped off his tank, and we were on our way by 6:37. I led us on the usual route - East I-210, then South CA-2, to South I-5. While I sometimes detour around the East LA Interchange, I decided to brave it this time. Well it sucked. The tight 2 lane portion is just not motorcycle friendly (as if LA traffic is). But some careful lane splitting and dive-bombing got us through. As we approached the 710 interchange, the through traffic on the 5 stopped dead. So I led us onto South I-710, and then East CA-91 to get



Walking around the VC bring you to this view northward.

us around that mess, along with the annoying portion of the 5 in southern LA County. The rest of the run to San Diego was at least at the speed limit, but mostly up to 20 mph over. We exited the freeway at Rosecrans, which is CA-209, but in a rare case of poor Caltrans signage, it isn't until you are almost off the freeway that you see any indication that it is a state highway. I was looking for a local breakfast joint, but I mostly found just fast food, and national chains, so we stopping at Denny's at the corner of Rosecrans and Jarvis. It was 8:35 am, so we made decent time to SD, since we had come about 150 miles since Sylmar. We left at 9:26 for the final slow 5.5 miles to the Cabrillo NM Visitor Center on Point Loma. The road to the visitor center goes right through Fort Rosecrans, and the Fort Rosecrans National Cemetery. We were taking our pictures at 9:45. After the photos, we parked in the parking lot and made our way to the VC for the stamps.

Continued on page 18

Ride for the Heart 2008

August 10, 2008

FREE RIDE

Freedom from heart disease

Dont expect a run of the mill ride and rally for this event. There are going to be some fun things along the way that will make this ride be the one to remember for 2008. How about a unique and entertaining poker ride, all ending up at the fabulous Storm baseball stadium where you will be treated to lunch, raffles, music entertainment and a baseball game. Motorcycle riding and a baseball game; a great combination for a wonderful summer Sunday in Southern California? With multiple starting points throughout Southern California, getting to the big party in Lake Elsinore will be a blast. Inviting your non-riding friends and family is encouraged. What better way to spend a day than riding with your friends AND sharing quality time with your family!

This event will support a new Ride for the Heart-supported charity, Camp del Corazon, who is devoted to helping children in their recovery from heart surgery and disease. Sign up early to get your fund raising package so that you can be part of a great ride, charity and game. Special prizes will be awarded to riders who obtain over \$1,000 in donations to support the Camp del Corazon.

Pass the word and tell your friends all about it; let this be the ride of the year. Lets fill that stadium up!

Your \$25.00 rider pre-registration includes a suggested poker run route of approximately 75 to 125 miles, ride pin, lunch, ballgame and an entire day of fun and relaxation!

Ride for the Heart Foundation

760-644-2118 • www.ridefortheheart.com • info@ridefortheheart.com

Your Vote Counts!

- Vice-Chairman: **Blake Anderson**
- Referee: **Chuck Jones**
- Membership/Corr. Sec.:
Vern Lucero/Flavia Gullett

Name _____

Membership Number _____

Please mail your ballot to:

**Sally Bishop, 16511 Garfield Avenue, #44C
Paramount, CA 90723**

SAN DIEGO

Continued from page 16

The ranger in the VC was very chatty, so much so that I did not carefully check the stamp date on the test stamp, and we ended up stamping our books with yesterday's date (although I did not realize this until I saw a calendar at the Midway). The ranger wanted to be sure that we would look around, and we said yes. Unlike some of the upcoming trips, we had lots of time. I usually do either a ride through the park or spend time at the VC. I would rather take a scenic ride than sit through a movie or stare at an exhibit. For the places I have been to plenty of times before, during a stamp quest, the stop will be just a quick stamp and go.



The point was of strategic military value since it overlooked the harbor entrance. Fort Rosecrans was dedicated in 1899. Sometime between 1918 and 1945 this observation bunker was built. An old radio shack near the VC tells the story of Point Loma's coastal defense.

We were parking the bikes on Navy Pier at 11:48. I got out my Geza cover and we were able to store our riding gear under it. A tour of the Midway is mostly a self guided tour. Your \$15 entrance fee gets you onto the ship and the use of a audio playback device. You can explore a good portion of the ship, and there are a number of aircraft on display. The Midway was built at the close of WWII, in 1945. She was decommissioned in 1992, after playing a key role in Operation Desert Storm. In 2004 she was opened as a museum.

Visiting parts of the ship reminds me of my days as a software engineer at Hughes Aircraft working on radar systems. After quite some time of exploring, we were back in the saddle at 3:20 for a quick 4.5 mile trip to the La Piñata restaurant in Old Town. We cruised down the paved street portion of Old Town, arriving at the restaurant at 3:40. I picked the La Piñata because it was on the fringe of Old Town with



We then walked up to the lighthouse, which was in operation from 1855 to 1891, when a new lighthouse closer to the water at the tip of the point was built. Michael explored inside the light house. Several years ago, the coast guard moved the lens apparatus to the assistant lighthouse keeper's house, making an impressive display. It still rotates. Notice the rain gutters on the shot below. There was a storage tank for collected rain water for the inhabitants of the lighthouse. At the time it was built, the lighthouse was pretty isolated and had to be self sufficient.

We left Cabrillo NM at 11:20. During our time at Cabrillo NM, I did remove my thermal pants and top, and I also removed the jacket liner. It had warmed up enough to ride without the extra bulk. It is just over 9 miles around the harbor to the Midway. We got gas at a 76 station just before we turned onto Harbor Drive. The ride along Harbor Drive is interesting, as it cuts through a naval base, and the air-



This shot is in the Fo'c's'le (Forecastle), where the anchor windlasses are. Yes, that is the anchor chain.



An F-14 Tomcat. The F-14's were not normally kept on the Midway. Only 2 ever landed on the deck, both were emergency landings.



F/A-18 Hornet.

A view of the starboard side of the "Island," which is the control tower structure. This shot was taken while standing on the edge of the flight deck, with aircraft elevator #1 to my back.

easy parking and a good chance of being able to watch the bikes, and the food is good. I had a carnitas plate, washed down with a Bohemia. At 4:30, two very stuffed bikers got onto I-8, then CA-163, then I-15 for a ride to Murrieta and Michael's friend's house, a distance of 68 miles. We pulled into the driveway at 5:38. We had to take it easy riding there because of traffic and several LEOs. We spent the early evening there, eventually leaving at 7:10 for the ride home. I waved goodbye to Michael at 7:40, just before I headed west on CA-91. Then it was North CA-71, and North CA-57 to I-210 West. I did a quick side stop in Pasadena to see if my brother was home. He wasn't home, so I got gas at Lake & Maple, and then returned to the I-210 for the ride home. I pulled into the garage at 8:54.

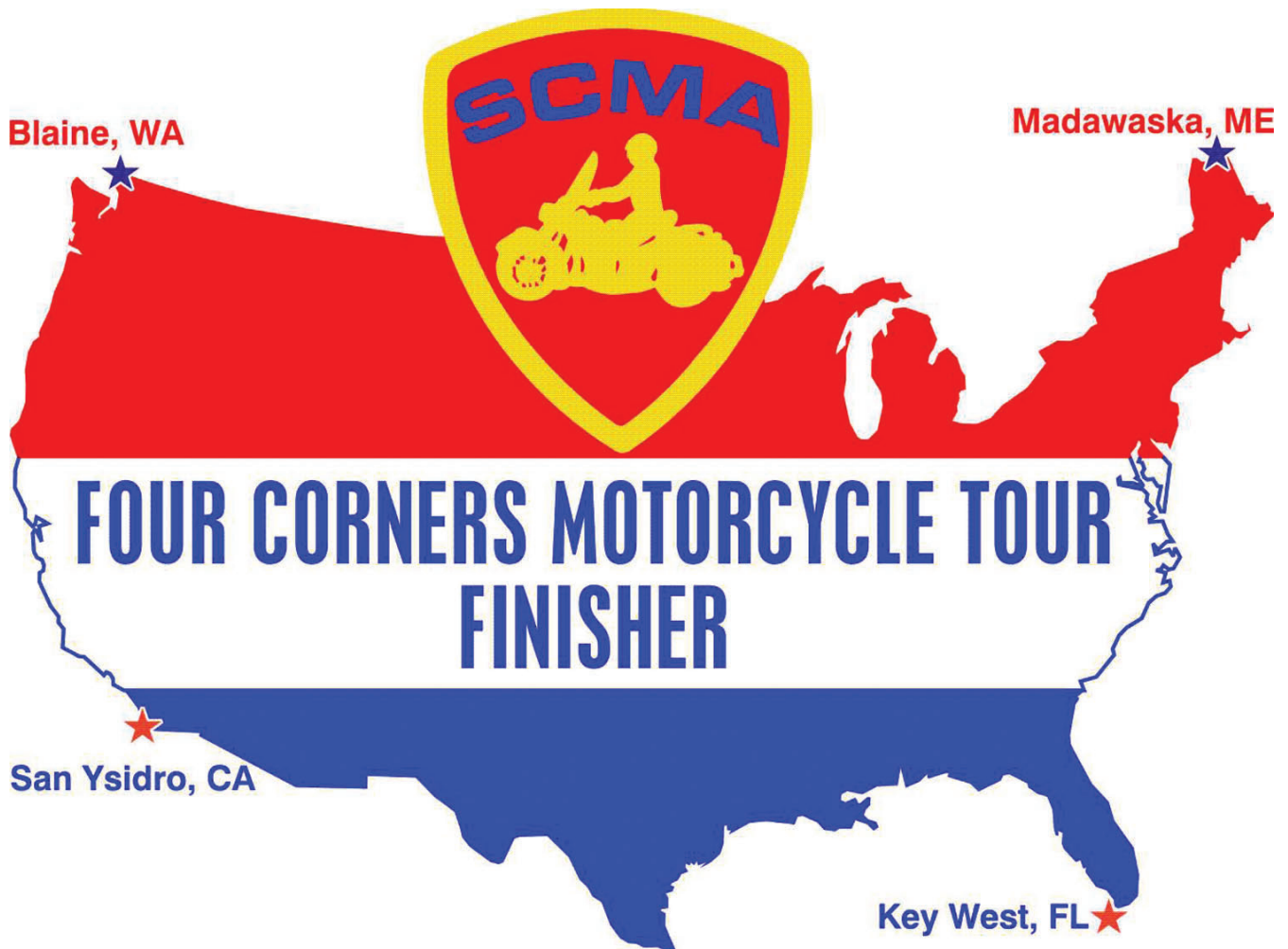


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When passing pull to the right side of the lane to allow a rider behind you space to move in. Each rider should only pass when there is ample room and it is safe, however, sometimes a rider will follow you around a car only to find they misjudged the oncoming traffic. If you pull to the right side of the lane, you will allow room for a rider to pull in next to you. NEVER use this as an excuse to pass unsafely, but this will provide for a margin of error.

If a bike breaks down, let the rider move to the right. DO NOT STOP. The sweep rider or van will stop with the problem bike. The ride leader will lead the group to a safe stopping place.

Never let the group pressure you into riding beyond your skill or comfort level. The desire to stay with the group or not be seen as the turtle of the pack can pressure riders to go faster than their comfort zone. Don't push it! Unless you tell us you want to ride off on your own, the sweep rider or van will stay with you.

Most of the time the ride leader will have radio communications equipment. On most rides, the leader and sweep rider, and the van if Jacques is along, have FRS radios. If you are interested in "getting your ears on" check out the article in the newsletter archive on the web site for a complete equipment list and part numbers for gear that seems to work fairly well and has some cautionary tales so you don't waste a lot of money.

On longer rides Jacques Lamishaw often follows in the van with an emergency motorbike trailer. Generally a designated rider will act as sweep but on longer club trips Jacques does the job. If you are pulled over to the side of the road we assume you need help and want the van to stop so if you've pulled over because you forgot your ear plugs or want to put on your electric vest, waive the van on so she doesn't stop unnecessarily. However, if you do want the van be sure you stop in a place easily visible from the road. If Jacques can't see you she won't stop and we won't know what happened to you. So make sure you wave the van down or wave it on depending on your needs.

The van is available for tired passengers. One of the advantages of the van is that passengers have the chance to get off the bike when they've had enough. This can be a great asset if your partner isn't up to a long ride but still wants to go along. They can split the trip up into segments and be much more comfortable, so be sure to take advantage of the comfort and safety the van provides.



BMW C O S C Group Riding Guidelines

By: Robert B Lamishaw

Welcome to the BMW Club Of Southern California!

We hope you enjoy the fellowship and riding experience the Club presents. To enhance your enjoyment of rides, we have developed these guidelines which we hope you find useful.

Be on time and ready to ride. Nothing can get a ride off to a bad start faster than some guy, or gal, who shows up late, needs to stop for gas right away or doesn't start to get ready until everyone else is on their bikes with their motors running.

Arrive early enough to take care of any personal matters. Many of our rally points offer the opportunity for breakfast prior to the ride. If you want to have a meal be sure to allow plenty of time. Since several of our members may show up to enjoy a meal together remember that service may be a little slower, it may take longer to pay the bill and use the rest rooms. You should finish your meal at least 30 minutes before the appointed kick-stands up time to allow for paying the bill, a bathroom break, suiting up and pre-ride briefing.

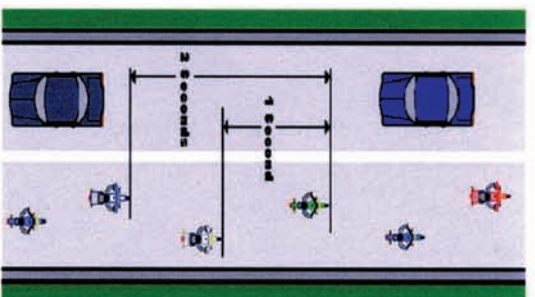
Have a full tank before arriving at the departure point and be ready to hit the road at the agreed start time. Unless you live very close to the rally point you should plan on filling your tank even if you filled up at home. We can easily go 120 to 150 miles before our first fueling stop and if you have already used a gallon of gas, (maybe 1/4 to 1/3 of your available fuel supply), you may find yourself getting very low on fuel before we stop. So fill up at the start of the ride and whenever the group stops for gas, go ahead and top it off, even if you don't think you'll need it.

BMW Club rides are "Road Book" rides so print your own maps. This means that we don't ride like it's a parade. You ride your own pace and follow the route maps available from the Club website. Some of the break-fast rides are "follow the leader" affairs but all the longer rides will have pdf files of the maps and route instructions, Microsoft Streets & Trips and Garmin GPS files available to download. So print out your own maps and be sure to bring them along.

Tell the ride leader if you have any special needs or concerns, i.e. speed, sharp corners, small gas tank – or bladder. You should be able to ride for 1 1/2 to 2 hours without having to stop, however, if you need to stop more often don't be embarrassed to speak up. Just remember, on back roads, fuel and rest rooms won't be around every corner.

Tell the ride leader or sweep rider if you plan to leave the group before the destination. A club ride is not a military operation. If you want to ride faster, or slower, than the group and meet up down the road that's fine, just let the leaders know what you're doing. Don't make the group worry about you when you've simply decided to take off and wait up the road at the local Dairy Queen or head home early to take care of some of those "honey do" tasks.

When the road is wide, ride in a staggered formation and when it narrows, spread out and ride single file. We've all seen cops ride side by side, but for most of us the safety of riding in a staggered formation makes a lot of sense. Stay at least 2 seconds behind the person in front of you and 1 second behind the person off to the side. This keeps the group tight, discourages cars from splitting the group up yet allows plenty of stop-



ping distance and room to move in the lane to avoid obstacles.

In City traffic, close up a little to help stop cars from cutting into the group. This isn't to say you should "tail gate" but a closer formation will make it easier to stay together.

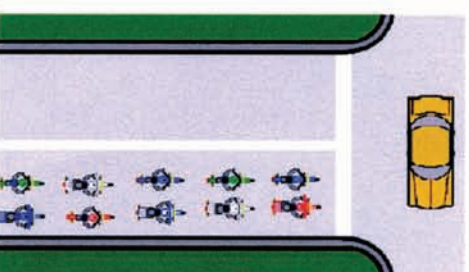
Try to stay on your half of the lane in a staggered pattern. Remember you have the whole lane to use, so if you need to avoid something use it, but it's much easier for those behind you if you drive consistently on either the left or right side of the lane. It is generally recommended that you ride in the tire tracks of the cars. This is ensures a reasonable distance from side to side and the road is safer where the cars have pushed the dirt and debris off the roadway.

When stopping as a group at an intersection, break staggered formation and pull up beside the bike in the adjacent lane. This will reduce the length of the group by half. Stay in this formation until you are through the intersection. Because the group is half as long it will take half the time to clear the intersection and increase the odds of keeping the group intact.

When a rider leaves the group while in staggered formation, the best way to compensate for the hole made by their absence is for each rider behind the missing bike to change position. Doing this eliminates passing in a single lane and keeps the formation tight, which discourages cars from moving into the group.

When exiting a freeway, keep up the pace so the riders behind you aren't forced to slow down while still on the freeway and become a traffic hazard. It's like the people who get to the top of an escalator and just stand there trying to figure out where they're going, it jams everyone else up.

If you don't make it through the intersection with the group wait for the light. Don't take a chance and run the red light. The ride leader will either slow the group down or pull the group over to the side of the road and wait for you to catch up if they know you've fallen behind. One big advantage of a Road Book ride is that you know where the group is going and the route being taken, if you've printed copies of the maps, so you can always catch up at one of the rest stops.



NEWSLETTER ADVERTISING RATES

Business Card (3 month min.)	\$12.00 per month
One-Fourth Page	\$20.00 per month
One-Half Page	\$40.00 per month
Full Page	\$80.00 per month
Personal (Non-Business)	Free to SCMA Members
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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

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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>

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-------------------	----------------

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CITY _____ **STATE** _____ **ZIP** _____

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PLEASE CHECK APPLICABLE BOXES BELOW

- New Member — Newsletter \$30 Non-Newsletter \$20
 Renewal - Membership # _____ Expires _____
 Newsletter \$30 Non-Newsletter \$20 Life (Includes Newsletter) \$15
 Address Change Male Female
 Club Name _____ **OUTRIDER**

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 _____

