



SCMA

Southern California
Motorcycling Association

NEWS



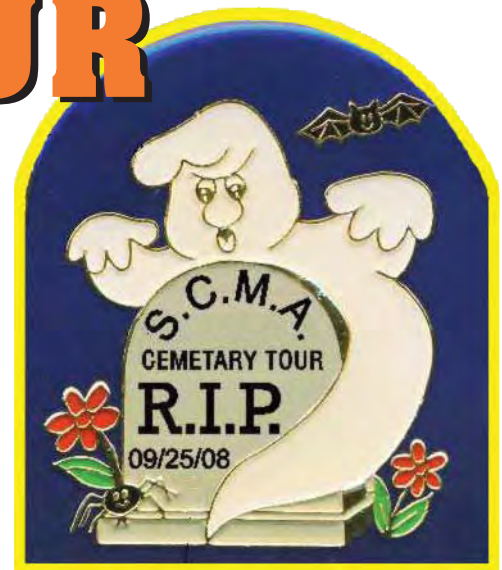
VOLUME 40 ♦ NUMBER 10 ♦ OCTOBER 2008

**For the Ride of Your Life...
Join us for the annual SCMA**

CEMETERY TOUR

**Saturday
October 25**

*See Page 9
for Details*



- Antelope Valley Touring Society
- B.M.W. Club of Southern California
- Motorcycle Touring Assn. Chapter 3
- Pasadena Motorcycle Club
- SCMA Outriders
- Shamrock Road Riders
- Victor McLaglen Motor Corps

In this issue...

Two riders tell of their adventures on the Three Flags Classic Ride

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



OCTOBER

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

NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
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23	24	25	26	27	28	29
30						

CALENDAR OF EVENTS

✓ Marks Travelers Events

OCTOBER

- 4 SCMA General Membership Meeting 9-11 a.m. La Canada
Conrad's Restaruant
631 Foothill Blvd.
818-790-2230
- 4 Three Flags Meeting 11:30 a.m.-1:30 p.m. Glendale
J's Maintenance
3550 Foothill Blvd.
951-677-3644 / 915-342-3702
- 11-12 SCMA Grand Tour Sign-in: 6-7 a.m.
714-801-3931 / 310-387-3974
- 26✓ SCMA Cemetery Run Sign-in: 8-10 a.m.
714-963-0665 / 310-387-3974

NOVEMBER

- 8 SCMA General Membership Meeting 9-11 a.m. La Canada
Conrad's Restaruant
631 Foothill Blvd.
818-790-2230
- 8 Three Flags Meeting 11:30 a.m.-1:30 p.m. Glendale
J's Maintenance
3550 Foothill Blvd.
951-677-3644 / 915-342-3702
- 16✓ SCMA Turkey Run Sign-in: 8-10 a.m.
714-527-1660 / 310-387-3974

PHOTOS WANTED

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

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

Randy Angel • rwangel@earthlink.net



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EXECUTIVE BOARD

VICE CHAIRMAN

Blake Anderson
714-801-3931
Blake@BlakeAndersonconsulting.com

CHAIRMAN

Jan Staws
310-387-3974 cell
janstaws@verizon.net

RECORDING SECRETARY

Phyliss Shaw
951-677-3644
pshaw2003@comcast.net

CORR. SEC./MEMBERSHIP

Flavia Gullett/Vernon Lucero
626-441-5437
lucero@yaho.com

TREASURER

Jan Staws
(Temporary)
310-387-3974 cell
janstaws@verizon.net

REFEREE

Chuck Jones
714-851-4668
bykrchuck@sbcglobal.net

S.C.M.A. WEBSITE

SC-MA.com

TO PLACE INFO ON SITE:
TERRY SMITH
Webmaster10@frontiernet.net

S.C.M.A. NEWS

NEWSLETTER EDITOR

Jan Staws
310-387-3974 cell
janstaws@verizon.net

PRINTER

Randy Angel
18531 Mansel Ave.
Redondo Beach, CA 90278
310-370-2725
rwangel@earthlink.net

REMEMBER!

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EXECUTIVE BOARD COMMITTEES

Sunshine Lady

Jo Anne Gamble
714-775-8246

Newsletter Editor

Jan Staws
310-387-3974 cell
janstaws@verizon.net

USA-Four Corners M/C Tours

David L. Johnson
909-796-2277
chairman@usa4corners.org

Travelers Award 2008

Dannie Fox
805-659-1956/805-889-5220
twofoxs@pacbel.net

AMA Insurance Information

Blake Anderson
714-801-3931
Blake@BlakeAndersonconsulting.com

Grand Tour 2008

Blake Anderson 714-801-3931
Blake@BlakeAndersonconsulting.com

Blazing Saddles 2009

John Katics
818-566-4107
jkatics@sbcglobal.net

Three Flags Classic 2009

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

California Parks Adventure

Mitch Friedman 310-838-9550
www.sc-ma.com
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

September again, another Three Flags Classic has been completed except for the fact finding meeting we need to have. Gathering information on how to do some of the things we do better, faster, more efficiently, always room for improvement.

The 2009 Three Flags committee will be the E Board as I have mentioned several times lately since no individual came forward to volunteer as chairman. We have already made some decisions which will be finalized at our next meeting, which I think is September 20th., after the general membership meeting, may not this month since we are starting to work on the exciting new format of an SCMA annual banquet, which will honor Calif. Parks Adventure, Four Corners and Three Flags. The banquet will be dubbed the Triple Crown Award banquet and will be an annual event. There will no longer be a Four Corners banquet per say. These are the SCMA most challenging and adventurous rides and we have created a new award for the Triple Crown finisher who has made ALL three of these events in the current calendar year. Boy, what a feat!

We are hoping that by including these events together that any or all motorcycle riders and passengers will look forward to this evening, being able to visit with many of those people who have made one or all of these rides, sharing memories of a particular experience that will stay with them for some time to come. I know that you riders have seen the best and the worst of the USA while making these rides. A special committee has been formed to create a beautiful evening for all who attend. Everyone is welcomed; you need not have ridden any of these events to enjoy an evening with friends. We are also going to be at a new hotel this coming February, the Hotel Ménage, Anaheim, CA, about 3 minutes from Disney Land. We have a banquet room on the first floor, no other banquet rooms near by so do not have to worry about the noise level from a room next to us.

We will have a flyer and a registration form in next month's news letter for sure. This will be a whole new adventure and I hope you join us for the first Annual Triple Crown Awards banquet. I am going to be gathering riders names who are participating on these in hopes that we can get them to speak about their adventures at the banquet. I am hoping to get 2 or 3 people who are willing to speak for about a half hour each on which ever event they wish to talk about, or all 3.

Getting back to the 2009 Three Flags Classic, we are going to start in Mexicali again (only safe place to go, sorry about the heat) and probably ending in Lethbridge, Alberta, Canada. We have never ended there and Bob Masuzumi had a great visit with the powers that be before heading back home. Bob is real excited about Lethbridge and will tell us all about what they have to offer at the next meeting. Anyone interested in being on the committee please get in touch with any E Board member, but remember, we meet every month after the General Membership meeting and it is very important that you attend the meetings. The biggest hurdle I see is in deciding how many to put in the draw. Economics such as they are we want to make sure that we have a waiting list in order for people who need to sell their ticket because of circumstances beyond their control have an opportunity to do so and even with the best planning the waiting list may have been exhausted by the time they need to sell a ticket. We drew 200 this year, ended up with 229 riders, 15 of which did not start and to my knowledge unable to sell their tickets.

I will be sending a letter to each of the non-starters, asking if they would like their starter pack, which includes an awesome plaque, decals, cap, and miscellaneous printed matter. We will send them out at our expense, which is the least we can do for them.

We have several people who are thinking about volunteering for the 2010 Three Flags Classic chairman and while I am not able to vote, only in case of a tie, I am able to express my opinion about things. I have been serving as chairman for about 5 years now and I am of the opinion that more people come out for the anniversary years to volunteer than come out in the off years. That being said, I think that people who serve the SCMA year in and year out should be given first consideration. When you show up month after month, raise your hand when help is needed, give of yourself time after time, than I think those people should be given first consideration, PLEASE understand that this is MY opinion, not the opinion of the E Board.

I am going to solicit the E Board's vote on mandating a limit of 300 people in the draw for ANY Three Flags Classic event, anniversary year or not, and no more that 50 out of the draw. Out of the draw includes Traveler's Award qualifiers, committee members, VIP's if any, out of Continental USA participants and adjusting for mistakes. I see no reason to take 400 or 500 people any given year, the ride is meant to be a time for camaraderie, how to you socialize with 400 or 500 people.

More than half the riders each year are new riders, our veterans are growing smaller in numbers, and age is catching up with us. However, I really look forward to seeing all the friends I have made in the last 20 years or so, either riding or working this event. More importantly, the liability grows much larger with the numbers so big. On the 25th Anniversary we ended up with 82 no finishers out of the 400 or more participants. It will be up to the E Board but I hope they see my point of view. I know that this will make some people very unhappy, but let them put their homes and everything they work for on the line.

Boy, what got me started?

Okay, we are gearing down for the end of the year but still have a lot of business to take care of. We have calendar bidding coming up at the AMA November meeting, our rides are set but I am not sure that all of our clubs have let Blake Anderson know the dates of their events. Please do and include phone numbers also so I can get our annual calendar going.

The Wacky Wrabbit ride will have come and gone by the time you read this and I hope that you were nice enough to support the event. It is a charity event, donations going to a battered women's home in San Pedro. The SCMA will be contributing \$100.00 for this event.

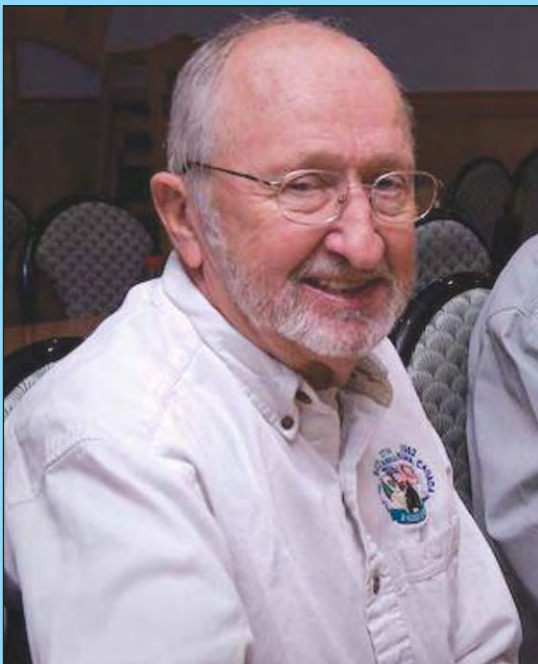
October brings the Grand Tour and Cemetery Tour, two great events we have had for some years now. Once again Blake Anderson is doing the Grand Tour and I know he has a good one for you again this year. Thank you Blake. Please note that the General Membership meeting is on October 4th. the first Saturday of the month because the Grand Tour is the 2nd. Saturday of the month.

Cemetery Tour route is being done by Bob Masuzumi and like always I am looking forward to the ride. He does a great route. Thank you Bob

Last but not least, the Turkey Run, November 16th. Chuck Jones doing this for the first time, but I think he knows what he is doing. Looking forward to a great ride.

Well that is all for now, I think that is enough also. Keep the rubber side down, the sunny side up.
God Bless.

Jan Staws



Please join us in a
Celebration of Life
as we remember
Frank "Ziggy" Ziegler
Saturday, Sept. 27 • 11:30 a.m. til ?
Lost Canyons Golf Course Clubhouse
3301 Lost Canyons Drive
Simi Valley

3 FLAGS CLASSIC



Story and photos by Mitch Friedman www.mitchphoto.com

I was one of the lucky few riders to start The 3 Flags Classic Mexicali to Nanaimo 2008. This year the four-day ride from Mexico to Canada put on by the SCMA only allowed just over 200 rider entries.

My 'Classic' began on Thursday, 28 August - meeting with Steve and Susan in Ontario at the McDonalds. Got on the road after some food and fuel and we were all off to Mexicali. On our way down we hit temps of 104. I rode a total of 239 miles to get to the start. The Hotel Araiza was the host hotel and very nice - the food and people were great.



Day 1 Friday

Got up at 2 am for the 3 am Mexicali start, and made it through the border by 4 am. The wait was OK and it tried to rain on us, but in the end it only spit. Seemed like I moved from pack to pack among the 200 riders all day long.

Had a good run to my first fuel stop in Phelan. This was just less than 200 miles from Mexico and I made it there in about 2 hours and 45 minutes.

Had breakfast after fueling up and then some guy that has a V-Strom and his wife chatted me up about my bike and what I have done to it. I have replaced the rear shock and reworked my forks (Thank you Race Tech). Told him to get the same set up - it works great!

Then it was off and up to hit Devils Postpile for a stamp and photo for the SCMA's California Parks Adventure. This park is very cool to see. It was 12:20 when I got my stamp, and I did not get out of the park 'til almost 1:30.

I was on the road again and reached the 3 Flags first checkpoint in Gardnerville, Nevada at 3:20pm.

The day was perfect for a long ride. It was great to see all the 3 Flags riders during the day and ride with many of them.



After I got checked in at the first checkpoint, I was off to find my hotel in Susanville for the night. I was planning my next day as I was on a side trip for the California Parks Adventure (CPA). I planned to get to Lassen and Whiskeytown on my way over to the coast and the Redwoods for a stamp and photo before I got back on course for 3 Flags Checkpoint 2 in Brookings, Oregon.

I was beat up that night - my left knee hurt (old Motocross injury) and I'm just plain sore from a long day on the bike.

I rode 739.5 miles in 12 hours and was on the road just under 15 hours - from the start hotel in Mexico to the border crossing, fuel and food stops, going into Postpile and finally to the Checkpoint.

Not a bad day of riding, and I had a blast.



Day 2 Saturday

Today was going to be one of those days. It started off with trying to get food at Jack in the Box. They were not staffed

like a normal day, as they did not think it was going to be busy. It was packed. Got my food and on the road about a half hour later then I wanted to. The ride out of Susanville up highway 44 was just beautiful, and I got to see deer crossing the roadway (well fawns anyway). 44 goes over to Lassen Volcanic National Park and the ride over is one not to miss. I now wish I had more time to ride around the area. Got my photo as I entered the park and the stamp at the visitor's center and chatted with the rangers about the California Parks Adventure before heading out to Whiskeytown for another photo and stamp. As I was getting my photo Bob ('Zumer') Masuzumi stopped to get his photo, so he took one of me on my bike.



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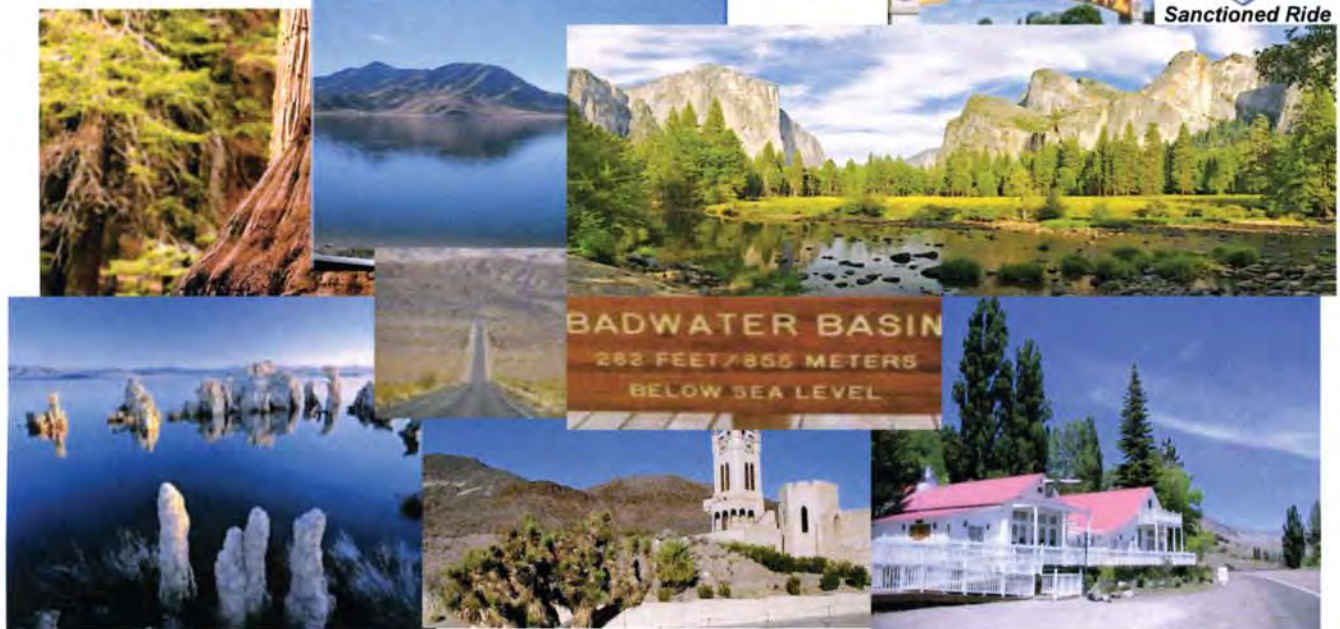


**Southern California
Motorcycling Association**



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__

FRIEDMAN'S RIDE

Continued from page 6

I met up with Dannie Fox at Whiskeytown and we both headed for the Redwood National Park. Highway 299 is fun at times and you can see where the fire crews are staged from the past fires and now just in case one starts. I stopped for fuel and Dannie kept going, as he had to meet up with people at the next Checkpoint in Brookings, Oregon. I got fueled and headed for the coast. This was going to be fun as I rode into the clouds, but it got cold. I was later told it was as cold as 43 down this part of 299 to the coast.

Got my photo of the sign for Redwood but it is in a very bad place to take a photo of your bike and the sign. I then went to the visitor center and whom do I meet up with but Dannie as he had just pulled in.



He got his stamp; I got mine, and changed into warmer gear and headed for Brookings Oregon for the next Checkpoint. Dannie, his friends and I were staying in the same town in Oregon, so we headed back to California to highway 199 this time just past the border as this took us to I-5 north up to Roseburg Oregon. I made it to my Motel 6, went to eat, and took a hot bath. My knee was sore but not as much as the day before.

Today was 522.6 miles for 9 hours 28 minutes of riding and 11 hours 56 minutes total that includes fuel, park stamps and photo and Checkpoints.

Not a bad day at all. Parts of today's ride I want to see again for sure, when I'm not being 'on the go' so much. Would've liked to stop to see some of the things on the side of the road for sure.



Day 3 Sunday

Woke up early and had breakfast with one of Susan's friends, so I did not get on the road till 9 am.

The weather was going to be an issue today! It started out nice and sunny but you could see the dark clouds in the distance. When I got to Portland the rain came slowly, and in a short time it was raining good. Time to find a place to get my rain gear on. Once on of course, the rain stopped 5 miles up the road - but it came back at times really hard. I kind of wish it would have been clear so I could see Mt. St Helens and some other fun things on the way up to Canada.



Highway 12 to the checkpoint in Morton, Washington was nice, with a lake and so many trees. Once in Morton I got my passport for the ride stamped and went to fuel up. This is when the rain came down, just as I was pulling out of the station. Hard for a bit, it let up all the way to Seattle, and then it was clear all the way to Canada.

Crossing the border was ok - taking about half hour maybe and then I looked for a hotel. My GPS said there was a Travelodge just past the border, so I headed there, only to find out 4 years ago it changed to a Best Western. I checked in, got some food bad chininies right down the street from the hotel. I went back and got to watch today's Moto GP from Rimini, Italy. Yes Rossi won again! After I ate and watched the race I went down for a hot tub.

Mileage for the day was 491.7 - on the bike for 8 hours and out on the road 9 hours, 39 minutes. Not too bad for stopping to get rain gear on crossing an international border, fueling and Checkpoints.

Lets hope and it will be dry the rest of the trip - we've had our fill of the rain.

Day 4 Monday

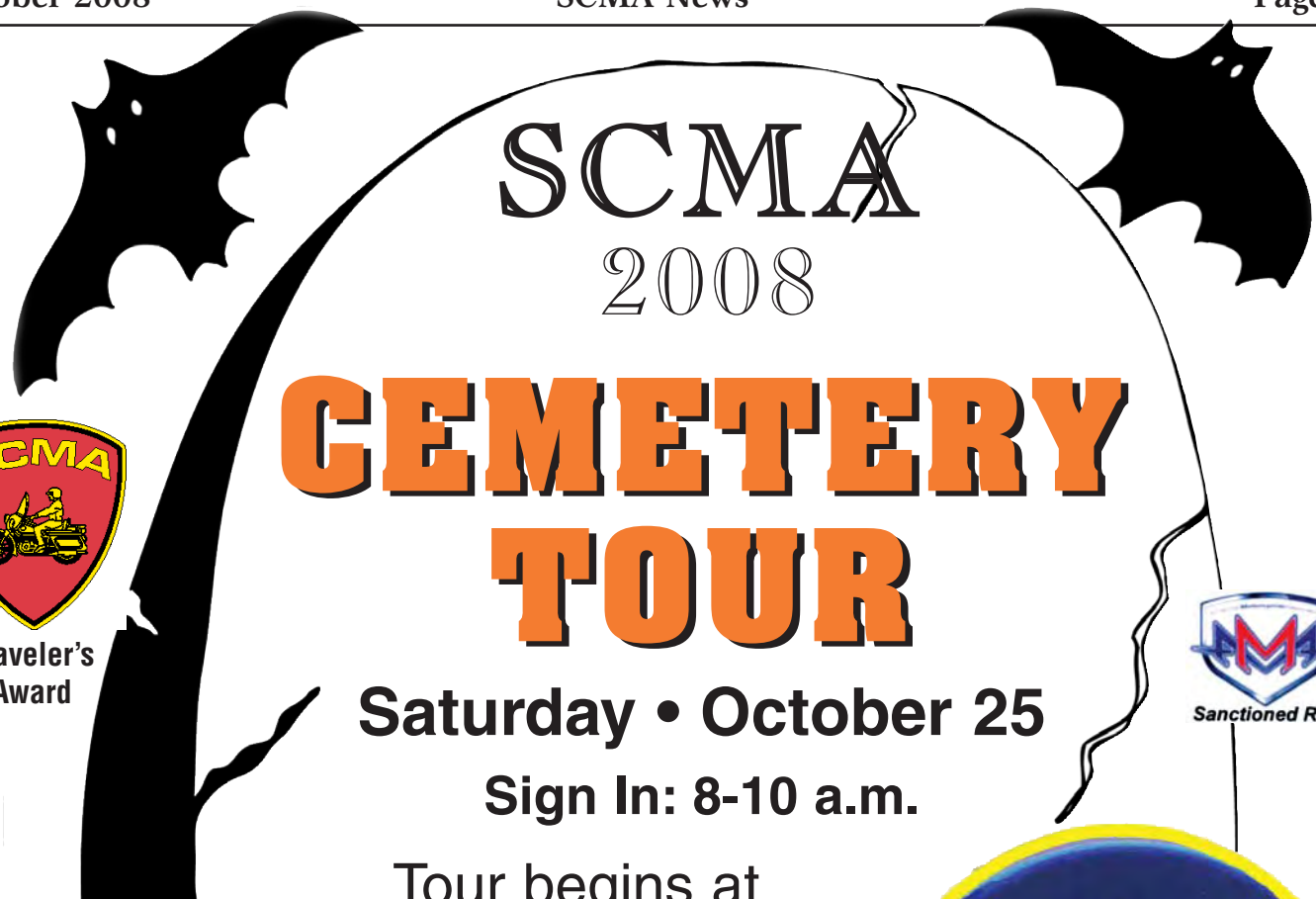
Got to the ferry for the ride over to Nanaimo on Vancouver Island. I never had my bike on a ferry before. It was strange when they asked me to put a block under the right side of the bike as my bike was on the side stand and aim it at a 45-degree angle. I was waiting for it to fall over, but it never did.

Anyway, had a fun time on the ferry chatting with a few riders, and when we docked we were all ON our bikes to make sure they were safe.

The ride to the host hotel, Coast Bastion inn was short, and I got there at 10 am - 2 hours before check-in time. They let me check into my room early so I changed, went back down to get my 3 Flags passport stamped,

Continued on page 10





Traveler's
Award



Sanctioned Ride

SCMA 2008 CEMETERY TOUR

Saturday • October 25

Sign In: 8-10 a.m.

Tour begins at

Brown Motor Works
885 W. Mission Blvd.
Pomona
909-629-2132

For information call 562-437-4116 or 714-775-8246
Complete entry form & mail with check or money order
made payable to SCMA to:

Jan Staws, 1959 Gale Ave., Long Beach, CA 90810

MAIL IN DEADLINE: October 17, 2008



Entry Fee	
SCMA	
All:	\$17.00
AMA	
All:	\$18.00
Non-SCMA/AMA	
All:	\$20.00
ALL	
Discount for Mail In:	\$1.00 ea.
Total discount not to exceed \$3	

Rider

Passenger

Name _____

Name _____

Address _____

Address _____

City _____ State ____ ZIP _____

City _____ State ____ ZIP _____

Telephone _____

Telephone _____

SCMA or AMA number _____

SCMA or AMA number _____

FRIEDMAN'S RIDE

Continued from page 8

and picked up my belt buckle, patch and pin for being an official finisher.

I'm happy I did the ride. Wish I could've done 4-Corners as well, and get the Triple Crown Award that Steve and I came up with for doing all 3 big SCMA rides in one year. Next year I will for sure.

I chatted with riders as they came in, asking other Suzuki V-Strom riders about what they had on their bikes. I look forward to chatting more soon with Lisa from the IBA about her V-Strom set-up.

Steve and Susan got in and we traded stories about the ride - what I ran into and what they had encountered on their trip. We went to dinner, happy to be FINISHERS of 3 FLAGS!



Day 5 Tuesday

Did not get a good night of sleep. When I went to bed the box spring broke and the bed sunk. I was rolling into a hole all night long.

The good news - they comped me the night for my troubles. I did have to ask for it - all they wanted to do was buy me dinner.

We were going to Victoria, BC for a parade from Nanaimo to the government buildings, led by the Mounted Police, where we would meet with the

Island official's too meet and have photos taken.

Most did not want to go, as there was a light rain. About 25 or 30 riders did go.

I ended up washing my clothes and going to the motorcycle shop in town to get some oil instead,

The banquet that night in the hotel was lots of fun, and some good stories were told.

I was in a tie for the smallest bike to complete the ride and I won the award over a flip of a coin. Very cool.



Day 6 Wednesday

Steve had a flat on this trailer behind his 'Hondabago' (Gold Wing), so we got air into it and then headed for the ferries over to the mainland.



On the boat Steve changed his trailer tire and I worked on my trunk lights as they were not always working when I used my brakes. Too much weight in it I guess. Got it to work, so it's all good.

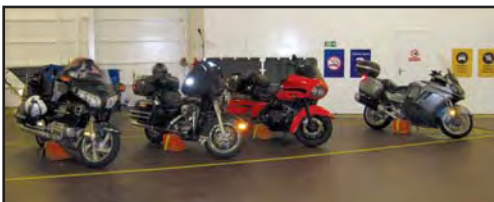
Steve got stopped at the border crossing - he had 2 oranges with him.

The drive down from Canada was OK. I was tired from the long ferry ride so we only made it to Portland for the night. I had hoped to see my cousin there, but I could not get a hold of her. She is about to have a baby soon, so I wanted to check in on her. She is one of my favorite cousins, but I never get to see her much.

Today we rode a total of 305.7 miles in 4 hours 33 minutes, taking a total of 6 hours and 30 minutes. The border crossing was our downfall it seems.

Day 7 Thursday

Got on the road about 7:45 am, leaving from Portland and headed for Crater Lake National Park. This place is a sight to see - especially the very blue water in the lake. This is where Mount Mazama erupted and collapsed into itself 7,700 years ago. Later eruptions formed Wizard Island and other volcanic features hidden under the lake today. Crater Lake is filled with rain and melted snow and at its deepest is 1,943 feet.



The 13-mile ride around just one side of the lake took forever as we kept stopping to take photos. Need to go back and do the whole rim loop when I have more time.

Next up was the ride over to Lava Beds National Park - one of the 24





parks I have to go to for the California Parks Adventure. Lava Beds would have been a nice place on the trip if we had not just seen Crater Lake beforehand. On our way into Lava Beds I lost Steve. I slowed down then turned around thinking the worst. To my surprise he was on the side of the road picking up my phone that had come out of my pocket. I have carried a phone in my left pocket forever, and today I put it in my right pocket as I had my pocket camera in the left one. I never felt the camera come out. Steve said he thought it was my new camera 'til he started to pick it up. Darn - have to see about getting a new phone now.



We left Lava Beds and headed to Red Bluff for the night.

We rode a total of 566.4 miles in 9 hours and 45 minutes, and were on the road for a total of 12 hours 49 minutes. I'm sure most of the stopped time was at Crater Lake.

Day 8 Friday

This will be the last day of the adventure. Steve and I woke up early and were on the road by 6 am. Good reasons for this - we beat some of the heat, and we needed to go through Yosemite to pick up my final California Parks Adventure photo and stamp. With that I'm now an official finisher of the CPA as well!



I had one encounter with a truck today. I was watching him in his left mirror and he never looked to make a lane change. I just had this feeling, and I was right. After he retreated to the right lane, I pulled up next to him, honked my horn and pointed to my mirrors then to my eyes and then to him. He looked at me like, 'where did you come from' and like, 'hey, I looked', but I can tell you he never did.

Our first stop was for food and fuel in Stockton. This was 2 and a half hours into our ride. I'm sure Steve was thinking, 'I'm on the bike since 6 am and we don't stop 'til we need fuel? This is nuts', but I'm sure we both wanted to get home.



We entered Yosemite from the North and got to ride through to the South. I have never gone this way, as I always come in from the 395. I can tell you this is the way to see Yosemite. It's a great ride, with great sights to see, and the temperature nice and cool as well.

I think this was also the best mileage I had on the trip. I went 253 miles before I fueled up, and could've gone longer if I hadn't needed water and food. It worked out to just over 60 miles per gallon.

It was hot on the way home down the 99, and my butt is now wishing I had a new seat - the stock one is not good for this type of riding. I will be looking for a new custom seat and I'm told a guy up in Ojai makes them. Each day I found new ways to sit on the bike, but in the heat I was sticking to the saddle.



Steve went on his way as we hit Santa Clarita and I kept on to Culver City. It was so nice to come over The Pass and down into West LA and feel the cool air. Our mileage today was 605.8 miles in a time of 12 hours 10 minutes as we rode a total of 10 hours 10 minutes. It was a great day and a great adventure.



Continued on page 12

FRIEDMAN'S RIDE

Continued from page 11

For the whole trip I rode 3,514.5 miles, per my GPS unit. If I go by the bike odometer I rode a total of 3,646.0 miles - a difference of 131.5 miles. I'm sure the GPS had the right distance. Total fuel used was 70.169 gallons, and if you use GPS mileage that comes out to 50.09 mpg. Use the bike mileage and it comes out to an average of 51.96 mpg. I used the bike mileage on the road to figure out miles so I will go with the 51.96 mpg. Best mpg I got was 60.04 and the worst was 39.89.

I have to say thank you too SIDI for great riding boot, and MotoNation the USA importer for there help. Arai for a good helmet and to Van Leeuwen distributing for the Olympia gloves they work great and are very comfy to have on all day long.

Race Tech now has rear shocks for the wee. Race Tech developed a new rear shock for the Suzuki V-Strom on this bike it was a great improvement for sure with the Race Tech fork springs! Thank you Race Tech. if you need suspension then go to Race Tech and tell them I sent you.



FIRST DAY OF SCHOOL

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. '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 desk-less 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.'

Please consider passing this along so others won't forget that the freedoms we have in this great country were earned by U.S. Veterans.



Southern California Motorcycling Association

Turkey Run 2008

Sunday, November 16

Hi/Lo Hand Poker Run



Traveler's Award



Start: Beaumont Motorcycles & Watercraft
 680 Beaumont Ave. • Beaumont CA • 951-845-4882

Finish: Conrad's Restaurant

631 Foothill Blvd. • La Canada • 818-790-2230

Sign-in time 8-10 a.m. Coffee & donuts at the start

Entry Fee is \$20.00

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

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



Mail Pre-Entry to Jan Staws - 1959 Gale Ave., Long Beach, CA 90810 by November 8, 2008

Name _____ AMA # _____ SCMA # _____

Address _____ City _____ State ____ ZP _____

Phone _____ Club _____ Passenger _____

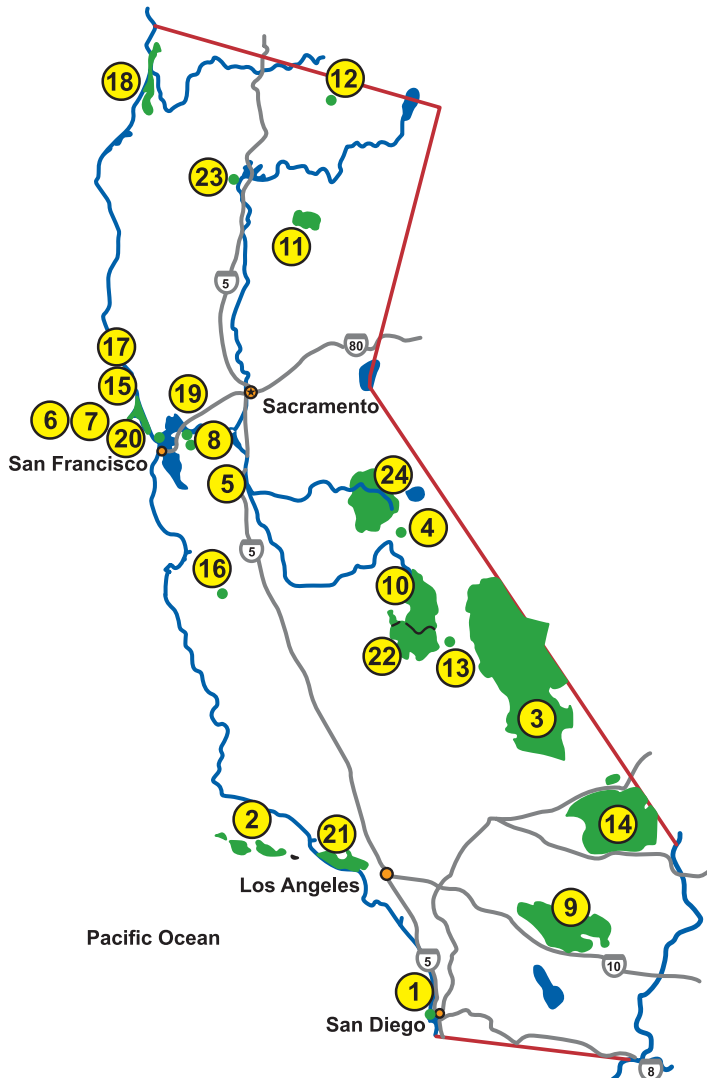
Signature _____ E-Mail _____



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. [Mazanar 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 # _____

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Address: _____

City, State, Zip: _____

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

Three Flags Classic, 2008

Story and photos by Bill Allen

I got a ticket! Well, that part isn't unusual. I had a ticket for 2006 and 2007 as well. Unfortunately, I wasn't able to go either of those years due to work commitments. This year I was determined to go "no matter what". The following is a summarized version of the week and a half of riding which has turned out to be my longest motorcycle ride to date. For one who has never taken a two week vacation, you can't ride very far, but I do the best I can with what I've got.

Thursday, August 28

When describing my trip, people have reminded me that I don't mention my ride to the starting point in Mexicali. O.K., here it is. I left later than I had hoped, rolling out of the driveway at 4 pm Thursday afternoon. Between work and packing, I was delayed a few hours. I intended to leave late in order to avoid the heat. The predicted high for Mexicali was 108oF and I don't think the weatherman disappointed anyone. It was still pretty warm when I rolled through El Centro but I crossed the border at dusk and had to flip up my smoked face shield in order to navigate the roads in Mexicali.

I arrived at the hotel with ease. The three flags outside the hotel was a good landmark. As I arrived, I discovered a parking lot full of motorcycles. "This must be the place" I said to myself. I parked my bike and proceeded to check in to the hotel. I had arrived too late to check in for the event so I had to do that in the morning. "Registration opens at 2:30 am" the sign said. As it turns out, my roommate, Terry Packer, had already checked in. The desk clerk gave me a key and I proceeded to the room. Soon after introductions, I took a quick shower and it was time for bed.

Total for the day: 186 miles

Friday, August 29

I slept very light knowing we would have to get up early. I had no trouble getting up a little before 2 am. I was dressed and packed pretty quickly. I loaded the bike and made it to the registration desk on time. By the time I had checked it, it was nearly time for the 3:00 am departure. As it turns out, I would not see Terry again until the first checkpoint in Gardnerville, NV.

It was about a half hour wait at the border crossing, but we were soon on our way. The air temperatures were already warm. The overnight low was supposed to be 84oF and I think that was pretty accurate. Our route took us on the western edge of the Salton Sea to I-10. The official route had us cutting off at Hwy 62 to Hwy 247, but I had ridden that road so much, I wanted to save some time as well as get gas and breakfast at a known location in Banning. After breakfast, I continued on I-10 to I-215 through the Cajon Pass. I continued to see motorcycles all the way up Hwy 395. The parking lot and gas pumps were full at Pearsonville where I made my next gas stop and snack break.

This year I am also participating in the SCMA California National Parks Adventure (click here to see how I am doing) where I am to visit all 24 of the National Parks, Monuments and Historic Sites which are in California before December 15th. I decided to use the Three Flags Classic as an opportunity to get as many of these sites as I could. There happened to be one on the way which is Devil's Postpile outside of Mammoth, CA.



Devil's Postpile.

I make my stop, catch the shuttle and visit the site for the first time in my life. The excursion takes about three hours, but is worth it. Once back on the road, I have my nose pointing towards the checkpoint in Gardnerville, NV. I arrive late in the afternoon and it is apparent that many riders have checked in before I had. I'm not surprised due to my "detour" at Devil's Postpile. What does surprise me is that there are several who have not checked in yet. One of those is my roommate Terry who soon rolls in. Terry reported that he too didn't get much sleep (something about snoring in the room which didn't make any sense to me since I didn't hear any snoring) and had to stop a couple of



First checkpoint in Gardnerville, NV.

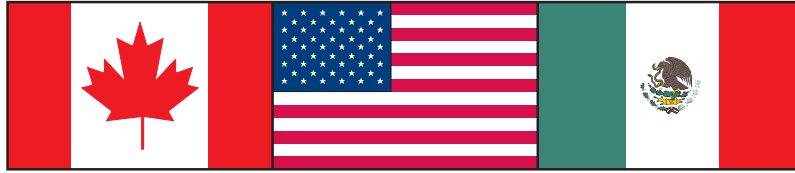
After refreshments and conversation, I am off to my campsite in Emerald Bay, on the edge of Lake Tahoe.

Total for the day: 652 miles and I achieve 200,000 miles on BMWs.



My campsite at Emerald Bay (LakeTahoe).

Continued on page 18



34TH ANNUAL

Three Flags Classic 2009

LETHBRIDGE, ALBERTA, CANADA

Presented by

Southern California Motorcycling Association

EVENT DATE : September 4th - September 7th, 2009
 START : Mexicali, B.C., Mexico

ENTRY FEE : \$280.00
 DRAWING DATE : January 24, 2009 12:00pm
 MAIL DEADLINE: Post Marked January 17, 2009
 ENTRY DETAILS : Max. Two Entries per envelope, One Entry per person

MAIL ENTRIES TO : Three Flags Classic
 P.O. Box 92945
 Long Beach, CA 90809

More details will follow in mailers, flyers, Newsletters, magazines and the website.

WEB SITE INFORMATION:

SCMA : www.sc-ma.com / motorcycle runs / 3 flags classic
 3 Flags Classic: www.3flagsclassic.org

CHAIRMAN - Jan Staws - 1(310)387-3974, email : janstaws@verizon.net

VICE - CHAIRMAN - Blake Anderson - 1(714)801-3931
blake@blakeandersonconsulting.com



ALLEN'S RIDE

Continued from page 16

Saturday, August 30

I make a major decision for the ride today. One of the benefits of riding solo is that I can change my route anytime I want. Originally, I had planned on doing a Border to Border ride on the way home (crossing two borders within 36 hours). However, I realize that I am now as close as I'm going to get to the Lava Beds National Monument. If I don't go today, I won't complete the 24 California National Parks. I had to decide which was more important to me. My decision was primarily based on the fact that I had already completed most of the National Parks and I had a shot of getting them all if I would visit the Lava Beds NM. Sure, it was a "little" out of the way, but not beyond reach. So, I head north towards the Lava Beds on Hwy 395. I don't take a lot of time there beyond getting my park stamp in the visitor's center and photo of the park sign. This site has a lot of caves and would take a lot of time (a couple of days) to do it justice. That would have to be another time. I'm off to Lassen National Park. Similar to Lava Beds, I had hoped to at least ride through the park, but if I did, I might not have a chance to pick up Whiskeytown on the way to the coast. I do manage to get a snapshot of Mt. Lassen. Good enough for this trip.



Mt. Lassen.

I'm checking my time and I am certain that I am going to be late getting to the visitor's center in Whiskeytown. As I proceeded west and cross I-5, I encounter six motorcyclists. The two lead riders are wearing Hell's Angel's colors (Alaska chapter). They are on a mission and have no time to acknowledge this "citizen" which is fine by me. It's after 5 pm as I reach the visitor's center and, while I'm certain it is closed, I decide to stop anyway. It's a good thing I do stop because this particular visitor's center is open until 6 pm. Glory be! I made it! Whoopie!



My campsite at Prairie Creek Redwood State Park.

Next up is this glorious road called Hwy 299. I love this road. It has nice sweepers which aren't too much work but tight enough to be interesting. The pavement is good. The traffic is light. Ahhhh....

As it turns out, the original route (Hwy 36) was closed due to an accident by an 18 wheeler, so the rest of the entrants also had the opportunity to enjoy Hwy 299. Hwy 36 is a great road, but it is much tighter and twistier. It's more work than Hwy 299.

My problem was that it's still a long ways to my campsite in Prairie Creek which is part of the Redwoods National Forest. I arrive by 10:00 pm. My neighbor feels sorry for me and brings me a great lantern to help me pitch my tent. I am most appreciative.

Total for the day: 682 miles

Sunday, August 31

I'm not up as early as I would have liked due in part to the fact that I got to bed late. It's still a great ride up the coast. Along the way, I stop at the Redwoods National Forest visitor's center where I collect another stamp and photo of the park sign. I continue north to Brookings, OR which is checkpoint number 2. It appears that most of the riders have already been through this checkpoint by the time I reach it. This is playing right into my philosophy of "If I can't be first, I might as well be last". The parking lot is light with the exception of a couple of Canucks. The coffee is stale, but the hosts are nice.

Not much farther up the coast I encounter the two Canucks again, Gordy and Richard. Gordy is from Whitehorse who will eventually win the "Long Distance Male" award at the ceremonies on Tuesday night. Richard is from the terminal city of Nanaimo, BC. Gordy is riding a Honda Blackbird and is having intermittent fuel delivery problems. After chatting with him in Brookings, I know he is more mechanically qualified than I am (he is a professional helicopter mechanic), but I can't pass a disabled comrade on the road. I make a U-turn and stop to see if I can help. I cannot as I suspected but I gave him my cell number "just in case". They are concerned about finishing and are hoping to get as close as possible to the next checkpoint.

It's a "slow-go" along the Oregon coast. I had heard that it was slow, but I had no idea it was this slow. The typical speed limit is 45 mph (where drivers drive at 28 mph) interrupted by seaside resorts with 30 mph speed limits (where the traffic is less than 20 mph). This gets more and more aggravating as the sun starts to set. I have already determined that I cannot camp in Astoria as I had planned due to the fact that the next checkpoint closes at 10 am and it is more than two hours from the campsite to the checkpoint. This was poor planning on my part.



Second checkpoint at Brookings, OR.

It is already dark by the time I reach Astoria and my goal is to look for a motel as close to the checkpoint as possible. Gordy and Richard pass me before I reach Astoria and I am following them into town. They decide to turn off and I check to make sure they are stopping for a place to spend the night instead of tending to the fuel delivery problem. Once I'm convinced that they are looking for a place to stay, I continue on my route. I do not see a suitable motel before I reach Morton, WA. Unfortunately, there are no vacancies at the checkpoint motel. I continue on the route through Morton where I spot a vacancy sign at Roy's Motel. There is one room left. I am fortunate because I doubt if there is another room available this side of Tacoma. No wireless Internet. No in-room coffee. It would have to do.

Total for the day: 606 miles

Monday, September 1

I'm up and away fairly early. I backtrack about a mile to the checkpoint where I find no coffee. It's nearly a crisis, but I white-knuckle it down the road until I find a restaurant. Because I'm ahead of my own schedule, this is going to be a short riding day, so I'm relaxed. I ride through Tacoma and Bremerton which brings back old memories of my Navy days. The ship I was on was drydocked in Bremerton, so I spent a winter here. A very wet winter if I recall correctly. I recall being so bored there I decided to take a night class at the nearby community college. I had forgotten the name of the college until I rode by it. It was Olympic College. The class? Calculus, of course.



The lovely town of Morton, WA.

That period was also the first time I had ever camped. I recall a shipmate of mine and I had vowed not to spend another night on the ship once we docked. We had just spent a 9 month tour as members of the Tonkin Gulf Yacht Club and we were determined not to spend another night on the ship. As it turns out, none of the other 5,000 sailors wanted to spend another night on the ship either, so there were no apartments available closer than Tacoma. Disheartened, as we were driving back to the base, reconciled to spending another six months on the ship, we pass a K-Mart. We stop and pick up sleeping bags, a tent and cooking gear. We then proceeded to secure a campsite at a nearby campground. We stayed in that campsite for the month of August. Then the rain came. It rained and rained some more. I don't think it stopped raining until we left in



Third checkpoint in Morton, WA. I shouldn't have complained about the old coffee in Brookings. Here there was no coffee or restrooms!

February. It didn't take too long for use to decide that sleeping on the ship wasn't that bad after all.

I continue on to Port Angeles to catch my ferry to Victoria. I arrive an hour before the ferry is to depart and I find that I am on standby status with 7 other motorcycles who didn't already have a reservation. There were some anxious moments, but we were all able to board the ferry.

I continue on to Port Angeles to catch my ferry to Victoria. I arrive

We debark in Victoria and ride 70 miles or so to Nanaimo. I park my bike at the hotel and find that Terry has already checked in. There is a key waiting for me. Good man! I check in at the final checkpoint and receive my belt buckle. I find Huey Ward milling around who just collected his 14th belt buckle. We agree to meet for dinner and I go and unpack. The four of us, Terry, Huey, Mike Case and myself meet for dinner and relive the four day ride.

Total for the day: 169 miles.

Tuesday, September 2

We awake to a light drizzle and I proclaim that this is a perfect day to do laundry. The bike doesn't move all day and I just lounge around.

Wednesday, September 3

Today is the end of one adventure and the beginning of another. My wife, Nancy, is coming to Victoria by ferry after visiting her post-high school roommate in Seattle the past couple of days. Logistics are a challenge in that we decided that she would not pack motorcycle gear. I pick her up at the ferry terminal where there is conveniently waiting a tour bus which will take us to Butchart Gardens. I cover my bike and we are off to the gardens.

We return about 3 pm where we get a bus ticket for her which will take her to



Huey Ward (left), a South Coaster hanger-oner and Mike Case, actual South Coaster (and winner of the new Aerostitch suit) ready to board the ferry and head south.



Mike Case, tired of waiting.

Continued on page 20

ALLEN'S RIDE

Continued from page 19

Swartz Bay for the ferry to Vancouver which includes the ferry ride and a bus ride to the airport which is near our hotel. By the time I get back to my bike, pack the bike cover, put on riding gear, I realize that I will be cutting it close to make the ferry. I can't believe the Canadian speed limits, but I try to be as legal as possible. Amazingly, I arrive at the terminal 10 minutes before departure. I ride to the front of the line where there are four other motorcycles waiting and I don't have to wait more than a minute before riding onto the ferry. That was really close!



Nancy at Chinatown in Victoria, BC.



Nancy adding to the beauty of Butchart Gardens in Victoria.

As we disembark, I ride to the hotel to check us in and the hotel shuttle picks up Nancy at the airport. This worked pretty seamlessly.

Total for the day: 108 miles

Thursday, September 4

We are up and out of the hotel pretty early. We catch public transportation to downtown Vancouver. We walk around a bit and take the city tour which is on a trolley. At the end of the day, we catch a bus back to our hotel. Total for the day: 0 miles



The Oregon Coast.

Friday, September 5

I'm away early, but not as early as I had hoped. Nancy gets to lounge around waiting for her flight. The much anticipated border wait (I had read that it was as long as two hours) never transpires and the whole event takes less than 15 minutes. I am riding south on I-5 looking to make some time, but lose quite a bit to discover it is impossible to exchange Canadian coins on this side of the border. I guess I have to save them for my next 3FC.

By the time I get near Corvallis, OR, I am tired of the Interstate and cut over to Hwy 101. Yes, the Oregon Coast. It's not as bad this time since it is not a holiday weekend. I find it quite enjoyable. Unfortunately, I'm not making good enough time for me to reach my motel in Eureka and I don't want to chance screwing up the whole trip by pushing myself too hard. I decide to stop in Brookings, OR.

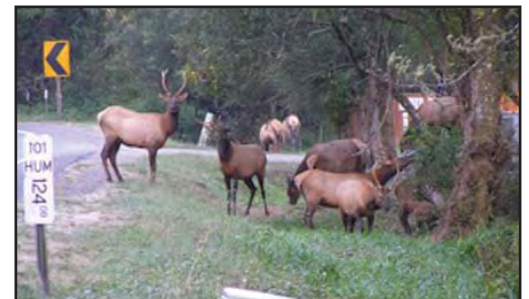
Total for the day: 668 miles



The requisite "bridge under construction" shot.

Saturday, September 6

I'm on the road pretty early and I stop for breakfast in Eureka. There, I realize that I probably won't be able to reach my last California National Park, Yosemite, on this trip before they close. Oh well, I guess I have a future day ride in the



Elk encounter in Northern California.

works. I continue south on Hwy 101 and pick up a park stamp at the John Muir National Historic Site. As I continue south, I once again tire of the Interstate and take Hwy 156 over to Hwy 1 at Monterey. It is a glorious ride on the coast and I am able to reach Morro Bay before it gets dark. I transition back to Hwy 101 and continue south.

By the time I get to Camarillo, I'm getting pretty tired so I decide to take PCH through Malibu which is slower and requires more mental activity. I pick up I-405 in Santa Monica at a time when traffic is light. I pull into the driveway at 12:30 am. Now, that's a full day's ride!

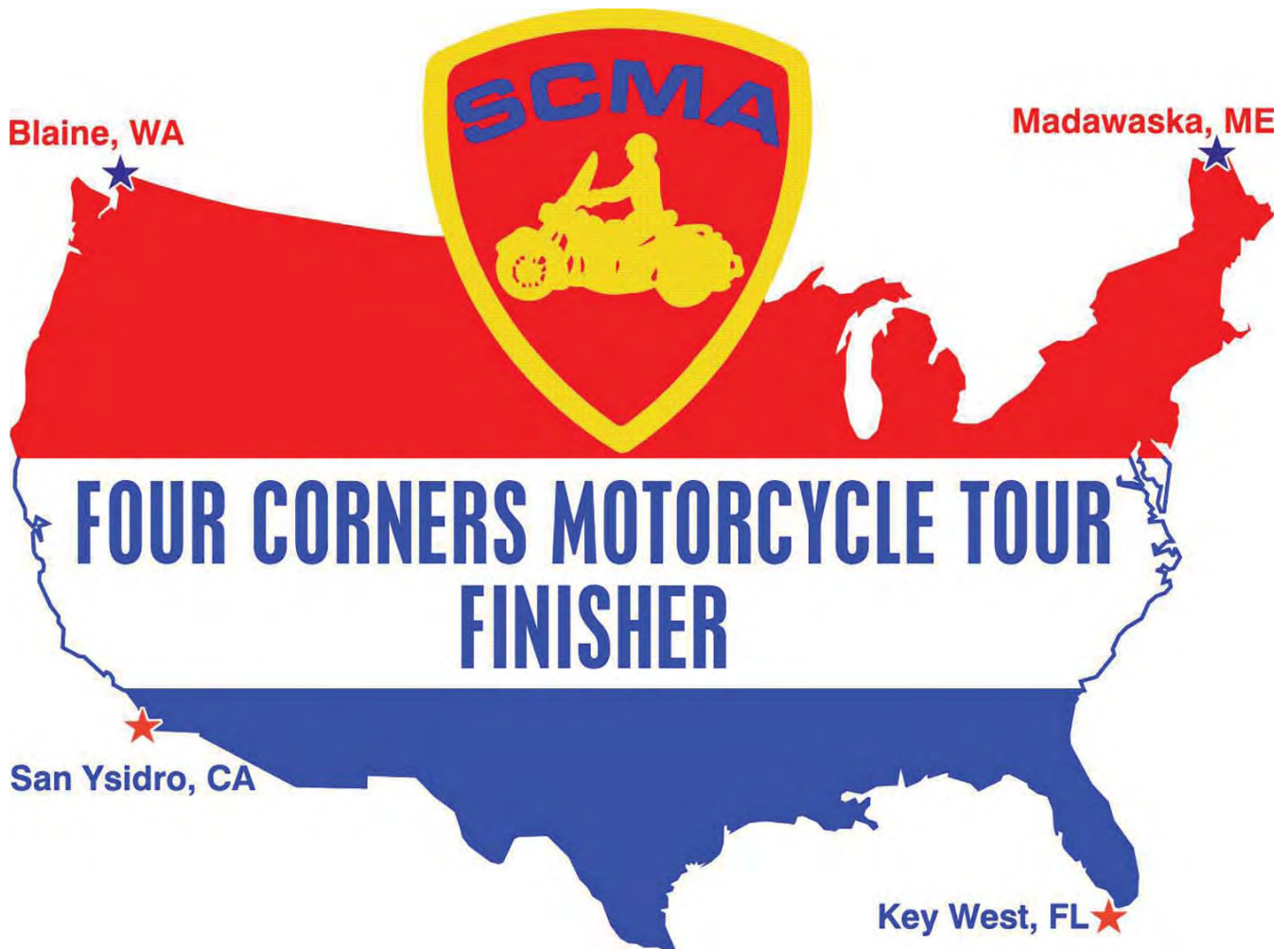
Total for the day: 959 miles (*yes, I thought about going down to Oceanside and back to get 1,000 but I've got plenty of those certificates)

Total for the trip: 4,030 miles, a personal best.

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EU MOTORCYCLES TO GET ONBOARD WARNING SYSTEMS

Motorcycles will get new onboard warning systems to tell the rider when he's going too fast under proposals unveiled recently at a motorcycle safety conference in Brussels, Belgium. The technology will tell the rider when he's going into a bend too fast or exceeding the speed limit. A "frontal collision warning" system will detect when the bike is too close to an obstacle.

On-road trials of the In-Vehicle Information System technology will begin by 2010 under the European Commission's plans, which are backed by the Federation of European Motorcyclists Associations (FEMA).

The project, called SAFERIDER, "aims to develop devices to improve the comfort and safety of riders through technology such as warning devices to alert the rider of a potential crash or provide information about black (blind) spots or traffic design," according to a FEMA press release, adding that "The decision by FEMA to participate in the SAFERIDER project is because we need to find out if technology can assist a rider to make decisions to avoid collisions or crashes. We need to ensure that the technology being developed can benefit riders - but if doesn't, then we need to be in a position to make our point of view clear."

More information on the SAFERIDER project can be found at www.saferider-eu.org.

WEIRD NEWS: DIRTY DEEDS

More than 600 emergency workers participated in a mock disaster drill simulating an attack on Long Island by a fake biker gang detonating a "dirty bomb" at a federal courthouse, testing the abilities of authorities to handle such a radioactive attack.

Police, firefighters, medical workers and other personnel from 60 agencies converged on the fire academy in Yaphank, NY, which also involved 10 area hospitals.

The exercise was dubbed "S.C.R.U.B.," or "Suffolk County Response to an Unknown Bomb," and the scenario involved a local biker gang called "El Diablo," which would attack the courthouse with a deadly dirty bomb after federal officials arrested their leaders.

More than 100 people were injured or killed in the fake attack, and the injured had to be cleansed and decontaminated before they were actually sent to local hospitals for treatment. Police had to determine the cause of the blast. Other participants practiced decontamination, detecting radiation exposure and coordinating responses with multiple agencies.

Authorities called it the largest emergency drill in Suffolk County's history. It was funded by the Suffolk County Department of Fire, Rescue and Emergency services with a \$175,000 grant from the Department of Homeland Security.

HELP NEEDED

My name is Ayla Slabinski, and I was going through some old things of my Daddys and I found, among a pile of other old patches, two embroidered shoulder patches with the letters SCMA and the number 1. Its a pink/red patch with a gold motorcycle rider racing left. Daddy was a resident of Lompoc, CA back in the mid-to-late 70s, and a lifetime member of the American Motorcycle Association.

I was wondering about this patch, and what it meant, and where it came from. Im starting a scrap-

book of Daddys things that he saved like this (he passed away seven years ago and was my best friend), and it would be nice to include a little description of what this patch was for, and how he obtained it, etc.



His name was Warren R. Whitlock, if that helps at all. Any help or information you could give would be most appreciated!

Thank you so much!

Sincerely,
Aylaiea T. Slabinski

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
	\$2 per word for Non-Members

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MONTHLY

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.

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Pasadena Motorcycle Club
Paul Barber 626-794-5881

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Joel Briggs 805-529-4245

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

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:

Bob Brown's Motor Works
Pomona 909-629-2132

Cycle Parts West
Westminster 714-894-9829

JBJ Cycles
Santa Ana 714-836-8584

Cycle Gear
Newhall 661-255-6522

House of Handlebars
Long Beach 562-997-0029

Simi Valley Honda
Simi Valley 805-526-4122

Cycle Giant
Lake Forest 949-454-2199

Huntington Beach Honda
Roger & Julianne Smith
714-842-5533

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

Cycle Parts
San Diego 619-284-7617

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

PLEASE SUPPORT THEM

When you are in the market for cycles, parts & accessories!



**Southern California
Motorcycling Association**
P.O. Box 487 — Norwalk, CA 90651-0487
APPLICATION FOR MEMBERSHIP
Please Print Legibly

S.C.M.A. #	EXPIRES
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DATE _____ No. YEARS _____

NAME _____ **AGE** _____
LAST NAME FIRST

ADDRESS _____ **APT #** _____

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

PHONE (_____) _____ **EMAIL** _____

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 _____

