



SCMA

Southern California
Motorcycling Association

NEWS



VOLUME 41 ♦ NUMBER 10 ♦ OCTOBER 2009

CEMETERY TOUR

*Antelope
Valley
Touring
Society*

*B.M.W.
Club
of Southern
California*

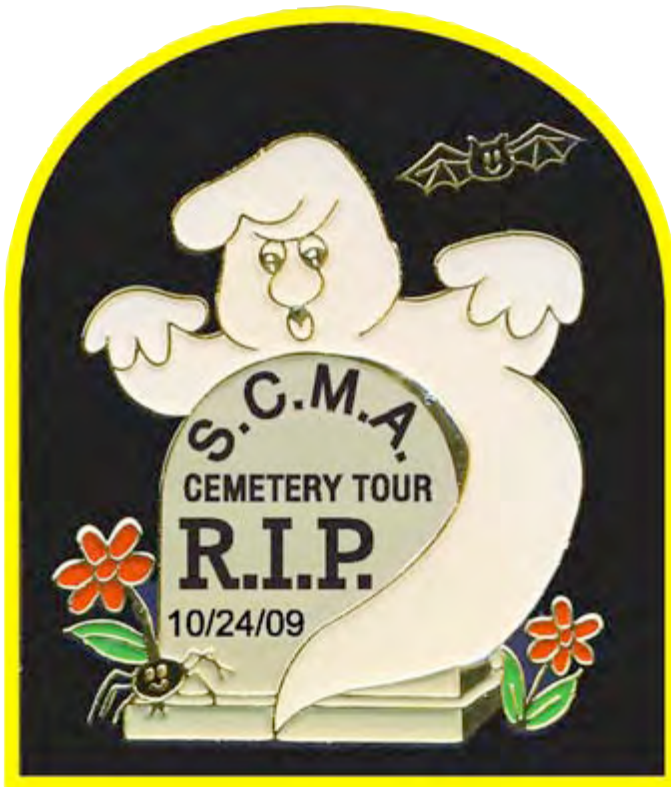
*Motorcycle
Touring
Assn.
Chapter 3*

*Pasadena
Motorcycle
Club*

*SCMA
Outriders*

*Shamrock
Road Riders*

*Victor
McLaglen
Motor Corps*



Saturday • October 24

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



OCTOBER

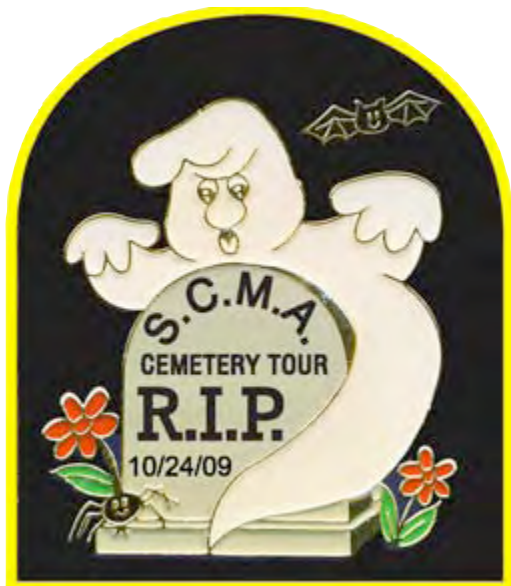
SUN	MON	TUE	WED	THU	FRI	SAT
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER

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

CALENDAR OF EVENTS

✓ Marks Travelers Events



OCTOBER

- 10-11 Grand Tour La Canada
Sign-in: 7-9 a.m.
Conrad's Restaruant, 631 Foothill Blvd.
714-801-3931 / 310-387-3974
- 16 Three Flags Meeting Murietta
12-3 p.m.
38685 Via Taffia
760-240-0612 / 951-677-3644
- 17 SCMA General La Canada
Membership Meeting 9-11 a.m.
Conrad's Restaruant
631 Foothill Blvd.
818-790-2230
- 24 ✓ SCMA Cemetery Run Santa Paula
Start: Logsdon - Santa Paula Airport Cafe
Sign-in: 8-10 a.m.
805-659-1956 / 714-308-8083



NOVEMBER

- 13 Three Flags Meeting Murietta
12-3 p.m.
38685 Via Taffia
760-240-0612 / 951-677-3644
- 14 SCMA General La Canada
Membership Meeting 9-11 a.m.
Conrad's Restaruant
631 Foothill Blvd.
818-790-2230
- 15 ✓ SCMA Turkey Run Fullerton
Start: Fullerton Harley
Sign-in: 8-10 a.m.
310-387-3974 / 714-851-4668

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REMEMBER!

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

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

MONTHLY GENERAL MEMBERSHIP MEETINGS are held the 2nd Saturday of each month at 9:00 a.m.
(Except in March, September and October, check date shown on calendar of events and annual calendar)

— CHECK CALENDAR OF EVENTS FOR ADDRESSES OF MEETING PLACES —

Jan Staws 310-387-3974

FROM THE CHAIR

Boy, what a busy month this has been already. The 34th. Annual Three Flags Classic was a success according to everyone I have heard from. My many thanks to the E Board for all the hard work and hours they have spent in getting this event done. I was unable to go to Canada this year but spent a great couple of days in Mexicali with a lot of my friends and my committee. Some of us went down on Wednesday, September 2nd. to get ready for the pre-registration on Thursday.

A few thank you's are in order. Rich Vencill, Gaylord (Huey) Ward and Norm Hatke (Kenn's son) for working the membership table. Job well done. Thanks to Blake Anderson, Joe Mandeville and Bob (Zumer) Masuzumi for working the print and sign table. Thanks to all the participants who volunteered to work the registration/sign-in room, handing out the start package and thanks to David Fee and Holly Ann Turton for doing the pictures again this year. By the way David and Holly were married this February. Congratulations!

We had 248 ticket holders, 216 participants started and 213 finished. I will be contacting all the participants who were not able to make the ride for whatever reason about getting their starting package to them, at SCMA's expense of course. The plaque this year is probably one of the best we ever did and it would be a shame for them not to get them.

I would like to thank Paul Rumpler for taking care of the podium in Canada, Paul, I heard you did a terrific job. Thanks to Jane and Netanya for taking care of the start card statistics again this year. I will try to get a breakdown of states from them to publish in the newsletter next month. I know we had almost 80 or more Canadians this year.

2010 Three Flags is under way already, check the website for information and we may have a flyer in this newsletter. Not sure if we got it to the typesetter in time to do so, but if not will be in next months for sure.

We have the Grand Tour coming up on October 10th. & 11th. and from what I understand the fires have not affected the route (as of right now anyway). This event normally draws about 15 to 20 riders and I hope we get that many this year. Times are hard right now and affording some of these weekends are getting very hard to do.

My hours at work have been cut down to 32 hours a week, but the good part is I still have a job. Having 3 day weekends is not that hard to take, just have to make some adjustments in my spending habits, which I have never been successful at.

October 24th. bring us the Cemetery Run, which will start at the Santa Paula Airport, see article in newsletter by Bob Masuzumi. Bob always does a great job with this event and this year is no exception. We are still looking for a volunteer to do this event next year.

Volunteers are still needed for Dog Days of Summer, Bare Bones, Cemetery Run and Turkey Run, anyone interested in doing any one of these please call Blake Anderson or myself.

I will be sending out Club Charters in the next month or two. They are due in January. I think that we did not get them done this year, my bad. I hope that our clubs will respond and send in the information along with the charter fee of \$25 for the year when they receive the request to do so. I am going to find out who to address the request to and act accordingly. Some of the clubs presidents are not members of the SCMA and some are. Just need to know who and how to get them the info.

With the year winding down I will be gathering information about our Triple Crown finishers. I already know a few of them. Joe Mandelville has successfully completed his 2nd. Triple Crown. Dennis Even, Dannie Fox, Bob Masuzumi have finished their first Triple Crown, how cool is that. I am not sure how many others there may be. We will be doing the dinner again in February of 2010, same hotel as last time, February 20th. to be exact.

Well that is it for now, keep the rubber side down, the sunny side up.

Jan Staws

SCMA 2009

CEMETERY TOUR

Saturday • October 24

Sign In: 8-10 a.m. at

Logsdon Cafe

(Santa Paula Airport)

824 E. Santa Maria St., Santa Paula

805-525-1101

\$5.00 food coupon at start

(Good until 3 p.m.)

For information call 310-387-3974 or 714-308-8083
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 16, 2009

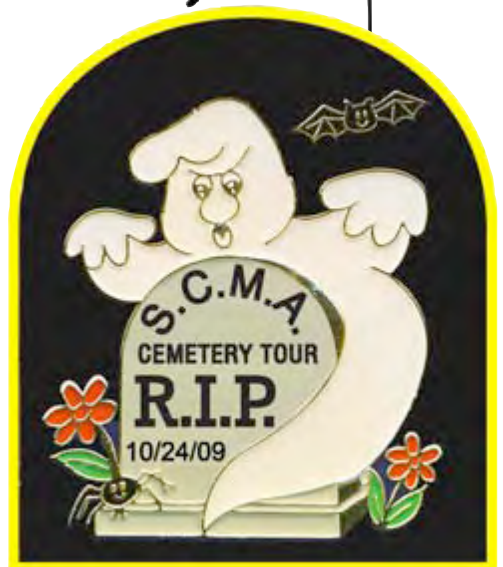


Traveler's
Award



Sanctioned Ride

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 _____

2009 CEMETERY TOUR

On Saturday, October 24, 2009, the 138 mile Cemetery Tour, with a sign in time from 8 – 10 AM will start and finish at the Logsdon Café (Santa Paula Airport). Being a cemetery tour, the ride will stop at three different cemeteries. At each stop, there is a question to be answered. The ride will go through Ventura and Los Angeles counties.

After leaving the Café, the route heads toward Moorpark and Simi Valley, stopping at the Oakwood Cemetery. There, you will find the answer to the first question. Also, you can visit the gravesites of: Fred Astaire, Ginger Rogers, Gloria Grahame, and Montie Montana, to name a few.

At the Eternal Valley Cemetery, you will find a piece of history in the glassed structure located in the front of the cemetery.

Then, on to Vasquez, Bouquet, Spunky and San Francisquito Canyons. At the checkpoint, you can take a short walk to the site of the St. Francis Dam. The construction of the 600-foot-long, 185-foot-high St. Francis Dam started in August 1924. With a 12.5 billion-gallon capacity, the reservoir began to fill with water on March 1, 1926. It was completed two months later. But, at 11:57 pm on March 12, 1928, the dam failed, sending a 180-foot-high wall of water crashing down San Francisquito Canyon. An estimated 470 people lay dead by the time the floodwaters reached the Pacific Ocean south of Ventura 5-1/2 hours later. It was the second-worst disaster in California history, after the great San Francisco earthquake and fire of 1906, in terms of lives lost and America's worst civil engineering failure of the 20th Century.

After the checkpoint, it is on to the town of Piru. There, at Piru Cemetery, you will find the answer to the third question.

Before finishing at the Logsdon Café, you will be stopping at a commemorative monument in Santa Paula. When the dam burst, 35 miles east of the location of the monument, two motorcycle officers risked their lives to awaken the slumbering community of Santa Paula ahead of the imminent deluge. Riding for hours into the face of the oncoming torrent, the brave actions of these two individuals and others like them saved hundreds of lives. The flood raged for more than four hours, taking with it 1200 homes, 10 bridges, incalculable personal belongings and more than 450 lives.

2009 Cemetery Tour chairperson

Bob "Zumer" Masuzumi

NCOM BIKER NEWS BYTES

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

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

MISSOURI HELMET FREEDOM STILL ON HOLD

Legislation to partially repeal the Show Me states 42-year old mandatory helmet law has been sitting on Governor Jay Nixon's desk since May 29, awaiting his approval or veto. Senate Bill 202, a bill to allow motorcyclists 21 and older to ride without helmets except on the interstate highway system, passed both the House and Senate and will become law in Nixon doesn't veto the measure.

In addition to the helmet provisions, SB 202 introduced by Senator Kurt Schaefer (R-Columbia) would also prohibit insurance companies from reducing claims from injured motorcycle riders on the grounds that a motorcycle is a hazardous vehicle, even if the rider is fault-free.

Nixon has received about 1,000 e-mails and letters on the motorcycle legislation — more than on any other legislative issue, said a spokesman for the governor's office. Those urging the governor to sign the legislation outnumbered those urging a veto by about 7-to-1, according to analysis of the messages by The Associated Press.

Continued on page 8



**Southern California
Motorcycling Association**

Proudly Announces



THE SCMA GRAND TOUR

October 10-11, 2009

Pines to the Palms (And Then Some)



Sanctioned Ride



Saturday Start at Conrad's Restaurant, 631 Foothill, La Canada-Flintridge. 7AM to 9AM. Saturday night lodging: Econo Lodge, 2650 S Escondido, Escondido (760) 743-9733, \$50 single queen/\$60 double queen. Mention SCMA Grand Tour. Reserve room by 09/26/09. Saturday, we will ride the ridge lines and twisties of the San Gabriel, San Bernardino, San Jacinto and Palomar Mountains. Sunday will be the back roads of San Diego County. Two full-days of the best riding Southern California can provide.

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. Sign-up on the day of the ride is always available for all one-day and two-day SCMA events.

Name _____ Rider or Passenger? _____
 Address _____ Cell Phone # (____) _____
 City _____ SCMA # _____ AMA # _____
 State _____ Zip _____ Emergency contact # (____) _____
 e-mail _____
 Cost: Rider \$25__ Passenger \$20__ Discounts: SCMA member take \$5 off

WHERE THE RUBBER MEETS THE ROAD

By John Del Santo

An ideal riding situation calls for our tires to be nestled firmly against the blacktop, responding as we ask them to. Unfortunately, this very often is not how the game works. First we have to start with good tread on our tires. Balding tires and canoes go sideways in the water. Then there are the common items that cause us some concern, like rain on the road. A dry road will exhibit a coefficient in excess of 0.7, while the same pavement when wet may exhibit friction values down to 0.2. When you are on a run up in the mountains and the water starts to ice up, the available friction may be as low as 0.05. Slip. Slidin away! We are also aware of the danger of those steel construction plates. If we get on one, we don't even think of touching our brakes! Having a good following distance will allow us the time and space to do this.

Some of the hazards that sneak up on us are gravel on the road, and steel manhole covers (is it still politically correct to call them that?) when you come around a corner and find your front wheel on one of those, if you gas or brake at that moment, the front end and back end of your bike want to react differently and move off in different directions. And then there is that substance that the highway crews put down to help us, but very often does just the opposite: Pavement Paint.

Paint markings are put on the pavement to guide drivers, but the degree of skid resistance that they provide is of increasing concern with the growing use of plastic materials. Painted markings generally lower the skid resistance of a pavement and, when applied over large sections, increase the distance it will take you to come to a stop.

Differences in Friction Coefficients, when one of your tires is on pavement and your other tire is still on a painted marking, may produce difficulties in controlling your bike when braking or accelerating. Painted markings generally lower the skid resistance, and differential friction caused by painted marks may also give rise to hazards, such as excessive vehicle yaw during locked-wheel skids. (I looked up yaw, it means side-to-side movement...that's different than yall).

There is a multitude of different paints that they can use, Fast drying white paint with beads (which is OK); hot plastic with beads (not as good); and the worst: smooth cold plastic with no beads. Non-beaded plastic has the friction level of Hydroplaning or melting ice, and as we are approaching a pavement marking, we have no way of guessing which paint they used!

So the summary would seem to be that when we are approaching any painted surface we should probably assume that it's the most dangerous type, and do most of our braking before we actually get a tire on the paint.. Or, to not do any big-time acceleration until our back tire is off the paint.

Keep the shiny side up, Smooth..Even and Easy does it.

NCOM NEWS BYTES

Continued from page 6

Mark Chapman, chairman of the Freedom of Road Riders of Missouri, said that motorcyclists should be allowed to decide for themselves when conditions warrant wearing a helmet. "It should be my choice as an adult," Chapman said. "It's not like I'm a 10-year-old trying to kill myself."

Those who urged him to sign the bill — some of whom said they regularly wear helmets — mentioned personal freedom and suggested that not requiring helmets could spur tourism.

FORR-MO is appealing to riders nationwide to contact his office and urge Gov. Nixon to sign the bill into law or allow it to automatically become law without his signature. You can call Missouri Governor Jay Nixon at (573) 751-3222, e-mail him through www.governor.mo.gov or write to P.O. Box 720, Jefferson City, MO 65102.

OMAHA POLICE TO ENFORCE HELMET COMPLIANCE

If you've ever wondered where some of your state and federal motorcycle safety funds are being spent, the Nebraska Office of Highway Safety has awarded a grant to fund extra police officers on the streets to ensure motorcyclists are compliant with Nebraska state laws regarding motorcycle helmets.

The Omaha Police Department received \$25,000 in grant funding to begin operations to enforce motorcycle helmet compliance throughout the entire city from May 27 through September 30, 2009.

Nebraska state law specifies that protective helmets that meet the United States Department of Transportation's Federal Motor Vehicle Safety Standard #218 are required for all operators and passengers of a motorcycle or moped.

Citing safety concerns, officers will be citing operators who are in violation of this law and confiscating their non-compliant helmets.

Continued on page 18



Southern California Motorcycling Association

Turkey Run 2009

Sunday, November 15

Hi/Lo Hand Poker Run



Traveler's Award



Start: Fullerton Harley Davidson
2635 Orangethorpe Ave. • Fullerton • 714-871-6563
Sign-in time 8-10 a.m. Coffee & donuts at the start
Coffee & Pumpkin Pie at the finish

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 310-387-3974 or 714-851-4668 for more details



Sanctioned Ride

Mail Pre-Entry to Jan Staws - 1959 Gale Ave., Long Beach, CA 90810 by November 7, 2009

Name _____ AMA # _____ SCMA # _____

Address _____ City _____ State _____ ZP _____

Phone _____ Club _____ Passenger _____

Signature _____ E-Mail _____

THREE FLAGS JOURNEY

By Ray Davis

Day One

Bonnie took the official start pictures in front of the house with John & I standing by the motorcycles. We were on the road headed for El Centro CA (190 miles) at 10 a.m. sharp. The traffic was pretty light all the way down the 405 to San Diego and the temperatures were in the high 80's. From San Diego east to El Centro on Interstate 8, we hit two areas with very light showers while we were at about 4,000 feet altitude in the pass and the light rain felt good because the weather had started to really warm up the further east we went.

After the showers and out of the higher altitudes it really began to warm up. We stopped at a gas station on the east side of the pass going down to the desert floor to make a pit stop and put on our mesh jackets. There were several other 3 Flags riders stopped there too.

When we got down to the bottom of the pass it was 105 degrees, but then we had less than 40 miles to go, so it was not too bad.

We got to the Motel 6 El Centro at about 12:30 p.m. and they already had a room ready for us and it was good to get out of the heat. After unloading the motorcycles we walked over to the Carls Jr. for lunch. When we got back to the motel we called a taxi and took it down to the border. We walked across the border and took another taxi to the hotel in Mexicali where hundreds of motorcycles were already parked and everyone was inside getting their registration chores taken care of and their pictures taken for the 3 Flags Classic Passports. These are not US passports but are used when we get to all of the 3 Flags Classic checkpoints and they have to stamp each passport at each checkpoint and write down the mileage, date and time you were there and then have someone at the check point sign for that check point.

As soon as we finished doing all of our registration items, we spent some time meeting and talking to some of the good folks that we have met while doing the 3 Flags Classic over these many years. It is always a big treat to see so many of our friends that we have known through doing the SCMA 3 Flags Classic. They are like family.

John and I went out to the front of the hotel and caught a cab heading back across the border to the Motel 6. Spent some time organizing the packing again now that we have the 2009 3 Flags Classic plaque and a 2009 3 Flags Classic cap. We didn't have any room for more when we left Irvine, so now we have even more to haul all the way to Lethbridge, Alberta and back. If I would have had time, I would have sent the plaque and the cap home UPS. And this year's 3 Flags Classic plaque is heavy. I think it is made of pewter or so other very heavy metal. We did take them out of the boxes they were in and figure at least we didn't have to carry the boxes all the way to Canada and back.

I spent well over an hour trying to get on the wireless internet hooked up here at the Motel 6, but was never able to make it work even after I called the desk and then called the company that provides the internet system here. Nothing worked so I finally told them to forget it and I got out the old telephone cable and hooked up using the old Earthlink Dial-up number and that hooked up in about five seconds.

Tomorrow morning we will be getting up at about 1a.m., leave all of our stuff in the Motel 6 and head for the border and the host hotel in Mexicali. There we will have to wait until 3a.m. when they turn loose the whole 250 motorcycles and there will be a mad dash to be first to the border before the long lines of motorcycle gets there. It is only about two miles from the hotel to the border and it is a good idea to be in the very first 10 or so motorcycles to get there.

I do want to thank all of those loyal SCMA members who volunteer their time, energy and expenses to come down to the start of the Southern California Motorcycling Association 3 Flags Classic start and do all of the registration work that has to be done to accommodate all of those motorcycle riders. Thank you all.

I felt really good to get back on Casper (our white 2004 Honda Gold Wing 1800) again. Didn't get to go on my usual summer trips this year so Casper is chomping at the bit to get out and rumble.

Day 2 — Day of the Start

John and I are up about 1 am Friday morning we pack all of our gear in the bags and pile everything on the beds. About 1:30 a.m. we head out to Mexicali, Mexico and the Araiza Hotel. The start is set to begin at 3 a.m. and we have crossed the board into Mexico and got to the hotel at 2 a.m. It is 85 degrees. We go into the hotel to get some cold water to drink and spend the next hour greeting old friends from 3 Flags Classics past.

The time passes quickly and before you know it, it is time to turn in our start cards at the hotel front door along with all the other riders (about 280) and race to the motorcycles and try to be the first to get back to the border crossing ahead of the masses.

We had parked our motorcycles across the street so we would not be in that mass of motorcycles trying to get out of the parking lot all at once and on to the street. John and I are the first two motorcycles to the border and by cutting across

Continued on page 14

**SCMA Presents
America's Premier Motorcycle Touring Event**

35th Annual Three Flags Classic

When

Sept.03, 2010 To Sept.07, 2010

Where

Regina, Canada to Puerto Penasco, Mexico

www.saskramada.com

www.hotelrockypoint.com

Ticket price: \$300 USD

No Refunds

Must be an SCMA member to participate

Mail in only two entries per envelope, one entry per person

Your check is your entry.

Mail entry to:

2010 Three Flags Classic

P.O. Box 1738

San Juan Capistrano

CA. 92693

Must be received by Jan 20, 2010

Drawing will be held at 12 Noon,

January 30, 2010

VFW # 10166

20820 South Vermont

Torrance CA 90502

Additional information: www.sc-ma.com Click on 2010 3 flags classic

Chairman:

Gaylord Ward

E-mail: huev@ix.netcom.com

Phone: 760-954-9054

Vice-Chairman

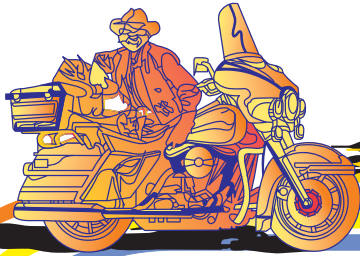
Rich Vencill

E-mail: bigrich05@comcast.net

Phone: 916-342-3702

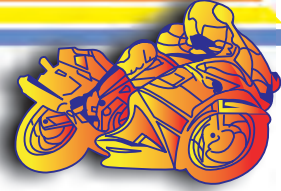


**Southern California
Motorcycling Association**



SCMA

Southern California Motorcycling Association

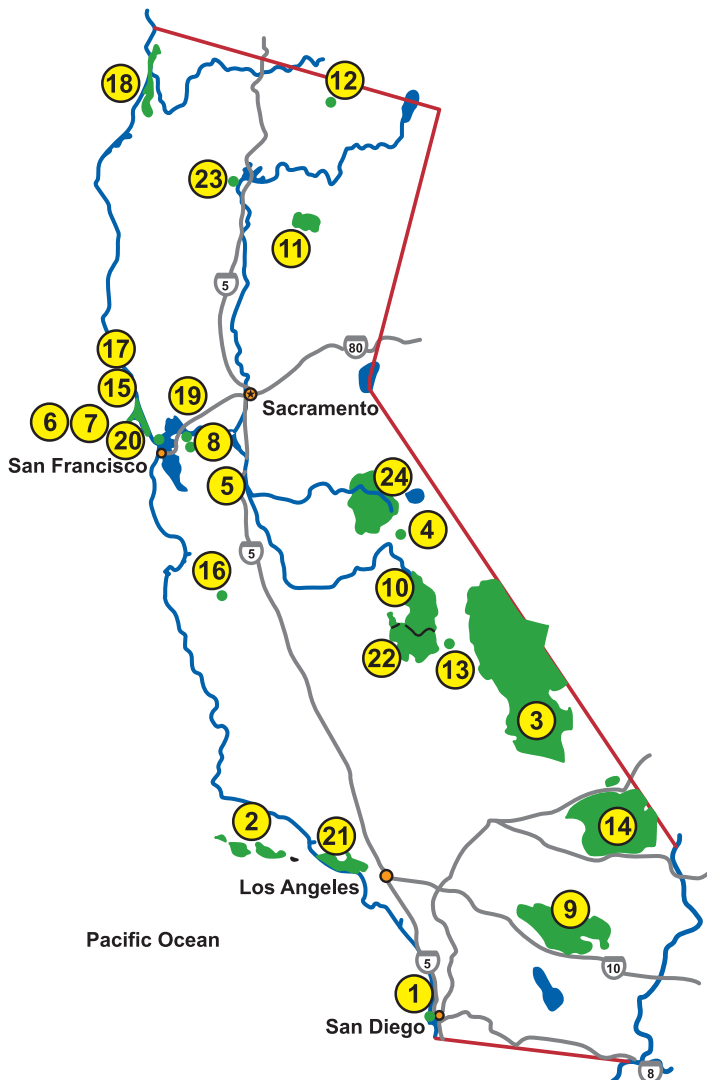


SCMA's California Parks Adventure

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

\$ 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

SCMA's California Parks Adventure

- | | |
|--|---|
| <ol style="list-style-type: none"> 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 | <ol style="list-style-type: none"> 13. Mazandar 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 |
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THREE FLAGS JOURNEY

Continued from page 10

several lanes I managed to be the first to cross the border with John close behind. Those new US Passport Cards sure work good. After handing the card to the Border Patrol Officer it only took me a few seconds to get the OK to move on.

After crossing the border there is the small town of Calexico and then about 10 miles up 111 back up to I-8 and west back to the Motel 6 in El Centro to load the motorcycles with the stuff we had left in the room.

That takes about 10 minutes and then we stop at an all night gas station and fill the gas tanks. John can carry 15.8 gallons and if I fill up all three tanks, Casper can carry 18.8 gallons of gas. I only put 16.8 gallons on board because there is no sense carrying that extra weight all the time when we have to stop for gas for John before I can use all of the gas on Casper.

After packing the bikes and getting gas we are finally on our way at 3:52 a.m. From El Centro we headed east on Interstate 8. We stay on I-8 to Gila Bend, AZ (175 miles) and then turn north on Hwy 85 for 36 miles to I-10 and east to Phoenix and then north on I-17 to Flagstaff and then US-89 to US-160 to the #1 check point at Kayenta, AZ.

It was 538 miles from Mexicali to Kayenta. We were there by 11:30 a.m. so we thought it would be an hour and a half wait until the #1 check point was to open at 1a.m. That gave us time to grab some food, do some chores to the motorcycles (clean the windshields, etc).

As soon as our passports were dated, stamped and signed by the volunteers at the check point we were off and riding again.

We headed south back down 160 to 98 west and went through Page, AZ to pick up UT 89. Stayed on that until we got to UT-14 toward Ceder City. At the junction of 89 and 14 we stopped to put on our cold weather/waterproof rain gear and covered all the radar detectors, GPS's, cell phones & ham radio control heads. Good thing we did too. Because at about 10,000 feet in the pass on UT-14 we ran to a solid wall of rain and then it turned to hail and the hail turned to slush on the road way and made it very scary to ride in. That lasted maybe 20 minutes before we ran out of it.

Of course it is always very tiring and slow going in conditions like that on a motorcycle. There is always the fear of going down. Plus the windshields get covered with the hail and then your face shield is covered with it and you have to keep using one hand to wipe your face plate off.

We finally get into Ceder City to the Motel 6 where I had made reservations while riding by calling Google 411 and saying Motel 6 Ceder City, UT and Google calls the motel for you. I can do all of that while riding and never miss a beat. When we get to the Motel 6 it is 4:30 p.m. and I am exhausted and we had already come 840 miles over mostly 2-lane back roads and had been on the motorcycles almost continuously for 14 hours. That's a long day even on an Interstate highway.

We unpack and cover the bikes, throw the stuff in the room and head over to the Subway for a quick something to eat. We had not eaten anything all day except the bananas, health bars and other snacks that we got from check point #1. I was too tired to even look at the computer so we were in bed by 6:30 p.m. and slept like babies.

Note: Let me remind anyone reading this or the other articles being written about the SCMA 3 Flags Classic. I make this statement because I was told that in the GWRRA Wing World someone claimed that they had won (came in first) last year on the 3 Flags Classic. So let me make this perfectly clear. No one wins the 3 Flags Classic. "IT IS NOT A RACE BY ANY STRETCH OF IMAGINATION". Everyone has a different rhythm of riding, some like to ride faster than the rest, some of us are hauling 15 or more gallons of gas and like to stay in the saddle for hours on end. Some of us like to play in the curves as fast as our skill level will allow and if we aren't scraping metal in the corners we aren't doing them fast enough. Others like to ride at a leisure pace and stop often for gas and to eat. It's called riding at the pace and rhythm that you are comfortable with. "THE IDEA IS TO JUST GET OUT AND DO THE 3 FLAGS CLASSIC AND HAVE THE BEST RIDE AND THE MOST FUN THAT YOU CAN POSSIBLY HAVE ON A MOTORCYCLE." Enough said.

Day 2 Ride — Saturday September 5th **Ceder City, UT to Missoula, MT. 890 miles**

We had gone to bed at 6:30 p.m. Friday after 840 miles and nearly 14 hours in the saddle. We woke up at 3a.m. after about 8 1/2 hours of sleep. Since we couldn't go back to sleep we decided to go ahead and get up and get under way again. I looked out the Motel 6 window and it was pouring rain and the motorcycles were under motorcycle covers, but that meant that we would have to load them in the rain. The night registration guy said that we could move them over under the awning while we loaded, but we still had to go out and uncover them and then move them to cover. Well we got all of that done with out getting to wet. We buttoned up every thing real well and put on extra clothes under all of our rain gear. We had to go fill up with gas before we got under way. Everything was taking us extra time because of the heavy rain. We debated about leaving in the heavy rain or just go back to the motel and wait until day light. Probably would have been the smart thing to do, but no one ever accused me of being overly smart. So John and I head out with John in the lead since I do not see in the dark as well as I used to. By then it is 4:30 a.m.

The rain continues for about 40 miles and then we come out of it and have broken clouds with a bright full moon. It is a 3-hour (205 miles) ride to Ely, Nevada where the next check point is. Checkpoint #2 was open when we pulled in at about 7:15 a.m. and there had been four other riders in there before us, so we were still doing very well. These check points are well manned by volunteers that do a spectacular job of putting out all the food and snacks. They have to open the check points at 7 a.m. and keep it open until 9 p.m. (14 hours). I make a point to go shake everyone of their hands and thank them for volunteering their time over a Labor Day Weekend. We were there at checkpoint quite awhile as the volunteers wanted to look at our motorcycles and explain to them how all the GPS's, ham radios, cell phone and radar detectors all work through the helmet speakers. They also wanted to know how the extra fuel tanks work. While we were there we took time to have some snacks and bananas. There was a lot of food to choose from. Enough of that and off we go again.

We are now on Hwy 93 going north out of Ely, NV and the weather is looking better, but still overcast and warmer. We keep the cold and rainy weather gear on. From Ely, NV to Missoula, MT is 670 miles of hilly, sometimes mountainous 2-lane roads with more than its share of sharp curves. This is a long lonely road in places and a place where you can really practice your cornering skills and flat out have a good time on a motorcycle. Those folks in the SCMA always put on a very scenic yet demanding ride for the 3 Flags Classic. Highway 93 takes you all the way from Ely, NV to Missoula, MT. It would be hard to get off the route on this leg of the 3 Flags Classic. The ride north is pretty uneventful, just keep the hammer down and watch out for the deer and other wild animals.

Communications using our ham radios were working very well we were able to be a couple of miles apart in the mountains and still sound like we were right next to one another. As we are traveling we decide that we should call ahead and try and get reservations at the Motel 6 in Missoula. Again, I call Google while rolling down the road and they hook me up with the Motel 6. No rooms there, booked solid for the weekend. There is a Montana State football home game in Missoula and everything in Missoula is full, so they say. So after trying the Super 8 and several other motels we finally get a break with the Best Western in Missoula and they have only one room left and that is a handicap room. The lady said that if we want that one, we can have it. So of course with everything else full, we took it.

South of Missoula about 50 miles we are looking ahead at the very dark skies and decide to stop and put back on our cold/rain gear again that we had taken off several hour after leaving Ely, NV. While we are parked along the road at a turn out along comes two crotch rockets (from the direction we're heading) and the guys riding them had tank tops on. Well that looks good but that does not tell us when and from where they were coming from or how far they had come. Maybe they had just come from a few miles up the road. Later when we got into Missoula at 4:30 p.m. we were happy that we had put on all of that cold/rainy weather gear. Just south of Missoula it started to rain, not hard but enough to make it interesting while trying to negotiate through town traffic to the Best Western Motel.

The Best Western Motel let us park our motorcycles over night under cover by the front door. After unpacking the motorcycles once again and dropping everything in the room, we walk over to the Cracker Barrel for dinner. It had stopped raining when we went to the Cracker Barrel, but it was starting to drizzle and there was a lot of very bad lightening and thunder when it was time to walk that block back to the motel. We did get a little wet, but it could have been a lot worse.

I did have several people call me while riding and some others left messages on my cell phone (949-300-9669) to let us know that they were tracking us by going to <http://www.findu.com/cgi-bin/find.cgi?call=kd6fhn-10>. Thank you all very much, but remember that we were on some very out of the way roads where going to see your neighbor means you have to drive 50 miles. So there was no cell service in many areas along the way.

We again were very tired and hit the sack early by 8:30 p.m.

Day 3 of the actual SCMA 3 Flags Classic. Sunday Sept. 6

Missoula to Lethbridge, Alberta Canada 345 miles

The Best Western Motel in Missoula has a full (and I mean full) breakfast for free with your registration. They open the breakfast room at 6 a.m. We are up at 5 a.m. and load the motorcycles and are all ready for them to open the breakfast room. They are right on time and we enjoyed a very good breakfast of waffles, orange juice, bananas, and there was just about anything else you could want for breakfast. That was the first real breakfast we had eaten since leaving home on Thursday. The other days it had been snack bars and bananas or what ever else the check points had to offer which in it self is a lot of food.

When we get to the checkpoint it is already open and we (John KC6Z0Z & I) are the 5th & 6th riders to Checkpoint #3. We are still hanging in there pretty good. We did not spend much time at this checkpoint because we had eaten that great breakfast at the Best Western Motel. I did make it a point to once again go around and shake the hand of every volunteer working the checkpoint and thank them for their time and effort. We are there only long enough to do that and to get the documentation done on the 3 Flags Classic Passports.

From the checkpoint we take Hwy 200 east up to 287 then follow it north to Hwy 89. Hwy 89 takes us along the east side of Glacier National Park. We had programmed our GPS's to take us from Missoula north on Hwy 93 up to the west

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THREE FLAGS JOURNEY

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side of Glacier National Park so that we could go through it and then pick up the official route again on 89 as we came out of the east end of the park. But at the checkpoint in Missoula the volunteers (some who live in Canada and had come down 93) told us about the construction going on Hiway 93 with long delays and gravel that had turned into mud because of the heavy rains and told us that it was almost impassable on a big motorcycle. So that is the reason we had to skip Glacier National Park. John had never been through it.

It was cool when we were getting ready to leave the Best Western so we had put on all of the heavy cold/rain gear and extra clothes underneath too. It was 54 degrees at the checkpoint. Later at the higher altitudes it got down to 48 degrees and on a motorcycle with some wind to boot, it can feel much cooler. On Hwy 200 coming out of Missoula you cross the Continental Divide again at nearly 6,000 feet and of course it was cold up there.

The roads in this area are protected by the forests from the wind so it was not too tough to make some good time. All the riders that were ahead of us stayed on Hwy 200 all the way over to Interstate 15 at Great Falls where they could really fly and not have to worry so much about the deer and other wild animals crossing the highway.

Since it was going to be a short day anyway (345 miles to Lethbridge), we decided to stay on the official route and enjoy the mountains and the scenery. Once we got past East Glacier National Park the scenery changed to rolling hills — and very little forest — if any trees at all. It was impressive to see so much farming of grain and hay at some of those high altitudes. We did come to a sign that was giving a warning about possible high cross winds. As we passed through that area there was some wind, but nothing like those riders who came through that same area later in the day and that night hit. They were having 60 mph winds and it got very dangerous for them, especially for those that came through there in the dark. That would have been very scary. We were glad that we got through there when we did.

We arrive at the Lethbridge Lodge at about 12:30 p.m. local time (11:30 p.m. Pacific Time). The ride up from Missoula was a very scenic and beautiful ride. The same four riders that had passed through Checkpoint #3 ahead of us in Missoula had all taken the I-15 all the way to Lethbridge and were here already. The Lethbridge Lodge had our rooms ready for us so we were able to unpack the motorcycles, clean the windshields and light lens and get some lunch.

At 6 p.m. we met Carroll KN6P, Holy and Randy in the hotel restaurant for dinner. We never could figure out why we had to wait a long time to get waited on and then another 45 minutes get our food. They did have a buffet. John and I ate the buffet and the other three order off the menu, but it took forever for those three to get their food. It really didn't make any difference because we were having so much fun talking about the ride and past 3 Flag Classic rides. I guess people thought we were being noisy because we were darn near falling out of our chairs laughing. Yeh, the ride was over and it was time to relax and have some fun.

John and I finally got back to the room at about 8:30 p.m. John showered and went to bed and I worked on the 3 Flags Classic reports until about 11:30 p.m. and then I went to bed too. I asked John to read these reports to help clarify the times, mileages & etc to make sure the reports were as accurate as possible. Thank you John for your help.

Day 5 since we left Orange County, CA. Monday Sept 7th, Labor Day 2009

We get up about 7:30 a.m. after getting about eight hours of bed time. We go to the Lethbridge Lodge's restaurant and use our \$10 card we got with our 3 Flags Classic packet at the end of the ride. The volunteers handed them out about an hour early and stamped our 3 Flags Classic Passports at about 11:30 a.m. Mountain Time (10:30 a.m. Pacific Time) about an hour and a half early. It was done because there were so many riders showing up and the hotel lobby was overflowing. They had to do something do get some of the crowd out of there.

When John saw that going on, he came to the room and got me and we went up and had our passports stamped with the date and time and signed by one of the volunteers. That was the official end of the SCMA 3 Flags Classic for us. It was time to go have a beer and make a toast to another successful and safe 3 Flags Classic. However the bar was closed and the receptionist at registration told us it would open at 4 p.m., but we can wait, bummer. It cost the hotel a lot of money by not having the bar open until 4 p.m. They tell us that the bar wasn't even suppose to be open at all on Monday. I don't know if Canada honors Labor Day weekend like we do in the USA. I know the waitress in the bar told us that the hotel had called her in to work the large crowd of motorcycle riders that wanted the bar open.

Before the bar opens, John and I walk across the street to Wendy's and get some lunch. We sat with Randy, Carroll, Ray (another Ray) Chuck, John and myself in the bar. Although we only have two beers apiece we spend a couple of hours telling stories about this years 3 Flags Classic and rides of years past. Like I said before, it is always fun to listen to these accounts of the exciting events that take place on this ride over the years. We never get tired of hearing these stories, even if we have heard them before. Besides, after 25 years of doing this ride, we have many of our own stories to tell.

At 6 p.m. there were still five riders who had gone through Checkpoint #3 that had not made it to the finish yet, but they have until 9 p.m. before the finish line is officially closed. We will go out there just before 9 p.m. to see who the last rider is who comes in last. That too is a tradition.

Day 6 — Tuesday Sept 8th

We spent the day sitting around the restaurant & lobby of the Lethbridge Lodge just talking to our many friends from past 3 Flags Classic rides. We also went out and took a picture of the parking lot full of motorcycles and many pictures of some of the motorcycles with different styles of auxiliary tanks, etc. You have to see it to believe what some of these riders can come up with to make the trip easier and more enjoyable. It is always interesting to talk to these riders and have them explain why and how they did the work.

Then of course we went upstairs to the where the 3 Flags Classic banquet was going to be held starting at 6pm. I won a \$50 gift certificate from the Anaheim/Fullerton Harley-Davidson Dealer. John KC6Z0Z unfortunately did not win anything. He was the big winner last year when he was drawn for the free ticket to the 2009 3 Flags Classic. We also didn't win any of the nearly \$4,000 dollars 50/30/20 drawing, which I spent \$100 on. There were some very expensive prizes drawn for however, like tires, Aero Stitch riding suit and many, many more.

The banquet started right on time and was over at about 9 p.m., right on time so that those of us that wanted to get an early start for home Wednesday morning could still get at least six hours sleep. Again this year the food was very good and lots of it. If you went away from the banquet hungry then it was your own fault. For myself, I behaved myself and ate a light meal of salad, salmon and fruit and a very small helping of pasta. I had lost 30 pounds since December, 2008 and am not about to start gaining it back, but I still had plenty to eat.

The one thing I did miss for the first time in many years was seeing the SCMA Chairman of the Executive board Jan Staws. I did see her at morning start of the 3 Flags Classic in Mexicali, MX however. We missed you Jan, sorry you couldn't make it. I know it must have been very disappointing for you. Vice Chairman of the Executive Board Blake Anderson was there however. Paul Rumpler did a great job as emceeing this time around and Bob (Zumer) Masuzumi, who was doing a lot of work getting the room and prizes set up for the banquet, looked awfully worried before it started. A huge thank you goes out to the SCMA Executive Board, the Executive Board Committee Members and certainly all of the SCMA staff members for again putting on a flawless, beautiful and exciting 2009 3 Flags Classic. Thank you, Thank you, Thank you. You can never get enough praise for all you do for the SCMA members & riders.

Day 7 — Wed. Sept. 9th

Lethbridge to Irvine, CA. 1436 miles, all times Pacific Time

We had gotten to bed shortly after 9 p.m. after the 3 Flags Classic banquet had ended. Most of our things were already packed and on the motorcycles by late Tuesday afternoon, except of course our heavy/warm riding gear. According to the local weather reports it was suppose to be down to 41 degrees in Lethbridge when we were to depart at around 4 or 4:30 a.m. We woke up 15 minutes early from what the alarm was set (4 a.m., remember PDT, is 3 a.m. Mnt. time). When we rolled out of the parking lot it was 4:20 a.m. PDT and was 51 degrees with none of the wind that Lethbridge is known for. We did not get any gas in Canada as we had enough gas on board to get us through the US customs and down to Shelby, MT. According to the gas receipt it was 6:13 a.m. PDT when we stopped in Shelby after 100 miles. We topped off the tanks (John with 15.8 and Casper "CAN" hold up to 18.8 gallons) at Shelby for the run to the next gas stop only. No need to stop for any reason other than maybe go potty. We are both carrying plenty of water up front on the motorcycles, health bars and trail mix. I even had an old 26 oz. Gatorade bottle with Muscle Milk powder and water mixed up for energy for the long ride home and later in the ride I really needed that to help stay sharp.

The next stop for gas (13.5 gal.) was at Idaho Falls, ID, 540 miles from Lethbridge. We did what we had to do there and were back on the I-15 as fast as we could get there. Somewhere down the road it started to warm up and we did a quick stop to remove some of the cold weather gear. I removed a sweat shirt and waterproof/wind breaker that was under my heavy riding jacket. I kept the heavy riding jacket on and the heavy padded riding pants. Bonnie had called me several times and said that the APRS tracking was doing great and she could see when we had stopped for gas and tracked us so far that morning. By the time (7:30 p.m.) we got to Saint George, UT it was dark and it was time to take on gas again and change into our mesh jackets. It was 87 degrees when we pulled into Saint George and we had passed through some small light showers that didn't amount to much. But the rain did feel good to cool things off between Idaho Falls, ID and Saint George, UT where it was beginning to really warm up. We had come through Salt Lake City at about 2:30 p.m. and the traffic was a little heavy, but moving out real good.

At the stop in Saint George at 1,056 miles so far for the day, we took the time to go into McDonalds and have some real food. Then we filled up with gas at the Shell station (13.65 gallons) which would be the last time we put our feet on the ground until we reached Orange Co/Irvine, CA. It was 7:30 p.m. PT.

Shortly after we left Saint George, UT and while in the Virgin River Gorge we had a mid sized SUV pass us and he was the rabbit we followed all the way to Las Vegas. We wished that he would be going all the way to LA. That would have been a real treat and we would have gotten home a lot sooner then we did. But we covered the 120 miles that we followed

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THREE FLAGS JOURNEY

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him in a hurry. When we got into Las Vegas that traffic was horrendous from the north end to about 3/4 of the way through town. There is construction for many miles and traffic was closed down to just two lanes from four or five lanes.

I split off from John at the I-91 /241 interchange and we said our goodbyes. John is one of our best friends ever and like a son to us. He is always there to help Bonnie and I whenever we need some help with moving or lifting things and on this ride it was no different. John helps me get into my heavy jacket if he sees I am struggling because I have two shoulders that need replacing and that may be done very soon, to go along with the two artificial hips I already have. We love you John and thank you for all you do for us.

I am talking to Bonnie on ham radio once I get within range of the Southern California repeaters and she is waiting for me with the garage door open when I pull up to the house. It was 12:36 a.m. and we (Casper & me) had come 1,436 miles in 20 hours & 20 minutes according to the Garmin 2650 GPS. I was so tired when I pulled up to the driveway that Bonnie helped me unload Casper and take the ham radio antennas off and get all the weight we could off before I tried to make the U-turn at the top of the drive way and back Casper into his parking spot.

Again, many thanks to the SCMA staff and SCMA members for all you do to support this great tradition of the 3 Flags Classic. At 77 years young, I can only hope that I can live to ride many more SCMA 3 Flags Classics. Thank you all so very much. Also a big thank you to all of those who volunteered for duty at the three checkpoints on the route and at the beginning in Mexicali and at the end in Lethbridge.

NCOM NEWS BYTES

Continued from page 8

In the meantime, Vermont State Police are advising motorcyclists that a new state law goes into effect on July 1st requiring that all helmets be DOT approved, similar to a measure enacted recently in North Carolina.

BILL MAY BAN BIKER BARS

Revvng up for a fight, motorcycle clubs in Virginia say they are being unfairly targeted by the states ABC Board for what they wear. Motorcyclists who recently rallied at a Richmond Public Safety meeting say they are trying to appeal to Richmond City Council members to repeal a new State law.

In 2008, the General Assembly passed HB 1117 Alcohol Beverage Control; a bill saying that bars and restaurants could be stripped of their liquor license by allowing groups into their establishments who wear certain gang affiliations or colors. Although aimed at criminal street gangs, motorcyclists say they are victims of this new law and that their First Amendment rights are being violated.

FEDS QUESTION BIKERS

The Federal Highway Administrations Motorcyclist Advisory Council is asking riders across the country to help state and federal highway administrators and State Motorcycle Safety Administrators (SMSA) to better understand and plan for the needs of motorcycle riders.

Motorcycle riders are requested to complete a Motorcycle Road Issues Survey by logging onto <http://tinyurl.com/ovz-duo> before August 1st and answering online survey questions that are separated into 3 distinct settings typically experienced by the majority of riders: Urban Areas (city/suburban/frequent intersections/pedestrians); Rural Areas (fewer intersections/higher speed); and Limited Access Areas (freeway/highway/toll road/minimal intersections).

MISSOURI GOVERNOR VETOES HELMET REPEAL BILL

As most bikers across America were celebrating Independence Day weekend, riders in Missouri were reeling from their governor's veto of a bill to partially repeal the Show-Me state's 42-year old mandatory helmet law to allow freedom of choice for adult motorcyclists. Despite overwhelming approval from both the State Senate and House earlier this summer, on July 2nd, Gov. Jay Nixon vetoed Senate Bill 202, denying riders 21 and older the right to ride without a helmet. In 30 other states, most adult motorcyclists have the right to make wearing a helmet a personal choice.

The legislation also would have prohibited insurance companies from reducing claims from injured motorcycle riders, deeming them at-fault solely on the basis that a motorcycle is a hazardous vehicle.

In 1999, Freedom of the Road Riders for Missouri (FORR-MO) and other concerned riders and groups succeeded in lobbying a helmet repeal bill through the legislature and onto the desk of then-Gov. Mel Carnahan, who vetoed it.

"It's a basic freedom of choice," said FORR-MO chairman Mark Chapman, "Another human being should be not be able to make a choice for someone else."

IMAGES OF THREE FLAGS

By Randy Shull

**Pre-Registration
Thursday, Sept. 3**



Jan Staws and Bill Schmitt.



Participants volunteering to help hand out the starting package.



*Holley Turton and David Fee,
our passport picture takers.*



— First Day —

Starting at 3am from the lobby of Arizia Hotel in Mexicali to crossing the border to Sunrise near Quartzite up thru Arizona thru Prescott for breakfast 250 miles later. Then temps to 94 down to 64 thru the mountains on into Monument Valley finishing in Blanding, Utah with a total of 650 miles, 14 hour day. Onto Ely, Nv. west and into the mountains again tomorrow morning. Weather looks iffy according to the weather channel a couple of minutes ago. John says I don't snore near as bad as Ralph. Bikes are running great. Wish these pics could do better justice for the unbelievable scenery were enjoying.

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Randy Shull

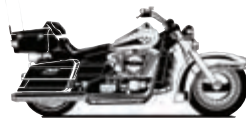


Randy Shull, Bill Schmitt and Gregg Thompson



Gregg Thompson and Bill Schmitt



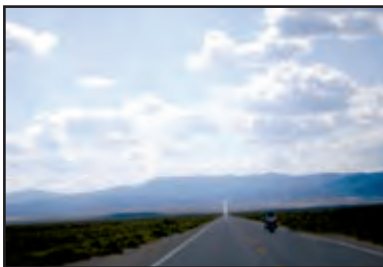


— Second Day —



John Katics

*Randy Shull, John Katics,
Bill Schmitt and Gregg
Thompson*



— Third Day —



— Fourth Day —

Started 6 a.m. checkpoint in Missoula, Montana. Wet and raining. Crossed through the Rockies wet, but not too much rain at all. Half hour earlier and we would have had a miserable ride. As it was, it was great.

The temperature went down to 39 degrees near the summit. Approached Glacier National Park as the clouds and wind picked up. We acutely watched the snow falling in the higher elevations. The park was beautiful as were the mountains. Then we crossed the border and the wind started. Without a doubt the worst cross winds any of us have ever experienced.

There a couple of pictures of some front tires of a bike here in the parking lot that went thru the same wind for the same duration. It shows extreme wear on the left side. We were floored when we saw that. As I was following Greg, I swore I thought I saw him drag his left foot peg a couple of times.

We arrived here in Lethbridge Canada around 2 p.m. Mountain Time. 350 miles for the day. Nice hotel, good food in the restaurant. Were ridin' tomorrow to Buffalo Jump, a historical site not to far from here. Clear skies predicted.

Tonight ends the 34th 3 Flags Classic motorcycle ride with a beautiful banquet, lots of door prizes totaling \$5,500 drawing prizes, and a full return 50/30/20 drawing. With tickets set at \$5 each the 20% ticket paid approx. \$850, 30% ticket paid \$1,160 and the 50% ticket paid \$1,890.

The Pasadena Motorcycle club was well represented with nine members in attendance with most of them busy as beavers to help make this one of the most successful 3 Flags ride ever. This biker was proud to be there.

Next year's ride will be run again but this time in reverse. Starting in Regina, Saskatchewan to Porto Penasco Mexico. About 170 miles south of Gila Bend, Arizona. The ride will also add one extra day as in the past of every five years.

Sadly we leave tomorrow morning for home but wait, it just so happens we're starting another 2,200-mile ride and the brochure says it's different roads.

Yahoo!! Kickstands up at 6.



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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

Robert Lamishaw 818-781-0016

Shamrock Road Riders

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 Gear

Newhall 661-255-6522

Cycle Giant

Lake Forest 949-454-2199

Cycle Parts

San Diego 619-284-7617

Cycle Parts West

Westminster 714-894-9829

Fullerton Harley Davidson

Fullerton 714-871-6563

House of Handlebars

Long Beach 562-997-0029

Huntington Beach Honda

Roger & Julianne Smith
714-842-5533

JBJ Cycles

Santa Ana 714-836-8584

Simi Valley Honda

Simi Valley 805-526-4122

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

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!

