



SCMA

Southern California
Motorcycling Association



VOLUME 41 ♦ NUMBER 11 ♦ NOVEMBER 2009

*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*

Happy



Thanksgiving

from SCMA

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



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					

DECEMBER

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

CALENDAR OF EVENTS

✓ Marks Travelers Events



NOVEMBER

- 13 Three Flags Meeting Murietta
10 a.m.-1p.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

DECEMBER

No Meetings

HAPPY HOLIDAYS

Please submit all articles, artwork and flyers for the **SCMA NEWS** to:
Randy Angel - rwangel@earthlink.net

Submit text as a Word Document.
Artwork is printed at 300 dpi.
Art and flyers should be submitted in jpeg or PDF formats.
If additional correspondence is needed, please contact me at:
(310) 370-2725

SUBMISSIONS WANTED

Have you taken any good photos while on a recent ride?
Do you want to see your writing skills in print?

If you would like to have the memories of your adventures published, please e-mail them, along with pertinent information (location, name of ride, names, and photographer)
Randy Angel • rwangel@earthlink.net

YEARLY SUBSCRIPTION price to members is \$45.00;
No single copy sales. Mail orders to: Southern
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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

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

CORR. SEC./MEMBERSHIP

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

TREASURER

Kenn Hatke
951-677-3644
Kenn2006@verizon.net

REFEREE

Joe Mandeville
scmareferee@gmail.com

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

REMEMBER!

ARTICLES MUST RECEIVED BY
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PRINTER

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

EXECUTIVE BOARD COMMITTEES

Travelers Award 2010

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

Newsletter Editor

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

USA-Four Corners M/C Tours

David L. Johnson
909-271-0137
chairman@usa4corners.org

AMA Insurance Information

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

Grand Tour 2010

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

Blazing Saddles 2010

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

Three Flags Classic 2010

Chairman - Gaylord (Huey) Ward huey@ix.netcom.com
760-954-9054
Vice-Chairman - Rich Vencill bigrich05@comcast.net
916-342-3702

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 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

Well we are entering the waning months of the riding year and the weather does not seem to know that it should be winter time. But, then we live in California.

Halloween will have come and gone by the time you read this and I hope you and the family had a great one. I will let you know how the Cemetery Ride turned out.

Attendance on our events has been down for most of the last six months and I am sure the economy has a lot to do with it. I know that with my only working 32 hours a week is making a difference in my life style, but I am grateful I still have a job.

We are getting ready for the Triple Crown banquet again, so far we have 6 people who have accomplished the feat, one of the a repeater. Joe Mandeville is a glutton for punishment I guess. Once is hard enough but to do it twice, my hat is off to the guy. We are probably going to scale back in some areas on this event in order to keep costs down but if we do it right nobody will know the difference from last years. We have a lot fewer finishers for the California Parks Adventure and Four Corners, of course we had fewer entrants for both events also. CPA had 44 entries and 8 have finished to date. I believe Four Corners has 71 entries and 11 finishers to date, at least that was the last I heard.

Well here it is almost November and Thanksgiving will be here before we can blink our eyes. Where has this year gone? Boy do they go fast when you get to be my age. I will be 73 years old in November, my time flies when your having fun.

Have no idea of what to expect in the way of attendance for the Cemetery Run or even the Turkey Run. Participation has been going down since June and I think a lot has to do with the economy, at least I hope that would be the reason as opposed to our members losing interest in our events. I have been on a 32 hour work week for a while now and I have to really think about how I am spending my money. As many of you know I usually am at the start of most of our events and hope to continue doing that.

I enjoy seeing our members as often as possible, knowing that for the most part we have a great bunch of people who support us as best they can.

Blake Anderson has been trying for the last couple of months to work with our charter clubs to get their run dates for 2010; we want to finalize it by the end of November so we can verify all the information and not have as many changes as we did last year. The SCMA wants to make sure that our runs will not be in conflict with the club runs, that is why we need their dates as soon as possible. For those clubs who have not contacted Blake with their information, I would appreciate them doing so as soon as they have their run dates nailed down. Would like contact number, e mail address of the contact so riders may get in touch with them should they have any questions about the event, this info will be posted along with the ride info on SCMA Calendar of Events for the year.

We still have four events that need Chairman, they are one day events, I do have someone working on routes for them but if anyone is interested and has a route in mind let me or anyone on the E Board know.

The 2010 Three Flags is in the early stages of planning but after attending their last meeting I am sure they have their act together. I know that there have been some feedback on the fact that the route is reversed this year, but like in any year the riders have the freedom of choice. The finish hotel in Mexico is very popular with the motorcycling community and I see no reason we should not support their decision. I have already let the committee know that I will be in Regina to handle membership come next September, that is if I am still alive and kicking. Depending on circumstances I will also be going to the finish. Circumstances being that I still have a job and can afford to take time off.

We are thinking about adding something new to the California Parks Adventure to make it more interesting to those who have already done it but may be tempted to do it again. I will be working with a few people to see how we can add California Missions and Lighthouses, giving riders a choice of 24 places to visit, not just National Parks. Will take sometime to work out but I see it as a doable.

The Grand Tour did not have much of a turnout this year, 9 riders participated and from what I understand enjoyed it very much. We will have a new Grand Tour Chairman for next years event, Logan Olds, who is a friend of Blake's, is taking on the task with Blake guiding him. John Katrics will be doing Blazing Saddles again next year, at least laying it out but will not be on the event.



Southern California Motorcycling Association

Turkey Run 2009

Sunday, November 15

Hi/Lo Hand Poker Run



Traveler's Award



Sanctioned Ride

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

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 _____

HERE COMES THE RAIN

By John Del Santo

The Hurricane season is upon us. Are both you and your bike ready for some rain? Many of the drivers around you in don't have a clue how to drive in the rain. We need to keep our escape routes open, and maintain a bunch of extra space all the way around us to compensate for their poor driving habits.

The oil and water lifting off the roadway will make the road as treacherous as an ice skating rink in Kuwait. Good tires — properly inflated with plenty of tread — is what makes a bike different from a canoe. Flat-bottom boats and balding tires go sideways in the water; not something we'd prefer doing in the middle of a curve. When on slippery roads, anything that changes the smooth flow of your forward momentum can make your bike head off in a direction you had not intended. Easy acceleration, light braking and smooth steering are a necessity here.

Are you ready for a good gust of crosswind? How deep is the pothole under that next puddle? Riding in the lane closest to the center divider can give you a good blast of water if the traffic going in the opposite direction hits a big puddle! See those steel trench-plates in the construction area? If you can't avoid them, pull your clutch in, don't touch your brakes, don't even breathe as you float across them in a straight line, and hope for the best. Wet brakes have a lag-time between application and grab so be prepared so it doesn't come as a surprise.

What are you wearing? Can the other drivers see you in time to stop? Wearing your colors can have a whole different meaning on a dark and gloomy rainy day. The songwriter said "Rainy days and Mondays always get me down." Well, our main desire as Bikers is to stay UP! Properly maintained equipment, decent training and a defensive attitude will go a long way towards getting us home. We may get home wet, but well get home in one piece.

Ride Safe, Ride Straight. Keep the Shiny Side Up!

FLIES AND ZIP-LOCK BAGS

We went with some out of town friends to Sweetie Pies on Sunday for breakfast, and we sat in the enclosed patio section beside the house. We happened to notice a couple of zip lock baggies pinned to a post and a wall. The bags were half filled with water, each contained 4 pennies, and they were zipped shut. Naturally we were curious! Ms Sweetie told us that these baggies kept the flies away! So naturally we were even more curious! We actually watched some flies come in the open window, stand around on the window sill, and then fly out again. And there were no flies in the eating area! This morning I checked this out on Goggle. Below are comments on this fly control idea. I'm now a believer! More comments not included here were about pet dogs and fly problems.

Zip-lock water bags

Sue says: Many people swear that a zip-lock bag filled half-way with water and attached over entry-ways will repel flies. No one yet knows how or why it works, but there is speculation that it has something to do with the way the moving water refracts light. If you have tried this please use the comments form at the bottom of the page to share your results with the rest of us.

Ann says: I tried the Zip-lock bag and pennies this weekend. I have a horse trailer with full LQ. The flies were very bad this weekend while I was camping. I put the baggie with pennies above the door of the LQ. NOT ONE FLY came in the trailer. The horse trailer part had many. Not sure why it works but it does!!!!!!

Danielle Martin says: Fill a Zip-lock bag with water and 5 or 6 pennies and hang it in the problem area. In my case it was a particular window in my home. It had a slight but significant passage way for insects. Ever since I have done that, it has kept flies and wasps away. Some say, that wasps and flies mistake the bag for some sort of other insect nest and are threatened by this.

Maggie says: I swear by the plastic bag of water trick. I have them on side porch (our house entry) and all around the basement door. We saw these in Northeast Mo at an Amish grocery store & have used them since. They say it works because a fly sees a reflection & won't come around.

Just DJ says: Regarding the science behind zip log bags of water? My research found that each of the millions of molecules of water presents its own prism effect and given that flies have a lot of eyes, to them it's like a zillion disco balls reflecting light, colors and movement in a dizzying manner. When you figure that flies are basically prey for many other bugs, animals, birds, etc., they simply won't take the risk of being around that much perceived action. I moved to a rural area and thought these "hillbillies" were just yanking my city boy chain but I tried it, worked immediately! We went from hundreds of flies to seeing the occasional one, but he don't hang around long.

*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**

MEMORIES OF THREE FLAGS

Photos taken by: Vicky & Ron Farkas; Suzanne & Jack Purnell



The Start – In Mexicali, Hotel parking lot - Boom Boom Club in the background



Start Hotel, Araiza Hotel – Great people, great food, and AIR CONDITIONING!



On the road again, rain in the distance - thanks to Hurricane Jimena; following from Baja



Arizona Mountains – the rocks turn Red



The rain hasn't gone away – more adventure to come!



Best shot of the trip – hasn't started raining yet - what lies ahead?



Fun in the canyons – walls of red rock and twisty roads = great fun!



John Ford's playground – Monument Valley – If you listen carefully and use a bit of imagination, you can still hear "The Duke" – telling Joanne Dru... "You're not quite "Army" yet, miss... or you'd know never to apologize... it's a sign of weakness."



Out of the desert onto some plains, grass, and horses



One of the many rivers we got to play "Hide and Seek" with along the tour



The plains with straight roads and a chance to test your passing ability



Mountains in the distance...is that white stuff what I think it is??



Rocky Mountains off the port bow!



Heading for the border – the wind was so strong....how was strong was it?



The wind was so strong – there was “White Caps” on the Lake!



Ah – did you see any flashing lights in the sky last night??



This must be the place!



Looks just like the start hotel – except for all the dead bugs on the bikes



Some exploring to do with time to spare....



Hoodoos....just like in Bryce only smaller



Big Trestle, just behind the hotel – maybe that’s why they call it LethBRIDGE

Thanks to everyone who helped in planning and staging SCMA’s 2009 3 Flags Tour – we all had a great time!



Sorry! Gotta get back on the road- won't be around for the 13th!

FOUR CORNERS TOUR

by Dannie L. Fox

Friday - July 31

I am off work as of 1000 hours and feeling good! I'll run by the department office to do a few last minute things and home to do the same. I've been packed for two weeks, but I need to check things for the tenth time and still forget something. If I have money and the Four Corners envelope, anything else can be bought on the road. I got over to Dennis Even's house and he was strolling around on the drive way still



Some place in Tennessee on I-40

Saturday - August 1

We were up and at 'em early for a motel breakfast, then fuel for the iron horses. You're never far from home. We talked to a rider from Bakersfield who was heading home after visiting his daughter in Denver, CO. Nine miles into the day, a bee decided to make its appearance tail first in the webbing of my ring finger. I don't know how I got stopped so fast to do a little minor surgery with my Swiss Army knife to remove the bugger's tail. For the next two days my hand was swollen and sore. I took Dennis's suggestion to put my gloves back on, even in the heat. Fueling up, in Holbrook, AZ we talked to several people who were headed for Sturgis, and another fellow who was on the way to a rally in Atlanta, GA. He rode with us for about 150 miles before he had to fill up again. Dennis and I can go 240 to 275 miles between fill-ups. At Albuquerque, NM we took care of multiple fuel duties, petrol for the bikes and cherry pie for us! That snack held us until dinner time in Tucumcari, NM. Our waitress was wearing her school colors as part of her uniform, and that's the first time I've seen a rattlesnake as a school mascot. We had a great buffet dinner, and reserved a room ahead in Veal, TX for the night. We arrived at 2330 hours. Plan ahead, make it easy. [759 miles]



Lots of curves on the Dragon (Hwy 129)



Tucumcari, New Mexico for Dinner and fuel

in his pajamas, doing his last minute packing. We got on the road at 1730 hours—well planned to beat the heat, we thought. We ate at Coco's. The sun was behind the horizon, and we picked up I-40 East. The heat avoidance plan sounded good, but it was still 102 degrees in Needles, CA at 2230 hours. We arrived at Kingman AZ at 2330 hours. My trusty GPS unit, "Elvira," told me the Travel Lodge was on the wrong side of the street. At least we were in the same block. I-40 is a major East-West truck route. All we saw was red tail lights in the dark ahead of us, all those trucks also trying to beat the heat. [397 miles]



Start of Hwy 129 The Dragon in TN.

Sunday - August 2

Breakfast in Veal, TX was about like the landscape—flat, dry, and not much to write home about. Farther east, it got greener with lots of ranches and cows. And lots of trucks, big guys, going FAST like cars and motorcycles, 80 mph, thundering by us. Gas and go all the way to Little Rock, AR for dinner at a—you guessed it—truck stop. Our waitress was a bunch of fun, wanted to come along, but we are packed too heavy to take on passengers. And we gotta move, on to Memphis, TN to another pre-reserved room, but the Gold Wing has no low beam headlights. BUMMER-it's dark-thirty! It's just plain DARK. I switched to high beams and put the level knob down to minimum. Dennis said

the backs of all the trucks were real bright. Sorry guys. Elvira helped find the motel by the usual 2330 hours. There was something wet all over us. OH! RAIN! Anybody from California has just about forgotten what that stuff is! [792 miles]

Monday - August 3

The little rain of last evening turned into LOTS of rain while we were packing up this morning. We had to wait 45 minutes to take off; first stop: gas station. Two Tennessee cuties asked for a ride. Couldn't do it, and away we went. Elvira got us back on I-40 east, bound for Nashville, TN and another gas stop. I



Dennis Even At Deals Gap

Tuesday - August 4

We had a nice ride into Deals Gap where we (I) spent more money on T-shirts and decals than I should have, but I probably won't be back this way again. As we rode on to Asheville, NC for the night we noticed drivers in North Carolina like to drive in your lane, even with a State Trooper watching. We checked in at the motel and had dinner at an IHOP. The food was OK, but the waitress was a dead ringer for my old girl friend in college. I finally told her why I kept looking at her, and she said thanks for telling her, and that she always thought there was more than one of her. Back at the motel we got ready for BLUE RIDGE PARKWAY in the morning!

Wednesday - August 5

This Best Western had a very basic breakfast bar. It's funny how different motels have a different quality of food. The Holiday Inn in Alcoa, TN had biscuits and gravy, eggs, bacon, ham and all the trimmings. We took an express road to the Blue Ridge Parkway Visitor Center with nice displays, and yes, a gift shop with T-shirts. You have to have something to throw through the front door when you get home. Or, on this trip, I had to ship them home. The Park way is absolutely beautiful with lots of stops and photos opportunities. F50 miles down the road, it's time for food and fuel again in Spruce Pine, NC. The Western Sizzlin' had lots of good food, and there was LOTS OF RAIN. We waited out the rain for three hours. The waitress brought us coffee even though we did not order it. She offered to let us use her umbrella, but we didn't think it would hold up traveling down the road. Finally the rain slowed down, and we made a fast trip back to Asheville where it poured just before we got into the motel. Dennis picked up old towels at the front desk while I shipped goodies home. The next day we'll go south on The Blue Ridge Parkway, visiting the Biltmore Estate,



Parking lot at Deals Gap



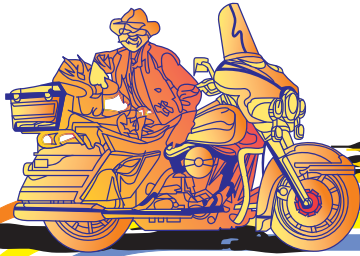
Rest stop part way into the Dragon

called relatives ahead in Cookeville, TN and they agreed to join us for supper at a Cracker Barrel restaurant in Cookeville. Got to introduce Dennis to my relatives. We all had a good time, and good food. Then farewell to the relatives, and Dennis and I headed for Alcoa, TN for the night. The hotel desk clerk asked us if we were there to ride The Dragon and we said YES! She asked us to be careful as two people had already died this year on that road, both on Harleys. One lady just froze in a corner and drove over the edge, down a 150 foot drop while her boyfriend watched. Seems the decreasing radius turns catch the flatlanders unaware. [421 miles]

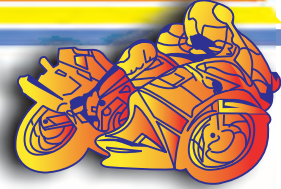


Dannie Fox at Deals Gap

Continued on page 14



Southern California Motorcycling Association

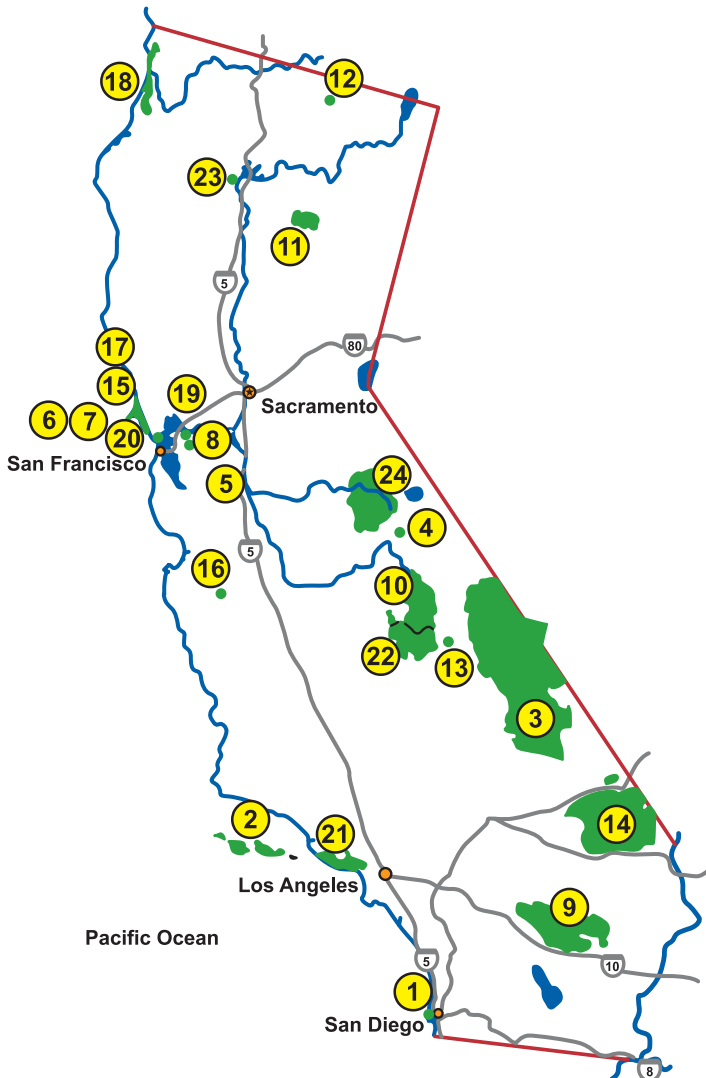


SCMA's California Parks Adventure

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 |
|--|---|

FOUR CORNERS TOUR

Continued from page 11

The Smoky Mountains National Park, and Clingmans Dome, an observation tower at Newfound Gap Road. Uh, we'll skip the Biltmore Estate. \$229.00 to tour a rose garden seems a bit extreme.

Thursday - August 6

We had breakfast at the Corner Stone Reserve and were off to the south side of the Blue Ridge Parkway. Lots of beautiful rolling hills and fog. Now I know why they are called the Smoky Mountains. The fog



Tree of Shame

looks like smoke as it rises and falls over the hills. It gave me an eerie feeling. We reached the highest point on the Parkway at 6,025 feet. There wasn't any rain, but the low clouds were cold and wet. We met an ST 1300 rider from Florida and did the normal "kick the tires and swap lies."

At the end of the Blue Ridge Parkway we entered the Great Smoky Mountain National Park. I bought the customary T-shirt at the visitor center and we rode up to the highest point in the park. They say you can see forever, but all we could see was the low clouds. We walked up a steep incline for over a half mile to the Clingmans Dome. The cars in the parking lot looked like pencil erasers but everything else disappeared into the fog. Back on the path on the way down, we did notice pretty red and yellow flowers. Outside of the park we stopped at the Grist Mill and while Dennis took a nap on the lawn I toured the mill. Even though it is 200 years old, it still operates. I watched the operator grind corn like it was done 200 years ago. I also bought a bar of lye soap. My mother talks about using lye soap when she grew up in TN.

We headed back to "base camp" in Asheville and had dinner at Hooters for a change of scenery and a different type of food. We went back to the room and got into an argument with Elvira about the route to take to Key West. We finally got her convinced to map out our route.

Friday - August 7

We said good-bye to Asheville at about 0700 hours and headed south



Dannie Fox - Blue Ridge Park Way

on Hwy 26, then Hwy. 301. It took us through Georgia and into Florida through the Okefenokee Swamp, through lots of water and trees, and past live suit cases (alligators) lying beside the road.

During a late afternoon gas stop the gas nozzle failed to shut off and Dennis's gas tank overflowed, soaking his tank bag. I offered him a

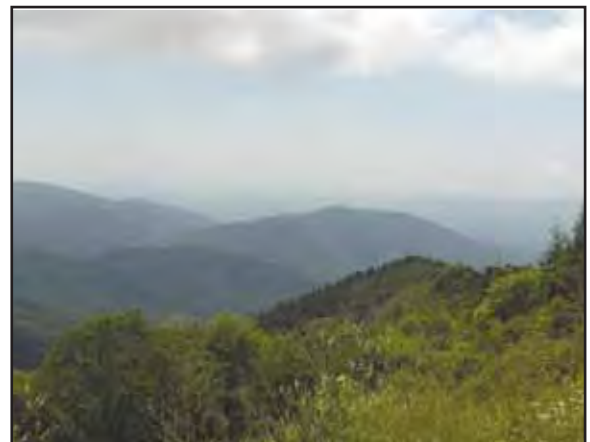


Tree of Shame Deals Gap (lots of broken bike parts)

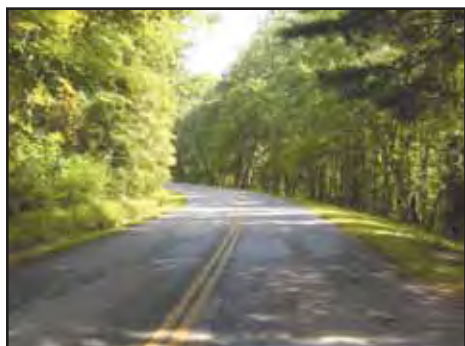
At the end of the Blue Ridge Parkway we entered the Great Smoky Mountain National Park. I bought the customary T-shirt at the visitor center and we rode up to the highest point in the park. They say you can see forever, but all we could see was the low clouds. We walked up a steep incline for over a half mile to the Clingmans Dome. The cars in the parking lot looked like pencil erasers but everything else disappeared into the fog. Back on the path on the way down, we did notice pretty red and yellow flowers. Outside of the park we stopped at the Grist Mill and while Dennis took a nap on the lawn I toured the mill. Even though it is 200 years old, it still operates. I watched the operator grind corn like it was done 200 years ago. I also bought a bar of lye soap. My mother talks about using lye soap when she grew up in TN.



Dennis Even - Blue Ridge Park Way



View from BRPW



Views from BRPW

match but he wouldn't take it. We figured driving down the road was the best way to get the gas to dissipate. We arrived in Edgewood, FL at dark thirty to spend the night and had chicken salads for supper. Not bad. The cows were right when they said to eat more chicken. [610 miles]

Saturday - August 8

This morning we went down Hwy. 95 south for a couple of hours and had breakfast at the first



Dennis Even playing in the rain after we stopped for fuel and food.

Cracker Barrel Restaurant we saw. I love those places. It was hot and slow through Miami because of road construction and looky-loo drivers. We drove 10 to 20 mph all the way through Miami and out Hwy. 1 to Key West, FL. Once we arrived at the buoy the waiting line for a picture was a mile long and it was hot and humid. We had arrived on the weekend and half of Miami was down in the Keys. Thank goodness for reservations in advance. We decided to go to the motel and check in and on the way we got the secret phone number at the most southern Denny's restaurant in the USA. We'll get the pictures and gas receipt tomorrow. It's time to do laundry. The flies are following us. [432 miles]

Sunday - August 9

We thought we would be smart and time our arrival early at the buoy by 0700 hours. But there were still people there! I drove the bike up on the walk way and scattered a few people. We got our pictures, fueled up at the Chevron station and with receipt in hand we drove to the post office and into the mail it all went, with our blessings.



View from BRPW (south of visitors center)



BRPW-RAIN



Highest point BRPW

We hurried back to the motel room to pack, check out and get underway again. It was too crowded to hang around for the so-called free breakfast. We stuffed ourselves at Denny's and finally got out of Key West at 1100 hours. This time we were not shy about passing looky-loo drivers, passing 20 to 30 cars at a time. Back on the mainland we took the turnpike. And it rained and

Continued on page 16

FOUR CORNERS TOUR

Continued from page 15

it sure felt good. The turnpike met up with I-95 and we made it up to St. Augustine, FL by about 1830 hours. And guess what, there was another Cracker Barrel close by. YUM. Dennis said our average speed for the day was 75-80 mph. Even with the later start from Key West, we got some distance. [505 miles]

Monday - August 10

We were up at the crack of dawn to load the bikes and fight with the door lock for the 4th or 5th time. We actually got a discount on the room because the lock wasn't up to par.



Key West, Florida - Dannie

limits. Everything was going by us, even semi-trucks, and we were running 10-15 mph over the posted 70 mph speed limit.

We got into Roanoke, VA for a good night's rest at Best Western and to get some notes into this machine. I'm a few days behind with the travel notes. There were lots of motorcycles in the parking lot. Seemed to be a good place to stay, if you rode a bike. The hotel manager rides a Gold Wing and we are supposed to meet her tomorrow. Dennis said we traveled 620 miles for the day. GOOD! And good night-it's 2300 hours. [620 miles]

Tuesday - August 11

We are still traveling north on Hwy. 81 towards Harrisburg, PA and east to Ephrata, PA to get the Wing serviced. This shop is supposed to be the best Honda shop around these parts. Before the trip I got the Gold



P.O. Key West, Florida. Will they let me out? - Dannie

We went down the freeway (I-95) to a visitor's center at the Georgia state line to pick up a state map. We continued north on I-95 to a local Hwy. 21, then Hwy. 27 and Hwy. 77 to Hwy. 81 on our way to Roanoke, VA. Good, scenic roads, lots of churches, and tobacco fields. Dennis said he heard banjo music playing in the background. The drivers in Virginia don't seem to think much about speed



Great Smokie Mountains National Park, North Carolina



Key West, Florida - Dennis

Book out and called several people around the Harrisburg, PA area and the general consensus was that Ephrata had the best service around. We showed up at around 1400 hours and by 1530 hours the bike was serviced and out the door. The mechanic even fixed the saddle bag lights on the left side that were not working. I bought the customary T-shirt and we went on down Hwy. 322 west toward Hershey, PA past lots of large old houses and pretty little churches and big farms with big silos on them. It was like a picture postcard. We arrived in Hershey and found a Holiday Inn which wanted over \$250.00 for a room for one



Oldest rail junction in the United States. Branchvill, South Carolina.

night. NO!!! Best Western was not much better, and we had a hard time finding this hotel. After an hour we stumbled onto it by driving the wrong way down a one way street. Hey, works for me. We had Italian for dinner, and then it was bed time. [487 miles] Not too bad, with a bike service.

Wednesday - August 12

Dennis and I visited the Hershey Museum, a classic case of rags to riches. Hershey took an idea (to make a cheap candy bar that everyone could enjoy) and kept trying until it worked. One thing I can say is that Hershey took care of his workers, something most companies don't do today. Before we left, I bought the customary T-shirt.



Hershey, Pennsylvania. Give me your chocolate and no one will get hurt..

the lining kept curling up on my wet hands. The zipper jammed on my rain jacket. Hell with it-threw everything into the trunk and down the road we went. Lots of heavy rain and road spray from the trucks made a real fun ride into Westfield, MA and a Holiday Inn Express. At 1900 hours we shut it down for the night, and had dinner at the largest pub in western MA.

Thursday - August 13



Hershey Museum, Smooth chocolate requires lots of stirring.

on his computer. Besides cars Doc is into showing off his two dogs, one of which ate Dennis's oatmeal bars and the tip off the strap of my boot while we were out having dinner at the "Lucky Dragon." No harm, no foul.



Ephrata, Pennsylvania. Honda shop in background.

Off on Hwy. 81 North at about 1130 hours, and on to Hwy. 84 East at Scranton, PA. Road construction at the I-87 and I-84 interchange actually cased Elvira to give up and she actually got lost. The robotic woman was finally silent! We found ourselves under the freeway on a different road. Executed a U-turn and finally found the toll booth for I-87. Zoomed north on I-87 to I-94 East, and BOOM down came the rain. Talk about frustration. I could not get my rain gloves on because



Hershey Pennsylvania. All street lights are like Hershey Kisses.

We woke up at 0600 hours and it was still raining so we did laundry and had breakfast while we waited for it to stop raining. At 0930 hours we were on the road headed north on I-91, into Keene, NH. It has been a long time since I have seen Doc Eads and he has changed very little. I'd met Doc back in the '80's on a Three Flags ride. On this, and additional Three Flags, many times, he was the Long Distance Rider award winner. He can't ride anymore because of botched neck operations, and Doc really misses being in the saddle. We spent most of the day catching up on old news and looking at car pictures



Oh what a relief it is (some where on Hwy.11, south of Ft. Kent, Maine.

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FOUR CORNERS TOUR

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Friday - August 14

We were up early, packed and had one last cup of coffee with Doc. Then we took off for Madawaska, ME on Hwy. 101 east, to I-95 north where travel comes to a halt. For about ten miles it is a slow crawl due to stupid toll booths and looky-loos ogling a minor fender-bender. We headed up I-95 to Hwy. 295 and off onto Hwy. 11 north. I decided to try a different route than I traveled in 1998, and we were glad I made the change. Hwy. 11 is a good road that is curvy and smooth, with a few little towns and some hills where you have to actually drop a gear to finish climbing over the top. Take this road on weekends when it is not dominated by logging trucks. We drove through Fort Kent,



4 Corners Park Madawaska, Maine. Dennis Even

Frenchville, and into Madawaska, ME as the sun went down. We checked into Martin's Motel and drove down the road to Dolly's for dinner. Good meat loaf here. [415 miles]

Saturday - August 15

We were up at the crack of dawn, showered, and caught up on paper work, high finance, trip notes, and paperwork needed for this checkpoint. Dennis came back and said the front desk has MOOSE souvenirs. So I'm off to the front desk and to get a moose gift for Desiree (daughter, whose nickname is "Moose.") The desk clerk called Joe La Chance, the Four Corners Park advocate, and he came right over to the motel. Dennis and I both bought "Finisher" pavers to be inscribed for our 2009 tour, which will be put in the park. Joe showed us around the park and we took lots of pictures. Madawaska has done a beautiful job with this park. It is something both they and Four Corners can be proud of. Then we went to the Gulf station for fuel and a receipt, had our pictures taken at the post office, and put all the required paperwork in envelopes. The nice post mistress hand-canceled the envelopes. Back on the road, we went to the Plourde's Harley Davidson shop for the customary T-shirts depicting the four corners of the US, with emphasis on Madawaska, ME. The Madawaska checkpoint is done, and we headed back south on Hwy. 11.



4 Corners Park, Madawaska, Maine.



Dannie Fox was here in 1998, 4 corners park Madawaska, Maine.



4 Corners Park Madawaska, Maine. Dannie Fox

On the way to Fort Kent we went

through more road construction that really messed up the wash job. I didn't know a deep red bike could get that white from dampened construction dust. We continued south on Hwy. 11 to I-95 south and west on State Hwy. 2. We stopped for lunch at a Tim Horton's but with no refills on drinks that will be that last time I eat at these chain restaurants. Continuing west on Hwy. 2, there is one whistle-stop town after another, about 8-10 miles apart. After another slow trip of 25 mph through Bethel, Me., we were detoured onto Hwy. 5 south because of a train derailment. We would have had an additional 2 ? hour detour added to our time, so we made a U-turn back into Bethel where we got a room at the first (and only) motel we came to. There was no air conditioning, and it was hot, humid, and stuffy. They did give me a fan, or I would have died. We talked to a lady in the parking lot, a profession-

al photographer named Sue, and learned something about photography. Dennis and I had a nice conversation with her about stealing her air conditioning since she was in the real part of the motel, and we were in an annex, but she wouldn't give up her cool air.

After dark we walked about a half mile to dinner, battling large, slow, fat mosquitoes big enough to suck you dry. I had a good meat loaf dinner, an open face sandwich and blueberry pie. This certainly helped my disposition. Dennis and I walked back through the same cloud of hungry mosquitoes, and I know they got their dinner. It's time for bed. [300 miles]

Sunday - August 16

Rise and shine at 0600 hours, and after breakfast and conversation with a couple on a 2002 Gold Wing who were headed to Ontario, we got towels from the front desk clerk to wipe the dew off the bikes, though it looked like it had rained again. Finished packing and headed west, still on Hwy. 2, but at least it was open this morning. Twenty miles from town we came upon the train wreck.



Envelope in the mail, Madawaska, Maine.

There were lots of rail cars on their sides, and lots of people standing around and just looking at the mess. Hwy. 2 must go through every village in Maine and New Hampshire, and nobody drives over 25 mph. We continued west on Hwy. 2 up through the islands and onto Fort Mistake. Seems the Canadians built the fort on US soil many years ago. Then someone came along and pointed out they were in the US, hence the name Fort Mistake. At Ellenburg, NY Dennis and I had an overnight visit with Dennis's friend, Herick Bulger. He took us up into the Adirondack Mountains where he has a cabin on Indian Lake, that he built by hand. Nice cabin! He gave Dennis and me a boat ride around two lakes, linked by a channel, and took us out to dinner. It was very much appreciated. From all that I hear from Herick's brother Tom, in Valencia, CA, Herick had a good time, too. It's time to recharge everything, so before we went to bed we put all the electronics on their chargers. Once upon a time we fed the horses, now we charge the portable electronic aids. How times have changed. [518 miles]



4 Corners Park, Madawaska, Maine

At Ellenburg, NY Dennis and I had an overnight visit with Dennis's friend, Herick Bulger. He took us up into the Adirondack Mountains where he has a cabin on Indian Lake, that he built by hand. Nice cabin! He gave Dennis and me a boat ride around two lakes, linked by a channel, and took us out to dinner. It was very much appreciated. From all that I hear from Herick's brother Tom, in Valencia, CA, Herick had a good time, too. It's time to recharge everything, so before we went to bed we put all the electronics on their chargers. Once upon a time we fed the horses, now we charge the portable electronic aids. How times have changed. [518 miles]



Madawaska, Maine- One of the 4 corners of the USA

Monday - August 17

Herick had to leave early for work, so I said good-bye and thanked him for all he did for us. Dennis and I cleaned the dew off the bikes again, packed, and headed out to the main road on 2 ? miles of packed dirt and gravel. Now the bikes are really dirty.

We drove into Malone, NY for breakfast and indulged in another gabfest with Elvira. She wanted to go down the freeway and we wanted to go west on Hwy. 11, so we tricked her into going the way we wanted to travel. We did go west on Hwy. 11, to Watertown, NY where we took I-81 south to Hwy. 104, which became Hwy. 78 into Lock Port, NY where we took pictures of



Is it breakfast time yet? Dennis Even, Bethel, Maine

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FOUR CORNERS TOUR

Continued from page 19

the Erie Canal and watched two boats go through the locks. There had to be at least a 90 foot difference in the water levels between the two locks. This was just two of the many locks on the Erie Canal. It was a great engineering feat for the 1800's. We drove south to Buffalo, NY and a Best Western for the night. It is time to update this running narration. Bed time now, at 2330 hours. [477 miles]

See the December issue for the conclusion of the 4 Corners journey



Train wreck that held us up, Bethel, Maine

LANE SHARING? WHAT'S THAT?

by John Del Santo

If you ask 30 different people their opinion on Lane-Sharing, or Lane-Splitting, you will get 34 different answers. So let's kick some of them around.

Lane Sharing — or Lane Splitting — is not legal because it is not mentioned in the California Vehicle Code, and it is not illegal because it is not specifically prohibited in the Vehicle Code. For many motorcyclists throughout the country, from that standpoint, were the envy of the nation. One of the violations that we can be cited for when we are splitting is: **Speed too fast for conditions**. Although it is not written anywhere, most law enforcement officers will not bother you if you are moving at 10-15 mph faster than the traffic you are splitting. Some police in town consider any lane splitting on city streets to be too fast for conditions. Then there are **Unsafe lane change** or **Changing lanes without a signal**. You can get those if you are popping back and forth from lane to lane to lane, instead of just sharing a lane. **Following too close** while you are setting up for a move which does not allow safe reaction time is always unsafe. Then there is the catch-all of improper passing and the most severe — **Reckless Driving**, which happens when a combination of laws are being broken.

But, getting a ticket is just chump change. Being run over by a big car, now that's serious! That's the one we want to avoid! When you decide to lane-split, pick your spot and time. Is the other traffic slowing down? Are you near an exit or merge? If you lane-split now, your chances of getting caught in someone else's mistake have increased. Our headlight is on high beam, (if we don't have a modulating headlight), one finger is on the horn button, and other fingers are covering the brake — and were not hanging in anyone's blind spot. Be prepared. Which lane are you sharing? The general consensus is that the HOV Lane is the safest, if there is one, followed by splitting the #1 and #2 lanes (counting from the center divider).

Who are the drivers in those cars that we are passing? Some of them are day dreaming and don't have a clue what's going on around them. Some of them are from out of state and have no idea that lane-sharing is allowed and a bike is going to pass by close to their window. These are the ones that are startled when it happens. Some of them spend more time in their car that they do at home in the living room, and consider their car their domain. These people get angry with lane-sharing motorcyclists, feeling that you are cheating somehow and may try to squeeze the lane shut, or even toss things out of their window. Whew! So many of them have their windows cranked shut, the radio and air-conditioner on, and talking on the phone. Do loud pipes save lives like that helmet sticker reads? Don't count on it! These drivers have so much going on that they couldn't even hear a fire truck coming up on them, let alone a motorcycle! And most of them don't hardly ever look in their mirrors.

When we are lane-splitting, we are only about eight inches away from the hospital. A friend says "Ride as if they're trying to kill you." Having the right to lane-share is a great thing, and we need to be smart and aware when we use that maneuver. Dr. Harry Hurt, who led a motorcycle crash causation study in the late 1970's, was asked to summarize his advice regarding motorcycle safety in one sentence he replied, "There is no magic bullet other than getting smart."

NCOM BIKER NEWS BYTES

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

GOVERNMENT MAY MAKE ANTI-LOCK BRAKES MANDATORY ON MOTORCYCLES

Citing spiraling motorcycle accident statistics, the National Highway Traffic Safety Administration may require new safety features on bikes. For example, the federal agency plans to decide by next year whether or not anti-lock brakes should be mandatory equipment on motorcycles.

The government report also mentions an insurance industry study that shows that the rate of fatal crashes are 28% lower for bikes equipped with optional ABS braking systems than for those same motorcycles without them.

Though NHTSA frequently enforces the implementation of safety technology into automobiles, their involvement in motorcycling tends to focus more on helmet usage and the prevention of drunk riding.

Anti-lock brakes are now standard on some Harley-Davidsons and optional across a variety of manufacturers on everything from dual purpose bikes to scooters — and in many cases, they can be disabled if the rider chooses.

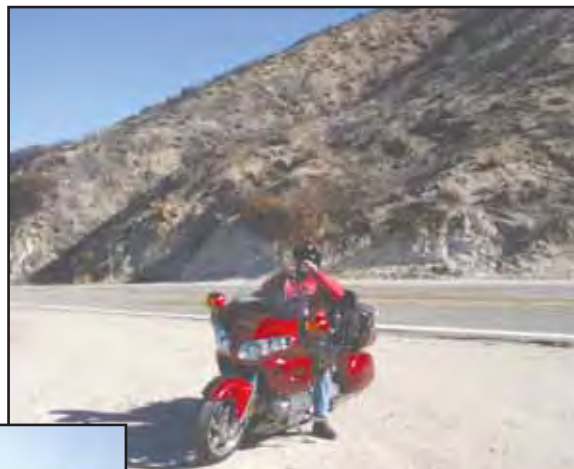
2009 GRAND TOUR

by Randy Shull

A recent ride up thru the mountains thru some of the burned areas.

The yellow bike is the ride chairman Blake Anderson. We are in Aliso Canyon, above La Canada, and Pasadena. 750,000 acres burned for almost 6 weeks.

Today is our first day of rain. So far very gentle, but everyone is holding there breath. The worst is to come I'm afraid.



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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.

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

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