



# SCMA

Southern California  
Motorcycling Association



VOLUME 41 ♦ NUMBER 12 ♦ DECEMBER 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



# Holidays

Visit S.C.M.A.'s Website at: [www.sc-ma.com](http://www.sc-ma.com)



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		

JANUARY

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

DECEMBER

No Meetings

HAPPY HOLIDAYS

JANUARY

- 8 Three Flags Meeting Murietta  
10 a.m.-1p.m.  
38685 Via Taffia  
760-240-0612 / 951-677-3644
- 9 SCMA General La Canada  
Membership Meeting 9-11 a.m.  
Conrad's Restaruant  
631 Foothill Blvd.  
818-790-2230
- 10 ✓ SCMA Soup Run Newhall  
Start: Cycle Gear  
24508 Lyons Ave.  
Sign-in: 8-10 a.m.  
310-387-3974 / 714-801-3931
- 30 Three Flags Torrance  
Classic Drawing  
12 Noon (Breakfast at 9:30 a.m.)  
VFW Carson Post #10166  
20820 S. Vermont Ave.  
760-954-9054

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**

CORRECTION

The correct number of entries for the USA Four Corners mentioned in the From the Chair column on page 4 of the November newsletter should be 74.

There were 55 finishers, 11 who completed the tour by June 7, 2009.

YEARLY SUBSCRIPTION price to members is \$45.00;  
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90651-0487.

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### REMEMBER!

ARTICLES MUST RECEIVED BY  
**DECEMBER 10, 2009**  
TO BE PUBLISHED IN THE  
**JANUARY 2010 ISSUE**

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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

Well, where did this year go to? Here it is approaching Christmas and I for one am not ready for it. I am not talking about the shopping or worrying about gifts because this year just like last year there will be no gifts, my budget does not allow it, especially after being on a shortened work week (very glad I still have my job however) and last week my washer died, priorities, priorities.

We have finished our riding year as of last week with the Turkey Run, had a decent turn out, morning was very chilly, understand from Doug Hoffelt that it was 26 degrees when he left Antelope Valley for come to the start. Fullerton Harley hosted the start and finish, we had pumpkin pie and coffee for everyone at the finish. When I bought the pies at Marie Callender's they had just come out of the oven and some were still warm when we served them.

Looking forward to our kick off ride, January 10, 2010, the Soup Run of course. As I write this I am not sure of what the details are since the finish we chose has booked another event. We had been offered the spot on the chance they would not get a booking. Oh well, I am sure that John Katics will find something. I think we may end up at Gonisha Park again, which has always worked very well for us. I know the start will be at Cycle Gear in Newhall.

The E Board is planning to hold meetings as necessary for 2010. We want to go over our By-laws and Constitution, last done in 1995. Our association has change considerably since then, membership is much lower, riders also. We did not need a whole lot of rules or regulations to govern it but we do need bring them up to date.

With the economy the way it is the Board would like to keep the ride costs at a minimum for our members, for all riders who participate on our events. We will be bringing up the subject of discontinuing pins for the one and two day events, doing pins for Four Corners, Three Flags and California Parks Adventure, the Triple Crown Traveler's Awards events. I will let you know what the Board decides. Blake and I have discussed several times on a flat rate for SCMA members and non-SCMA members for the day rides and for Blazing Saddles and Grand Tour also. Again, the E Board has some decisions and talking to do on behalf of our membership.

I would like to thank each and every one of the people who have helped with making this year a success. New people are coming on board since Bob Matsuzumi, Chuck Jones and Mitch Friedman are stepping back for 2010, they deserve a well earned rest. We are still looking for several people to Chair rides that we are going forward on, hoping somebody will come forward to support these events. I have Mike Strader working on routes for the Bare Bones, Dog Days of Summer and the Turkey Run, which are the rides we have no Chairs for. Saying that, these rides will take place, between me and Dannie Fox we can do the pre-rides and I know I can get someone to help me put the route on paper. It would be easier of course if we had Chairs for them but if not so be it.

I wish all of you happy holidays, stay healthy, ride safe.

**Jan Staws**

### **2010 THREE FLAGS CLASSIC DRAWING**

I'm inviting all 2010 Three Flags Classic hopefuls to join the 2010 Three Flags Classic Committee and the SCMA E-board on Saturday, January 30 for the 35th drawing the be held at:

**VFW CARSON POST # 10166  
20820 South Vermont Ave. • Torrance, CA 90502**

**— Drawing to start at 12 Noon —**

Breakfast will be served free of charge to all attendees starting at 9:30 a.m. Come on down, enjoy some camaraderie, breakfast and see who gets to ride and who is on the wait list. Hope to see you there!

**Gaylord "Huey" Ward • 2010 Three Flags Classic Chairperson**

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

***35<sup>th</sup> Annual Three Flags Classic***

**When**

***Sept.03, 2010 To Sept.07, 2010***

**Where**

***Regina, Canada to Puerto Penasco, Mexico***

[www.saskramada.com](http://www.saskramada.com)

[www.hotelrockypoint.com](http://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](http://www.sc-ma.com) Click on 2010 3 flags classic**

***Chairman:***

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**Phone: 916-342-3702**



**Southern California  
Motorcycling Association**

# FOUR CORNERS TOUR

by Dannie L. Fox  
(Part 2)

## Tuesday - August 18

Rise and shine for a continental breakfast at the Best Western. A lady hotel guest pulled the handle and stopper out of the waffle mix container to make her own waffle, and it ran all over the place. There was about two gallons of gooey mix on the cabinets, the floor, and even on her. God, what a mess. Packed, and out the door. Dennis and I are on the way to Niagara Falls. Lots of water, and water spray hanging in the gorge. Down below there were little people in blue plastic suits getting soaked on the boat ride up to the Falls.



*Indian Lake, Adirondack Mts., New York*

2145 hours, and the Cracker Barrel restaurant closed in 15 minutes. Dennis and I ran across an empty field to the restaurant and just made it in the door. I had a great meat loaf dinner, and blackberry pie a la mode. We walked back to the motel, groaning. There, Lee Ann, the front desk clerk, was waiting for a ride. I got her suited up for safety and away we went. She gave me a nice tour of Elkhart, IN, including the river walk that had just been finished. We were out for almost an hour and even got followed by a county sheriff for a short period of time. Understandable, since her primary job was in the sheriff's department!



*Lock Port, New York.- 90 ft. drop Erie Canal*



*Ft. Mistake, New York*

We took the mandatory tourist pictures of the Falls and while returning through the visitor's center, I bought the customary T-shirt.

We returned to our mounts and headed south on Hwy. 390 which became Hwy. 90 west. The three of us, Dennis, Hwy. 90 west, and I were to be together for a long time. We finally pulled off the toll way in Elkhart, IN for a night's rest at a Best Western. The front desk clerk was very helpful. She gave us old towels to wipe the bugs off the bikes and was interested in Deals Gap, Four Corners, and Three Flags. Maybe it was because of the T-shirts we were wearing. By the time all was said and done it was



*Lock Port, New York*

We

returned to the motel where we talked about our lives. She is divorced from a druggie husband and works two jobs to support five kids. Rough life for a nice girl.

## Wednesday - August 19

We're up and out of bed the next morning. We met Dennis's old Army buddy Jerry Christie and his wife Linda for breakfast at the same Cracker Barrel restaurant. It had been 40 years or more since Dennis and Jerry last saw each other. The conversation was interesting, listening to old war stories being exchanged. After fond good-byes we packed and checked out of the motel, where the day clerk was also

*Continued on page 8*

# Southern California Motorcycling Association *presents:*



Sunday  
January 10, 2010

Start time 8-10 a.m.

Cycle Gear  
24508 Lyons Ave.  
Newhall, CA



SCMA Members ride **FREE**  
\$11 for non-members



AMA members receive \$1 discount

All riders must bring 2 cans of soup for entry

*(Please do not bring outdated cans. One can, along with proceeds, will be donated charity, the other to be enjoyed by the riders at the end of the event )*

Soups will be mixed for your enjoyment at the finish  
from 11 a.m. to 2 p.m. Ride closes at 3 p.m.

**FOR MORE INFORMATION, CONTACT:**  
**BLAKE ANDERSON 714-801-3931**  
**OR**  
**JAN STAWS 310-387-3974**

Rain Date is Sunday, January 17, 2010

# FOUR CORNERS TOUR

*Continued from page 6*

interested in Hwy. 129 and Deal's Gap (The Dragon). We finally got on the road by 1130 hours and headed on to the toll road where we kicked in the warp drive heading west on I-90. Picked up I-80 west to Moline, IL where rain caused us to shorten our day. We checked in to a Country Inn and Suites and had dinner next door at a Ramada Inn Sports bar. Then I took time to update the notes and then we hit the sack. Tomorrow we will make time and mileage. [470 miles]

## Thursday - August 20

We packed up and headed out to Iowa City, IA and a service on Dennis's bike. Some rain on the way out of town, and the road construction didn't help. The service was supposed to be a quart of oil, but with over 8,000 miles on the clock it was time to take care of the mule. One hour later we were headed north on Hwy. 27, then I-380, to Hwy. 218 and Hwy 35, finally going west again on I-90. Rain and road construction showed up again for about 5 hours until we reached Mitchell, SD at around 1900 hours. [646 miles]



**Elkhart, ID- Dennis Evens' Old Army buddy, Jerry Christie and his wife Linda**

speed of 80 mph. The Wing's mpg was down in the low 30's, and the BMW was in the low 40's. This was about a 15 mpg drop for both of us.

The wind stayed with us most of the day, until we turned off I-90 and took the 240 loop through the Bad Lands NP. \$10.00 for a motorcycle to go through the park was outrageous. Thank God for a Senior Pass. While doing the CPA tour these past two years, I had a tip from a park ranger to invest in the Senior Pass. Best money I ever spent on any ride.



**Wall Drug, South Dakota**



**Dannie at Niagara Falls, New York**

## Friday - August 21

We're just running now, not much sight-seeing. Heading west on I-90 out of Mitchell, SD, it felt like we were in the movie "Independence Day." The whole area was covered with a round cloud about 50 miles in diameter. You could see sun light at the edge all the way around. No rain, but real strong winds came straight at us. The gas mileage really suffered, combined with a road



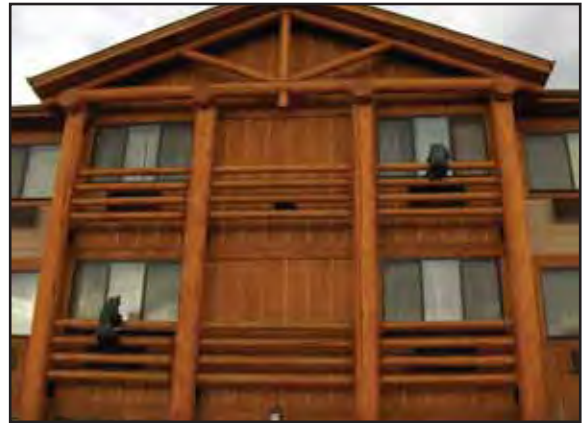
**Wall Drug, South Dakota**

speed of 80 mph. The Wing's mpg was down in the low 30's, and the BMW was in the low 40's. This was about a 15 mpg drop for both of us.

We drove the 240 loop to the visitor center where we took lots of pictures, but didn't get a T-shirt. They were out of men's at the end of the season, and V-necks for women don't flatter my figure. All the way around the loop took us to Wall, SD, and Wall Drug. The biggest cash crop in South Dakota must be billboards. Wall Drug and other venues had billboards for almost 100 miles in both directions. WOW. We drove through town and up to Wall Drug where a parking spot opened up right in front of us. Thank you, parking gods. Wall Drug is just your typical tourist trap, with lots and lots of stuff that we buy and don't need. Dennis and I had lunch, bought the required T-shirts and spoons, and took pictures of the wooden bench lady to prove we were there. We packed the goodies. I'm running out of storage space, even on a Gold Wing with more stor-



age than you really need. We drove to a gas station where I came upon another Gold Wing at a stop sign. I pulled up beside them and told the driver I liked the color of his bike. He asked where we were going. I said, "Blaine, WA, on the Four Corners Tour." He looked at his wife and said, "We have to do that someday." So I gave him a card with SCMA info on it and the website address, and told them to come join us. After fueling up, we headed west on I-90 to Sundance, WY. We stopped at the visitor center (for a REST), and also to get a map. Once again we were headed west as fast as we could get away with, until the fuel light came on about 36 miles past Gillette, WY. We pulled off the interstate, and there was no gas station in sight. The next gas would have been 40 miles away, a touch and go situation. At the last minute I looked past a campground and saw a sign for the campground store that had a gas pump. Wow, gas for only \$3.69 a gallon, almost as bad as Barstow, CA, but worth every penny to get us through Buffalo, in to Sheridan, WY, where we fueled and ice-tea'd up. Back on I-90 west, the grasshoppers were thick, and we could feel them hit our boots. Off at exit 447, into Billings, MT, to a Best Western for the night. At exit 446, there is a Cracker Barrel. Dennis accused me of planning this stop, even though we had made this reservation four hours before, using the Best Western book. Hey. Even a blind squirrel gets a nut once in a while. Besides, Cracker Barrel food and service are excellent. [624 miles]



**Best Western Billings, Montana. (Notice the Bears looking in the Windows)**



**Grand Coulee Dam, Washington**

## Saturday - August 22

Dennis and I are up at 0530 hours to update notes and make coffee. It is time to throw soap and water at the bikes, and boy, did they need it. They looked better without the grasshopper juice all over the front. We headed west on I-90 again, to Bozeman, MT to the only other Cracker Barrel in Montana. Damn, they make good pies. Dennis got a few business cards from the Cracker Barrel for Three Flags 2009, as Bozeman is a check point this year, and good food is always appreciated. We ran into more road construction through Idaho and into Spokane, WA where we spent the night at another Best Western. This time we ate at a Denny's for a change. We charged all the electrics again, and went to bed. [631 miles]

## Sunday - August 23

We headed west on Hwy. 2 out of Spokane, WA. Actually we had breakfast at the Best Western first before we headed out. This was the first B/W that had biscuits and gravy on the morning menu. Full and happy, Dennis and I headed out to the Great Northwest,

The Grand Coulee Dam, and stopped to marvel at this 8th wonder of the world. Lots of horse power within these concrete walls, but a particular note stuck to a bulletin board really grabbed our attention. A fire had Hwy. 20 closed west of Omack, WA, so we detoured to Hwys. 174 and 153 and picked up Hwy. 20 again, on to Winthrop, WA. There were a lot of bikes in Winthrop, mostly with British Columbia license plates. I took lots of pictures and we had lunch at the Ugly Duck. I placed a call to Eleanor Stevens and invited her to dinner. But with a three-hour border crossing in each direction dinner will have to wait for Three Flags. So west we went at warp 5 through the Cascades with the Rickey Racers with the British Columbia plates. At Concrete, WA the flashing red and blue lights had a group of B/C racers pulled over for a revenue exchange. After gassing up we headed out through town, north on I-5 to Bellingham, WA for our over night stay at a Best Western. Tomorrow's destination is Blaine, WA, and our third corner. Finally I'll have time to fill in the blank spots in my notes. [418 miles]



**Winthrop, Washington**

**Continued on page 10**

## FOUR CORNERS TOUR

*Continued from page 6*

### Monday - August 24

Next morning we're up, ate breakfast and headed north on I-5. We exited at offramp 275 and on to H Street and with a left turn, arrived at the designated Chevron station for fuel and a receipt. The attendant asked us if we were on Four Corners and would we like a business card with the our phone number, and of course we said YES. We filled out all the required information and tucked it into the envelope and headed off to the post office. Jockeyed into position to take pictures with both digital cameras and a Polaroid (boy, does that date me.) With a hand stamp cancel we were southbound on I-5 and on to Tacoma, WA and an overnight stay with an old co-worker of Dennis Even. Lee and Marci Damoiseaux welcomed us with open arms and after chewing the fat for a while we went to visit their son's young family. Then for the surprise of a life time, Marci made a meat loaf dinner and GOD was it good. They prepared a couple of beds for us in an apartment over their garage and Marci even fixed up a coffee pot for us so us old farts could wake up in the morning and not fall down the stairs. Dennis felt kind of alone because both Lee and Marci ride Gold Wings. [200 miles]



*Hwy. 20 through the Cascades, Washington*



*Blaine, Washington. The envelope is in the mail*

PEACH PIE! Oh, yes, we found dinner at Black Bear restaurant next door to B/W, but not quite as good as Roosters. Well, time to put this to bed and have a piece of that pie. [436 miles]

### Tuesday - August 25

Up with the alarm and the sound of coffee perking and splashing on the counter. WHAT? I guess I filled the reservoir too full and some ran out and onto the floor. Paper towels, anyone? I cleaned up the coffee, dried off the bikes, and we packed up our gear. Marci came walking up the drive way and wanted to know if we wanted coffee and toast? OK! Walked into the main house and toast and coffee turned into a major production. God, that woman can cook. We poured ourselves onto the bikes and in a light mist headed south. Mist turned to rain for about two hours and finally in Albany, OR it turned into sunshine. We stopped in Medford, OR for our last overnight and meat loaf dinner and fabulous peach pie at Roosters. Except with a major construction project going on they closed early and I didn't get dinner—but the owner was kind enough to give us one of his fresh peach pies when I told him that we had driven over 10,000 miles to eat at Roosters. So with pie in hand, off to the room Dennis and I go, grinning all the way. GOOD FRESH

### Wednesday - August 26

We were up before the sun and we packed and got ready to hit the road. No room for that last piece of pie that spent the night in the 'fridge, so we left it with a note for the cleaning staff. I hope it didn't go to waste. A cup of coffee and we were on I-5 south with other people going to work. A few miles south and we were through Ashland, OR and into the State of California. Very pretty country in northern California, and soon Mt. Shasta was in our rear view mirrors and we were playing in the curves of the Shasta-Trinity National Forest. Nice pavement and lots of curves to pitch her over hard and scrape things as you play. YES! All too soon the curves end and we are onto the straightaway that runs south into Redding and on to Sacramento. Oh, well, with the good comes the part we have to put up with to get to the playgrounds. We fueled up in Willows, CA and I did my good deed of the day and helped a damsel in distress with a flat tire. Oh, yes, shek



*Fresh peach pie from Roosters in Medford, Oregon*

was cute. Back on I-5 south and on through Sacramento, where the temperature was now in the triple digits. HOT, HOT, HOT! Still going south on I-5 and I heard a faint voice calling to me. As we got closer to Harris Ranch it kept getting louder and louder until I could no longer ignore it. Dennis Even had to get home, but I made a stop and gorged myself on Angus Beef. YUM! Belly full and gas tank full, once again headed south in the 104 degree heat, with a stop at the Lebec rest stop for water. Down over the hill and after making the turn onto Hwy. 126 west, the temperature finally started to drop. As I got closer to Ventura the temperature was actually in the high 70's. I arrived home at approximately 1930 hours and started passing out T-shirts that I had collected on the ride. I even slept in my own bed for the first time in almost a month. [760 miles]



San Ysidro (Dannie Fox)

**Thursday - August 27**

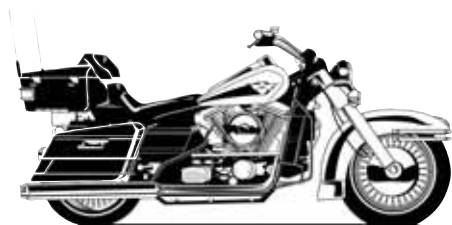
I was up at dawn to unload the unnecessary items from the bike and planned on meeting Dennis at his house for the final 200+ mile ride to San Ysidro, CA, and THE FINISH. THE LAST CORNER! We headed south on Hwy. 210, and connecting with Hwy. 57 and 91 which took us to I-15 south. HOT! It was 108 degrees at 1100 hours. We did find a new place to eat in Temecula, CA called Penfold's Cafe. Nice atmosphere, good food, and of course I had to buy the customary T-shirt with a real nice picture of breakfast on the back. I think I'll get a license plate frame that says "I ride to eat and I eat to ride" and just park at restaurants. Dennis and I, with full tanks and full tummies again headed south on I-15 until we ran out of road, then onto I-805, on to San Ysidro.



San Ysidro (Dennis Even)

We found the required Arco gas station and got our gas receipt. Just up the street was Coco's where we got our secret phone number and drank lots of ice tea. It was still hot. After Dennis and I compared and filled in the required information on the forms we rode the three blocks to the post office, took our pictures, and sealed everything in the envelopes. We took them inside to be hand-cancelled at the counter. So our tour is officially over, and we have to wait for Three Flags, which, thank God, is only a week away. Time to go home, service and wash the bike, and get ready for the final leg of the Triple Crown.

Dennis Even and I traveled 12,129 miles in 29 days around the USA. We did Four Corners in 19 days, covering 8,233 miles. We saw a lot of beautiful country on our trip and I believe we followed the spirit of Four Corners by stopping to see the sights along the way and visit the many natural wonders this country has to offer. I took over 745 digital camera pictures, and the file won't even fit on a single CD. It took the computer over 30 minutes to down load the pictures from the camera.



**STATISTICS**

- 290.4 gallons of fuel burned.**
- \$783.70 spent on fuel.**
- \$2.69 per gallon, average price of fuel.**
- \$2.32 per gallon, lowest priced fuel, in Shawnee, Oklahoma.**
- \$3.69 per gallon, highest priced fuel, outside of Buffalo, Wyoming and in Barstow, California.**
- 87 octane used in a 2006 Honda Gold Wing.**

*My riding partner received better fuel mileage, but had to use 91 octane so our fuel cost was about the same.*

*We both enjoyed the trip, had a lot of fun, saw old friends, and gained a few pounds. I would recommend this ride to anybody who wants a national adventure.*

# CEMETERY TOUR

By Dennis Steinert  
[www.psychobiker.com](http://www.psychobiker.com)

It was looking like a great weekend for a ride, so I got out of bed (a little late) and headed to Santa Paula for the 2009 SCMA Cemetery Tour. The start was at Logsdon Cafe at the Santa Paula Airport. I arrived at 9:45 a.m., after getting gas at the east end of Santa Paula. As I was getting near the airport, I saw a group of riders heading out on their run. I checked in, got my materials, and sat down for some biscuits & gravy, using the meal coupon that came with the entry fee.

I started my ride at 10:15 a.m. It was the usual route for the area - South Mountain, Balcom Canyon, and the other roads to get to Moorpark, avoiding the 2 lane CA-118 highway. This is a pleasant romp through orange and avocado orchards, with little or no traffic. At Moorpark, it was some freeway riding on CA-118 until the east end of Simi Valley. Then the route took Santa Susana Pass and Box Canyon roads to approach Chatsworth from the south.

The first stop was Oakwood Memorial Park. Many Hollywood celebrities are buried here. It is a beautiful setting at the foot of the Santa Susana Mountains. An old historic church from the early days of Chatsworth is also here. The cemetery relaxed its "no motorcycle" rules for today and allowed us to tour through. We had to answer a question about the old pioneer church. I caught up to the last group of riders at the church. Several other riders were congregated around Ginger Rogers' grave. You can find out more about the celebrities at the cemetery here: <http://www.seeing-stars.com/Buried2/Oakwood.shtml>.



Next it was back to the 118 Freeway, then Balboa to the Sierra Highway and the Eternal Valley Cemetery in Newhall (part of Santa Clarita). At the entrance there is the last horse drawn hearse used in LA County. This cemetery also has both some pioneer history and Hollywood ties. You can read more here: <http://www.the-signal.com/news/archive/11560/>.

The tour avoided the freeway and continued on Sierra Highway (old US-6), eventually getting onto Bouquet Canyon Road for a trip past the Bouquet Reservoir. Heading back towards Santa Clarita on San Francisquito Canyon Road, I got to the checkpoint and third stop. This was at the northern point where San Francisquito Road was rerouted because of a washout in 2005. From the checkpoint, it is a short walk on the old road to the site of the St Francis dam. As part of the Owens Valley aqueduct project, this dam and reservoir was built to hold water for Los Angeles. The dam was completed 1926.

Not long after it was completely filled in 1928, at minutes before midnight on March 12, the dam collapsed - sending a wall of water down San Francisquito Canyon and then down the Santa Clara River to the ocean near Oxnard. Since many migrant farm worker camps were destroyed, it is hard to get an accurate count of the toll in human lives. Most estimates are around 450 lives lost as the flood made its way down the Santa Clara River Valley, moving at 12 mph on its 54 mile journey to the ocean.



I walked down to the dam site. The picture is of the dam bas area looking east from the old road.

Nearby there are chunks of dam material that has fallen onto the road. Nature is slowly reclaiming the road. From the checkpoint, you can see the ruins of the west wing dike which was added during construction so the water height could be raised 11% from initial design. It is quite possibly this change - the main dam and its base was not thickened - that contributed to the failure. You can read



more here: <http://www.sespe.com/damdisaster>, and on Wikipedia [http://en.wikipedia.org/wiki/St.\\_Francis\\_Dam](http://en.wikipedia.org/wiki/St._Francis_Dam). Bouquet Canyon Reservoir was built to replace this.

The tour continued down the canyon, eventually getting to CA-126 and the town of Piru. At the west end of Center Street is the Piru Cemetery. A number of victims from the St Francis Dam disaster are buried here, along with other pioneer Piru families. After the cemetery,



the route avoided CA-126 to again go past fields and orange orchards to get to Santa Paula, following the path of destruction from the flood. A reminder of current hazards was along Guiberson road, where a 17,500 acre fire burned the hillside between Fillmore and Moorpark a month ago.

The last stop was in Santa Paula near the old train station.

Here a monument to a pair of motor officers who warned the residents of the coming flood in the wee hours of the morning. They saved many lives.

Finally it was back to the Logsdon Cafe for the end of the ride. I arrived a bit before 3 p.m. The tour's path is shown on the map.

On the way home, I retraced some of my earlier path back to Simi Valley for a burger at the Habit along Tapo Canyon Road.



# IN THE CONE ZONE

by John Del Santo

Were riding down the road, wind in our hair, breeze on our knees, and here comes a sign that could spell trouble for a motorcyclist: ROAD CONSTRUCTION AHEAD. If we knew the road work was happening there, we probably would have picked another route, but it often comes as a surprise. How we get through it depends on how we read the road ahead.

First and Foremost we need to show attention to, and care for, the construction workers.

Give 'em a brake as the sign reads. There is usually plenty of warning when lanes are closing and traffic is merging together. Plenty of warning that is, for those drivers around you who are bothering to look down the road. A lot of them don't aim high and spend most of their time being surprised by things that happen. Use your hand signals when slowing in tight traffic people tend to see that sooner than they see your brake light. You know there are a lot of drivers out there with a me first mentality who get impatient and selfish and meaner than snakes whenever they're forced to slow down for anything. Be ready for them to do something radical. If everyone just followed the rules they learned in Kindergarten, you know — Be nice, Share, Don't hit — then merging would happen smooth and easy. Cars in the lane next to you that dont have a decent following distance will suddenly swerve one way or another when the traffic slows downDont stay in anyones Blind Spot any longer than necessary and be ready with your throttle, brakes, and horn. Work zones are famous for rear-end

*Continued on page 14*

## IN THE CONE ZONE

*Continued from page 13*

accidents. So in stop-and-go traffic it can be a good idea to position your bike near the outer edge of your lane and keep an eye on your mirrors. If traffic is stopping and the guy behind you doesn't seem to be paying attention, you can make a move out between the rows of traffic and not be smushed like a bug.

We're keeping a Giant following distance, much more than usual, so we can see far enough ahead to spot any hazards in time to handle them. We're watching for unevenly paved lanes, you know the dreaded Edge Trap you can probably ride off the edge, but trying to ride up the edge will drop you in a flash! These are especially dangerous at night when all blacktop looks the same and our depth perception is poor. We're staying alert for loose gravel, which will lengthen our stopping distance, holes in the road, and steel trench plates. Slippppppery! We don't even think about touching the brakes while on a trench plate! Be watching for paint lines that were used to guide traffic in one direction but now go somewhere else—maybe off the road or into the next lane of traffic. Watch for the driver in the next lane being confused by that, and drifting into your lane. Maintain an Escape Route.

Once we're out of the Work Zone, we're prepared for other drivers jack-rabbing up to speed and jumping around from lane to lane trying to make up the time they lost. Tires, especially truck tires, can pick up stones in a construction area, and then as they get back up to speed will slingshot those stones back at you. By keeping a healthy following distance we stand a better chance of not being in range of those thrown stones, and not being feeling like a duck in a shooting gallery. Following distance is like Money. You can never have too much, but if you have a little bit less than you need you can be in trouble!

So, to avoid turning a Construction Area into a Destruction Area, avoid the Cone Zone if you can and if not — Be Alert, Ride Easy, and Ride Safe!

*SO WHO'S WATCHING  
THE ROAD?*

### By John Del Santo

It would be nice to think that most of those drivers around you were paying attention to the traffic picture and knew that you were near them. Well surprise, surprise. Hardly anyone is paying attention!

Forty four percent of the cars around you have cell phones in them, and even someone using a hands-free phone is taking their concentration away from the road. A Canadian study showed that someone behind the wheel involved in a serious phone call has increased their accident potential by about 400% about the same as someone driving drunk. Speaking of which... the National Safety Council estimates that at any given time of day about 10% of the drivers around you are legally drunk! That number is way higher on a Friday or Saturday night. Twenty five percent of the adult bicyclists killed by cars in this country were drunk at the time they were killed, and 40% of the adult pedestrians killed in traffic were drunk. Ya just can't trust anybody out there to do the right thing!

Seven percent of the cars around you are equipped to receive E-Mail and 3% can send a Fax and, they sell little notepads and pens that clip to the dashboard to keep track of all of this rolling office activity. There is an ad-hoc club made up of people who are proud of how many novels they have read while driving, and I've met business people who brag about changing all of their clothes behind the wheel between meetings at 55 mph. It's scary when you think about it.

We are surrounded by teeth brushes, TV watchers, diaper changers, shavers, smoochers, texters, and people doing just about anything in those cars except paying attention to the traffic around them. It's a Zoo! No, it's worse. At least in a zoo you're protected from the dangerous species.

This is where WE come in. In order to keep ourselves out of the hospital, we need to be aware of every move made by everyone around us. We need to watch their head motion, what their hands are doing, and where they're looking. (or not looking). We need to predict what they might do, and prepare to take evasive action. Above all, don't stay in their blind areas! Be ready for anyone around you to be distracted by whatever they are doing in that car and be prepared for them to make absolutely the worst possible move. Then you can be pleasantly surprised when they don't and you can make it through that intersection without an exciting interlude, and with both wheels on ground. Be alert, Be prepared, and Ride Safe!

## *ANOTHER THREE FLAGS CLASSIC FOR THE HISTORY BOOKS*

by Bob "Zumer" Masuzumi  
*2009 34th Annual Three Flags Classic Road Captain*

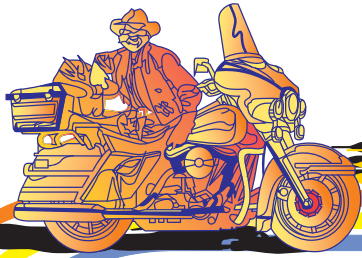
The SCMA 34th Annual Three Flags Classic is now a memory. The 2,156 mile Classic started in Mexicali, Baja California at the Araiza Hotel on Friday, Sept. 4, 2009. Due to the economy, personal or other unknown reasons, we had 32 no shows at registration. By the departure time of 3 a.m., there were 216 participants waiting to begin the long journey. On this day, it would take them through the spectacular scenery of Oak Creek Canyon and the quaint towns of Jerome and Sedona, then past Flagstaff to the first of three checkpoints, located at the Holiday Inn in Kayenta, Arizona, headed by Sam Trevino with volunteers from the Christian Motorcyclists Association (CMA). In fact, all three checkpoints were staffed with volunteers from the SCMA.

The next leg of the Classic has to be one of my favorite sections. After leaving Kayenta, it was on to Monument Valley. Combined with the overcast and a little moisture in the air, Mother Nature gave us a spectacular view. The clouds kept temperatures in the 70's and cast different shadows onto the rocks, giving them depth and dimension. Plus, with very light showers, the moisture brought out the gorgeous reds and oranges in the sandstone. It was as if they were on fire. Leaving Monument Valley, past Glen Canyon Recreation Area and the great Colorado River, it was on to the state of Utah. Did I say that this was one of my favorite sections? Between Torrey and Bryce Canyon, Mother Nature again presented us with a wonderful view of the sandstone in the Grand Staircase-Escalante Monument. If you have never been on Utah's Scenic Byway 12, it is a must-see that was designated a National Scenic Byway and an All-American Road by the Federal Highway Administration. All-American Roads have one-of-a-kind features so exceptional that they qualify as a destination "unto themselves." Only a few byways achieve the status of All-American Road, making Scenic Byway 12 one of the most unique roads in the United States. A word of caution: While enjoying the scenery, stop at one of the many lookouts. This road has curves with no guardrails and a pretty good drop-off. If you are afraid of heights, be forewarned. When staying in Torrey, I highly recommend dinner at the Café Diablo. It is a little pricey, but the food and desserts are gourmet and very tasty. In Cedar City, we stopped for fuel and a fast meal at McDonald's. There, we met Steve and Josie Morris of Motorcycle Touring Association - California Chapter 3. While at McDonalds, we started talking to a first-time couple on Three Flags. They were from the Alberta area. The driver had lost a screw to his sunglasses. I retrieved my eyeglass repair kit from my bike and after putting in a replacement screw, he was back in business. And no, I was never a Boy Scout, but I do believe in being prepared, because I know how Murphy's Law works. Each night, we were staying at the same motels, so for the rest of the trip, after passing each other on the road, we had dinner each night with our new found friends. Leaving the colorful sandstone of Utah, we headed to the Great Basin of Nevada and the second checkpoint at the Bristlecone Motel in Ely, Nevada, headed by Randy Hutsell. Once again, the cloud cover kept temperatures in the comfortable 70's. With rays of sunlight shining through the clouds, it was almost spiritual, giving one a sense of peace and feeling lucky to have the freedom to enjoy our passion for motorcycling.

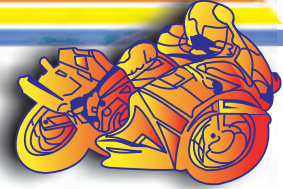
Leaving Ely, we continued on US 93 for over 750 miles. At Twin Falls, we crossed the Snake River Canyon where in 1974, Evil Knievel attempted to jump the canyon on his custom-made X-2 Skycycle. It was more of a rocket than a motorcycle. When we crossed the canyon, there were people preparing to bungee jump from Perrine's Bridge. It is a 500 foot drop and they use a 200 foot cord. Before arriving in Arco, Idaho, we passed through the Craters of the Moon National Monument. This 1,100-square mile area contains more basaltic volcanic features than any other area of its size in the Continental United States. After the lava fields, we entered the Salmon-Challis National Forest, which the Lewis and Clark Trail passes through parts of. Continuing on US 93, we followed the Salmon River and through the towns of Challis, Salmon, and North Fork, before arriving in Missoula, Montana, at the Muralt's Travel Plaza and Days Inn, the third checkpoint, headed by Mike Weddel. Larry Banister was the original leader of this checkpoint, but due to illness, had to step down. Our thoughts and prayers for a speedy recovery go out to you, Larry.

From Missoula, it was only 355 miles to the finish in Lethbridge, Alberta, Canada. But first, we traveled through Helena National Forest and crossed the Continental Divide at Rogers Pass at 5,610 feet. While getting gas in Choteau, I noticed a crew cab dually with a motorcycle in the truck bed. The owner of the motorcycle decided in Cedar City that it was time to stop riding the bike. This was his first Three Flags and he had been riding with a group with his wife following in the

*Continued on page 18*



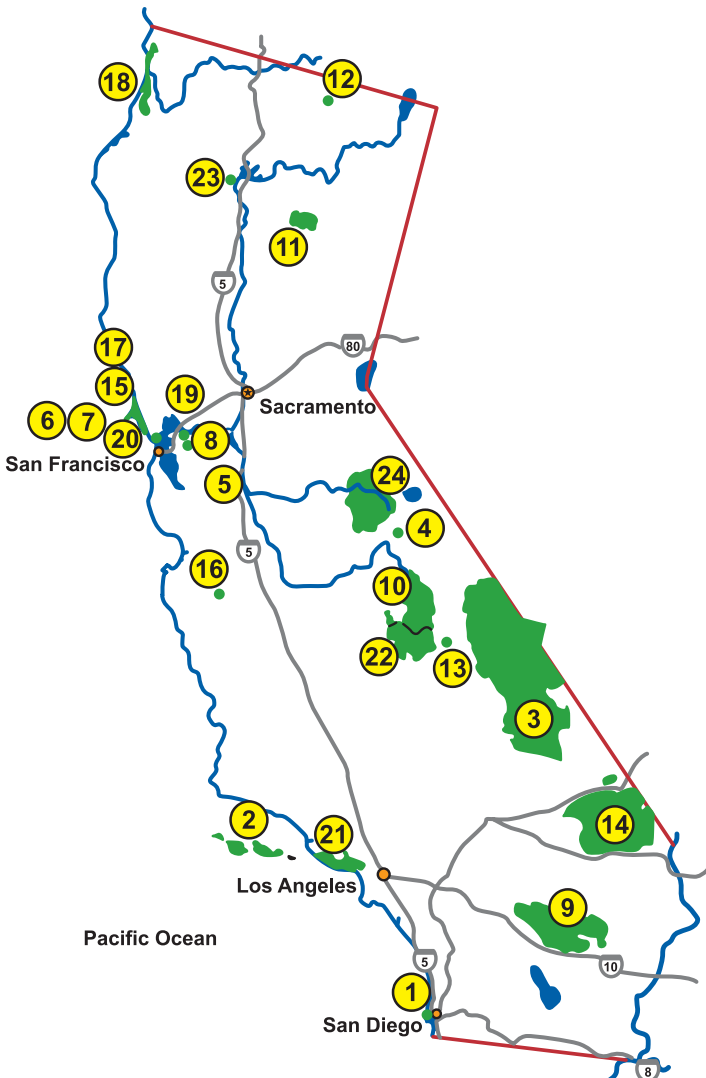
Southern California Motorcycling Association



# 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](http://www.sc-ma.com)  
Email us at:  
[scmacpa@earthlink.net](mailto:scmacpa@earthlink.net)



# SCMA's California Parks Adventure

\$ 60.00 Non-Members

\$ 50 for SCMA members

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Beverly Hills, CA 90211

## SCMA's California Parks Adventure

- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>1. <a href="#">Cabrillo National Monument</a> - San Diego, CA</li> <li>2. <a href="#">Channel Islands National Park</a> - Ventura, CA</li> <li>3. <a href="#">Death Valley National Park</a> - Death Valley, CA</li> <li>4. <a href="#">Devils Postpile National Monument</a> - Mammoth Lakes, CA</li> <li>5. <a href="#">Eugene O'Neill National Historic Site</a> - Danville, CA</li> <li>6. <a href="#">Fort Point National Historic Site</a> - Presidio of San Francisco, CA</li> <li>7. <a href="#">Golden Gate National Recreation Area</a> - San Francisco, CA</li> <li>8. <a href="#">John Muir National Historic Site</a> - Martinez, CA</li> <li>9. <a href="#">Joshua Tree National Park</a> - HQ in Twentynine Palms, CA</li> <li>10. <a href="#">Kings Canyon National Park</a> - Southern Sierra Nevada, CA</li> <li>11. <a href="#">Lassen Volcanic National Park</a> - Mineral, CA</li> <li>12. <a href="#">Lava beds National Monument</a> - Tulelake, CA</li> </ol> | <ol style="list-style-type: none"> <li>13. <a href="#">Mazanar National Historic Site</a> - Independence, CA</li> <li>14. <a href="#">Mojave National Preserve</a> - HQ in Barstow, CA</li> <li>15. <a href="#">Muir Woods National Monument</a> - Mill Valley, CA</li> <li>16. <a href="#">Pinnacles National Monument</a> - Paicines, CA</li> <li>17. <a href="#">Point Reyes National Seashore</a> - Point Reyes, CA</li> <li>18. <a href="#">Redwood National and State Parks</a> - Del Norte &amp; Humboldt Counties, CA</li> <li>19. <a href="#">Rosie the Riveter WWII Home Front Nat'l Historical Park</a> - Richmond, CA</li> <li>20. <a href="#">San Francisco Maritime National Historical Park</a> - San Francisco, CA</li> <li>21. <a href="#">Santa Monica Mountains National Recreation Area</a> - Thousand Oaks, CA</li> <li>22. <a href="#">Sequoia National Park</a> - Southern Sierra Nevada, CA</li> <li>23. <a href="#">Whiskeytown National Recreation Area</a> - Whiskeytown, CA</li> <li>24. <a href="#">Yosemite National Park</a> - the Sierra Nevada, CA</li> </ol> |
|--|--|

## ANOTHER THREE FLAGS CLASSIC

*Continued from page 15*

truck. They continued in the truck and attended the banquet on Tuesday. Although he was not a finisher, in my opinion, he made the right choice. Why jeopardize yourself or your group? Hopefully, he will attempt another Classic, or maybe attend an SCMA Grand Tour or Blazing Saddle ride. Past the town of Lincoln, the wind picked up. We had a crosswind all the way to Lethbridge. I believe it also rained and hailed in the area of Glacier National Park. The finish was at the Lethbridge Lodge. The volunteer groups were GWRRA Chapter AB-L, BMW Riders Group and Southern Alberta Bikers, headed by Ron Peterson. Of 216 starters, 4 riders did not finish or complete the ride. There were 199 males and 17 females, 209 drivers and 7 passengers. The breakdown of bike brands was Honda with 101, Harley Davidson - 41, BMW - 31, Yamaha - 21, Kawasaki - 6, Suzuki - 3, Victory and Triumph - 1 each. The oldest bike was a 1980 Honda, then a 1983 Honda, and a 1984 Harley Davidson. The smallest engine size was a Honda 600 CBR F41, then a Suzuki 650 SV650, and a Honda 800 VFR. The break-down for countries was: USA - 145, Canada - 68 and Mexico- 3. The top 3 cities were: Calgary - 10, Medicine Hat - 8, and Lethbridge - 7. The top States/Provinces were: California - 105, Alberta - 39 and British Columbia - 26. Our youngest male/female drivers were 22 yrs and 36 yrs respectively. Our youngest male/female passengers were 59 yrs and 41 yrs respectively. Our oldest male/female drivers were 90 yrs and 83 yrs respectively. Our oldest male/female passengers were 59 yrs and 93 yrs respectively. There was only one male passenger on the ride.

Next year is the 35th Annual Three Flags Classic and it will be a five day event. Every fifth year, the event is one day longer. The dates are Friday, Sept. 3 to Tuesday, Sept. 7, 2010. It will start in Regina, Saskatchewan, Canada and end in the fishing village of Puerto Penasco (Rocky Point), Mexico.

Well, another Classic goes into the history books. Planning the route for this ride actually started on my return trip from the 2007 Classic from Medicine Hat. On my way to Waterton Lakes National Park, I stopped in Lethbridge, thinking it would make a good finish location. I got information from the Tourism Association and presented my proposal to the E-Board. After their approval, on my return trip from the 2008 Classic from Nanaimo, I again stopped in Lethbridge to visit the Mayor, four motorcycle shops, the Lethbridge Lodge and meet some of the volunteers that would be helping with the finish. Once I had the route in place, and Chuck Jones had the volunteers set up for the checkpoints, Kenn Hatke chose the banquet menu, Blake Anderson had the liability issues taken care of, John Katics and Ralph Fox secured the door prizes, Mitch Friedman handled publicity, Phyliss Hatke maintained notes as our secretary, Dennis Even helped wherever needed, all presided over by Jan Staws, the 2009 Three Flags Classic was set. I hope participants on this year's ride enjoyed the route and the camaraderie. As a committee member of this year's Classic, I feel honored to be a part of the legacy of what the Three Flags Classic has become.

In conclusion, keep the rubber side down and keep looking for new roads. Who knows? Someday, you may be planning a route for a future Classic!

## 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](http://www.ON-A-BIKE.com).*

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

### **MOTORCYCLIST FATALITIES PLUMMET IN TEXAS**

While most states across the country continue to experience increases in motorcycle accidents and fatalities in the wake of increasing motorcycle usage, the state of Texas has reported a significant decrease in rider deaths due largely to safety and awareness programs initiated by motorcyclists and the Texas Department of Transportation.

According to TxDOT, fatalities declined more than 23% over the same time period from 2008, with 264 deaths reported from January 1 - August 24, 2009, versus 344 deaths the previous year.

"I would say this is a direct result of the Texas Transportation Institute put together to cut down on Traffic fatalities, especially for motorcyclist," explained Sputnik, State Chairman of the Texas Motorcycle Rights Association (TMRA-II) and Chairman of the National Coalition of Motorcyclists Legislative Task Force (NCOM-LTF). "Several of our members sit on the Board of that newly formed Institute."

Sputnik gave further credit to the Motorcycle Awareness Program put together by TxDOT at riders' insistence and added; "We have very high hopes that SB 1967 (a multi-faceted motorcycle safety bill enacted earlier this year) and the year round airing of Public Service Announcements, increased penalties for negligence and Rider Training will bring that number down even farther."

Texas is one of the largest motorcycling states in the nation in terms of motorcycle registrations and year-round riding weather, and largely through the efforts of TMRA-II under Sputnik's leadership repealed their mandatory helmet law in 1997.

## *IS 'GLASSPHALT' SAFE FOR MOTORCYCLES?*

As an automobile driver, I never paid too much attention to Glassphalt. I've seen various roads throughout Baltimore sparkle in my headlights, but beyond that, I hadn't given Glassphalt a thought.

My indifference changed last week when a fellow rider and a good friend went down on the Ocean City Convention Center parking lot.

The fall happened when a careless car driver came into my friend's path of travel. He made a quick stop, at parking lot speeds, and went down when his front wheel locked unexpectedly. His motorcycle was undamaged, but he fractured a bone in his foot and bruised his ego.

My friend is a life-long rider, having logged over 70,000 miles on his current motorcycle. He's highly trained and an extremely conscientious rider. Stopping quickly is something that he practices regularly.

To me, his fall just didn't add up, until he told me about the Glassphalt. Unknown to him prior to his fall, the Ocean City Convention Center parking lot is paved with Glassphalt. According to him, making a quick-stop on the Glassphalt parking lot was like riding on a rain slick surface.

Certain facts pertaining to Glassphalt are readily available. Other information seems impossible to find. Research indicates:

- \* A 15% mixture of properly crushed glass and asphalt is typical
- \* Mixed properly, Glassphalt is said to meet "traction standards"
- \* Traction standard information is elusive enough that I was unable to determine what the standards are, and if there was a consideration made for two-wheeled vehicles
- \* It is recommended that Glassphalt not be used for roadways with a speed rating above 40 mph
- \* A topic of debate and research regarding Glassphalt was whether Glassphalt could be "striped." Would paint stick to it?

According to an article by [cwc.org](http://cwc.org), improperly mixed Glassphalt can decrease traction:

"For surface course, glass aggregate graded to 3/8-inch and finer is recommended. Particles larger than 3/8-inch have a tendency to align themselves parallel to the road surface during placement and can lower the skid resistance.

After my friend's fall, I examined the parking lot at the OC Convention Center and observed what I believed to be a very high content of glass. Granted, I'm not a Glassphalt expert, but I do know that I observed many pieces of glass in the Convention Center Glassphalt surface that were at least 3/8 in size, if not bigger. This seems to corroborate my friend's assessment of the reduced traction on this parking lot.

I'm not saying that all Glassphalt paved surfaces are dangerous for two-wheelers. I am saying that it pays to be careful, since there appears to be a level of risk involving motorcycles and Glassphalt. The lesson is to recognize your riding surface, and tailor your riding accordingly.

# SCMA's Second Annual Triple Crown Banquet

**California  
Parks Adventure**



**USA 4 Corners  
Motorcycle Tour**



**Three  
Flags Classic**



**When : Saturday, February 20, 2010**

- 3:00 pm to 5:00 pm      **Meet and Greet**
- 6:00 pm to 7:00 pm      **Social Hour**
- 7:00 pm                      **Dinner - Buffet style dinner**
- 8:00 pm                      **Program**

**Where : Hotel Menage**

1221 Harbor Blvd., Anaheim, CA 92805

1-888-462-7275

- Mention SCMA for special room rates @ \$99.00 + tax
- Cut off date for discount is February 1, 2010
- Motorcycles park for free, hotel guest parking \$10.00 daily
- 5 minute shuttle from Disneyland
- Web Site - [www.hotelmenage.com](http://www.hotelmenage.com) for directions and reservations

**Banquet Cost : \$ 50.00 per person.**

**DEADLINE FOR BANQUET RESERVATION IS  
FEBRUARY 14th, 2010**

**Come one, Come all, Everyone is invited to enjoy an evening with fellow motorcyclists. No participation in these events necessary. No membership required.**

**For more information contact:**

**Phyllis Shaw-Hatke / Ken Hatke @ 1-951-677-3644**

## *SCMA's Second Annual Triple Crown Banquet Reservation*

*Please print clearly*

\$ 60.00 Per Person

Name:

Address:

City, State, Zip:

Phone

E-Mail

Please make checks payable to: **SCMA**  
**C/O Ken Hatke**  
**38685 Via Taffia**  
**Murrieta, CA 92563**

Please mark the events you have completed.  
 Verification will be done to validate Triple Crown finishers.

- California Parks Adventure
- Four (4) Corners Motorcycle Tour
- Three (3) Flags Classic

If you have an interesting story that you would like to share while on one of these rides please feel free to share in the space below. You can add additional paper if it runs over. This may or may not be used in the banquet.



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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 Riders**

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

### **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!

