

# SCMA

Southern California  
Motorcycling Association

# NEWS



**VOLUME 43 ♦ NUMBER 2 ♦ FEBRUARY 2011**

Antelope  
Valley  
Riders

B.M.W.  
Club  
of Southern  
California

Motorcycle  
Touring  
Assn.  
Chapter 3

Pasadena  
Motorcycle  
Club

SCMA  
Outriders

Shamrock  
Road Riders

South Coast  
BMW Riders

Victor  
McLaglen  
Motor Corps

## If You

# LOVE

## to Ride...

## Join us for the



**Sunday**  **February 13**

**— See Page 5 for Details —**

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



**FEBRUARY**

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					

**MARCH**

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

**CALENDAR OF EVENTS**

✓ Marks Travelers Events

**FEBRUARY**

- 5 Three Flags Meeting Fullerton  
10 am Fullerton Harley Davidson
- 6 SCBWRC Meeting Santa Paula
- 12 SCMA General Sunland  
Membership Meeting 9-11 am  
Angeles National Golf Club  
9401 Foothill Blvd.  
818-951-8771
- 12 BMWCOSC Day Ride Reagan Library
- 13 ✓ SCMA Sweetheart Run Santa Clarita  
Sign-in: 8-10 am  
310-387-3974 / 951-677-364
- 18-21 SCBWRC Tombstone/Kartchner
- 19 Triple Crown Banquet Ontario  
6pm-?  
Radisson - 2200 E. Holt  
909-975-5002
- 19-20 BMWCOSC President's Day Ride
- 20 SCMA Sweetheart Run (Rain Date)

**MARCH**

- 5 Three Flags Meeting Fullerton  
10 am Fullerton Harley Davidson
- 5 SCBWRC Meeting Dana Point
- 6 ✓ PMC Poker Run
- 6 BMWCOSC Day Ride Lompoc  
La Purisima Mission
- 12 & 13 ✓ Shamrock Roadriders  
St. Patrick's Day Run  
(Traveler's Award - 1st day only)
- 19 SCMA General Sunland  
Membership Meeting 9-11 am  
Angeles National Golf Club  
9401 Foothill Blvd.  
818-951-8771
- 19-20 BMWCOSC Morro Bay Ride
- 19-20 SCBWRC Primm, NV Ride
- 26 BMWCOSC Vernal Equinox Dinner



**Legend**

- AVR - Antelope Valley Riders #163030A
- BMWCOCS - BMW Club of Southern California
- MTA - Motorcycle Touring Association (Calif. Chapter 3)
- PMC - Pasadena Motorcycle Club
- SCBMWRC - South Coast BMW Riders Club
- SCMA - Southern California Motorcycling Association
- Shamrocks - Shamrock Road Riders

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90651-0487.

## EXECUTIVE BOARD

### VICE CHAIRMAN

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760-954-9054  
Huey@ix.netcom.com

### CHAIRMAN

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

### RECORDING SECRETARY

Dennis Even  
661-298-0000  
even4two@pacbell.net

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562-408-1330  
SallyJBishop65@gmail.com

### TREASURER

David L. Johnson  
909-271-0137  
treasurer@sc-ma.com

### REFEREE & INSURANCE

Joe Mandeville  
626-274-2237  
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  
FEBRUARY 10, 2011  
TO BE PUBLISHED IN THE  
MARCH 2011 ISSUE**

### GRAPHIC DESIGN

**Randy Angel**  
18531 Mansel Ave.  
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310-370-2725  
rwangel@earthlink.net

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#### Travelers Award 2011

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Jan Staws  
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#### Three Flags Classic 2011

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Vice-Chairman - Gaylord (Huey) Ward 760-954-9054  
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#### USA-Four Corners M/C Tours

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

#### California Adventure

Logan Olds  
760-985-7660  
eevee642@aol.com



## 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 —

Blake Anderson 714-801-3931

## **FROM THE CHAIR**

With the holidays well behind us, winter upon us and the promise of the 2011 riding year ahead of us, its time to reflect on 2010 and look forward to 2011.

2010 was a banner year for SCMA. And it was a little unconventional.

For the first time in a long time, we ran the Three Flags Classic from north to south. We started in Regina. The route was terrific—taking us through the Black Hills, the middle of the Rockies, the Black Canyon of the Gunnison, old Taos, the Devil's Highway and the surprisingly green southeastern part of Arizona. We ended in Tucson—not Mexico—because we were willing to choose common sense over tradition. We'll be back to Mexico some day when law and order once again prevails in that otherwise peace-filled, beautiful and interesting country, but not in 2011. Three Flags will start in San Ysidro and end in Penticton. The 2011 route will be a challenging list of extremes and will include some of the best roads in the western third of the United States. A big thanks to Chair Huey Ward and Vice Chair Rich Vencill and their team for the 2010 TFC. And we look forward to the 2011 TFC headed by Joe Mandeville and Huey Ward.

The USA Four Corners Tour was a screamin' success. It was the biggest year yet. The recovering economy and the hard work of David Johnson made the Tour one of the must do's in 2010 for dedicated long distance riders. We expect 2011 to set a new record number of riders. One of the 2011 riders will be me. I am finally taking the time to take on the challenge.

2010 was also the year we built stronger relationships with our six affiliated clubs and we added a new affiliated club—the South Coast BMW Riders Club. I am looking forward to building better communication between the clubs for the sake of our riders.

We reached out together at the Long Beach Motorcycle Show where we ran the Club Connection booth on Friday, Saturday and Sunday of the show December 17-19. We brought our promotional brochures and event fliers and had the opportunity to talk to over 300 riders. Between us all, we were able to give the attendees at the show a solid picture of what the southern California riding clubs can mean to them during 2011 and beyond. It was truly a team effort to provide the 44 volunteer man-hours it took to keep the booth properly staffed during the run of the show.

SCMA and its affiliated clubs now have a comprehensive riding calendar that is shown on the SCMA website. We are actively co-promoting our rides for the purpose of giving our members and riders a wide range of choices for 2011. We think that this is the way to increase ridership and membership. We all remember how huge the ridership was at our events 20 years ago. We may not be able to return to those kind of numbers because of all of the distractions and other opportunities that people have nowadays, but we are hopeful that with some better advertising and outreach we can at least significantly increase our ridership and reverse the trend of waning numbers.

So check out the 2011 riding calendar and get ready for some terrific one-day, two-day and three-day events scattered throughout the year. This year Logan and Cheryl Olds are chairing the California Park Adventure Tour and have added the California Mission Tour. Both of these tours will give you a remarkable look at the real California while providing thousands of miles of riding experiences.

Visit our website at [www.sc-ma.com](http://www.sc-ma.com) and the websites of our affiliated clubs for news and details on the rides of 2011.

Finally, I want to give a special tip-of-the-hat to Huey Ward and his Cincinnati Chili that was featured at the finish of the January 9, 2011 Soup Run. Cincinnati Chili is chili piled on top of spaghetti plus onions plus cheese plus kidney beans. It was a great high desert route from Apple Valley to Santa Clarita. Huey and Dennis Even put the route together and gave us an interesting (and very cold) experience.

Things are really looking great for 2011. We have an enthusiastic and positive board and event volunteers that will give us plenty of fun and adventure. If you want to help, I'm still looking for a volunteer to be route chair for the June 12 Dog Days of Summer Ride. Email me at [BlakePAnderson@gmail.com](mailto:BlakePAnderson@gmail.com) or call me at (714) 801-3931 if you'd like to take this on.

See you on the road

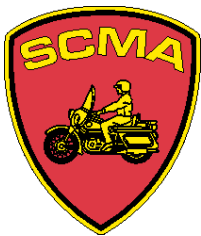
**Blake Anderson**



# SCMA 2011



# SWEETHEART RIDE



Traveler's Award

Sunday, February 13, 2011

Sign In: 8-10 a.m.

Ride closes at 3 p.m.



Sign In:

Santa Clarita Motor Sports  
26081 Bouquet Canyon Rd.  
Santa Clarita, CA 91355  
661-259-8460

### ENTRY FEE

SCMA: \$10.00  
Non-SCMA Members: \$15.00

For Information call: 310-387-3974 or 714-801-3931

Complete entry form and mail with check or money order made payable to SCMA to:  
Jan Staws • 1959 Gale Ave. • Long Beach, CA 90810

MAIL IN DEADLINE: February 6, 2011

## RIDER

## PASSENGER

Name \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_ Zip \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_ Zip \_\_\_\_\_

Telephone \_\_\_\_\_

Telephone \_\_\_\_\_

SCMA or AMA number \_\_\_\_\_

SCMA or AMA number \_\_\_\_\_

## **EDITOR'S CORNER**

Welcome to 2011, I hope you all had a great holiday season. We welcomed in the year with the Soup Run/Cincinnati Chili event. Had 27 very brave, hearty riders turn out on a extremely cold morning to support the SCMA. The route was good from what I hear and the CC chili was received very well. We did have some people mentioned they missed the soup, especially in this kind of weather but I think that our Vice-Chairman did one hell of a job in preparing everything himself, dragging out the pots, generator, cook stove and all the groceries that went with this was a lot of work. Hats off to "Huey" Ward.

Next up is the Classic drawing, January 29th. It is being held at Fullerton Harley Davidson. I would like to thank them for their support of the SCMA, they have been outstanding in lending a helping hand. They are providing the room, donuts, coffee and hospitality of fellow motorcyclists. We are bringing bagels, cream cheese and riders who will be waiting to hear their names called as a participant of the 2011 Three Flags Classic. Everyone is welcome to join us.

After that we have the Super Bowl and then the Sweetheart Ride on February 13th, starting at Santa Clarita Motor Sports. Doug Hoffelt has been kind enough to lay out a route for me which I sure you will enjoy. Santa Clarita Motorsports is not only providing coffee and donuts but will be serving lunch at the end of the ride. Hope to see a lot of you there.

March brings us the PMC Poker Run, March 6th. and then the Shamrock Road Riders Saint Patrick's Day ride, it is a two day event again this year, weekend of March 12th & 13th, which means the general membership meeting moves to March 19th.

That is how the 1st. three months of the year is shaping up for SCMA. Remember you can see the USA with the SCMA.

Have a great month, talk with you in February and keep the rubber side down, the sunny side up.

**Your Editor,  
Jan Staws**

## **PHOTOS WANTED**

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

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

**Randy Angel • [rwangel@earthlink.net](mailto:rwangel@earthlink.net)**

## **Editorial Submissions**

Please adhere to the following guidelines when  
submitting editorial content for the SCMA  
Newsletter:

**Articles/Text** — Submit as a Word Document  
after making necessary changes using Spell  
Check.

**Photos/Artwork** — Submit as jpeg files. Images  
will be printed at 300 dpi.

**Flyers** — Submit in PDF format. Make sure all  
fonts and images are collected and not corrupt.  
Images should be flattened.

## South Coast BMW Riders Club Presents Tombstone, Kartchner Caverns, and Queen Mine Tour

### **Friday Feb 18th - 351 miles**

Depart 8:00 AM - Depart Starbucks in San Juan Capistrano

Lunch at the Rib Co in 29 Palms then on to Wickenburg through the high desert

Arrive Wickenburg, AZ 4:00 pm Super 8 Motel (928) 684-0808 Rooms \$75.00 Dinner at Anita's Couchina



### **Saturday Feb 19th - 372 Miles**

8:00 AM Depart Wickenburg - lunch & gas in Globe AZ (George's Hamburger Shop)

3:10 PM Arrive Tombstone - Tour town & eat

5:30 PM arrive at Best Western Plus, Quail Hollow Inn, Benson, AZ

(520)586-3646 Rooms \$79-Q \$89-K \$99- 2Queen beds

(say you are with the Motorcycle group)



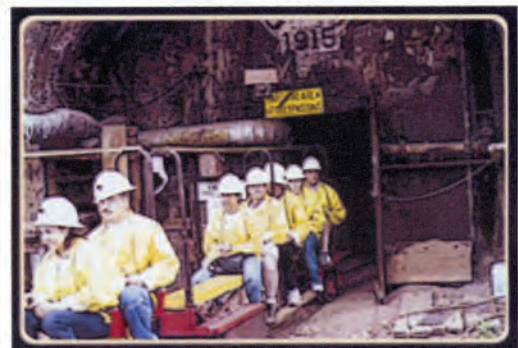
### **Sunday Feb 20th - 229 Miles**

8:00 AM - Checkout and depart Best Western

8:30 AM arrive at Kartchner Caverns State Park

9:15 AM OR 9:45 AM Tour Caverns \$22.95 per person

11:45 AM Depart Kartchner Caverns



12:45 PM Arrive in Bisbee, AZ - Lunch, **2:00 PM mine tour**

3:30 PM Depart Bisbee

6:30 PM Arrive at Travel Lodge in Casa Grande (Eloy) (520)836-5000 Rooms \$56-\$75

### **Monday Feb 21- 418 Miles**

Depart 8:30 AM - Return home by way of highway 8 & 78 Lunch at Rally's in Brawley

4:00 PM Arrive at Starbucks San Juan Capistrano

**RSVP to Tom Hooper [hoopers4@dslextreme.com](mailto:hoopers4@dslextreme.com)**

You are responsible for making your own hotel reservations.

### **Important Note:**

**Tickets to the Cavern tours should be purchased ASAP** as they do sell out. We will be on the 9:15 am or 9:45 am tour (either cave), Tours are limited to 15 people **so reserve now!** Cost \$22.95 Call (520) 586-2283. You can call 7 days a week, from 8 am to 5 pm MST. The mine tour is \$13 and should also be reserved Queen Mine tours:  
<http://www.queenminetour.com/minetours.php>

# SCMA's Third Annual Triple Crown Banquet

*California  
Parks Adventure*



*USA 4 Corners  
Motorcycle Tour*



*Three  
Flags Classic*



**When :** Saturday, February 19, 2011

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

**Where :** Radisson Ontario Airport

2200 E. Holt Blvd., Ontario, CA 91761

For RESERVATIONS 800-395-7046 Toll Free US & Canada

- Mention SCMA for special room rates @ \$99.00 + tax

- Cut off date for discount is January 28, 2011

- Web Site - [www.radisson.com](http://www.radisson.com) Click on Reservations, Enter Date,  
go to Promotional Code: Enter SCMA

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

**DEADLINE FOR BANQUET RESERVATION IS  
JANUARY 28, 2011**

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 / Kenn Hatke @ 1-951-677-3644

[kenn2006@verizon.net](mailto:kenn2006@verizon.net)



Payment by check or money order USD, please complete the following and enclose with your payment. Mail to:

SCMA  
P.O. Box 1580  
Loma Linda, CA 92354

Print and mail this document with your check.

Please mark the 2010 events you have completed  
Verification will be done to validate Triple Crown finishers.

1st Name \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

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

Choose your Dinner entree

- Prime Beef
- Sea Bass
- Chicken

2nd Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

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

Choose your Dinner entree

- Prime Beef
- Sea Bass
- Chicken

3rd Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

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

Choose your Dinner entree

- Prime Beef
- Sea Bass
- Chicken



# The California Adventures: National Parks Tour & Mission Tour

## How to Join the Fun!

1. Go to the website:  
[www.CaliforniaAdventures.org](http://www.CaliforniaAdventures.org)
2. You must be an SCMA member to participate, you will need to join before leaving on the tour.
3. Return the Release Form signed by yourself and a witness.
4. Return the Registration form and a Check or Money Order (NO CASH!!!) in the amount of US \$50.00 made out to:

SCMA CA Adventures  
CA National Parks Tour

Mail to:

Logan & Cheryl Olds  
SCMA CA Adventures  
P.O. Box 400771  
Hesperia, CA 92340

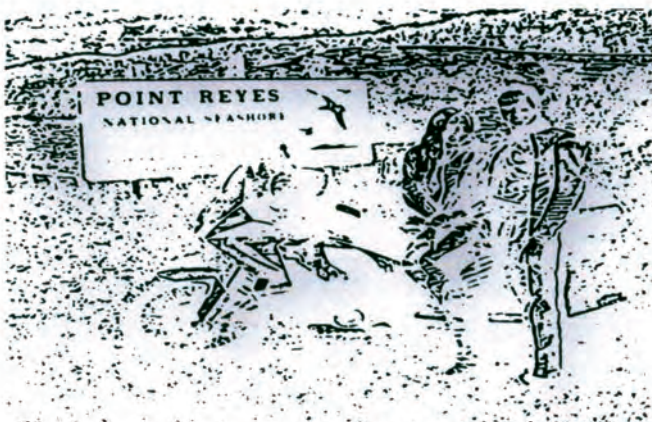
Please allow 2-4 weeks for delivery of your passport.



## ? QUESTIONS ?

EMAIL :

[Chairman@CaliforniaAdventures.org](mailto:Chairman@CaliforniaAdventures.org)





**Southern California  
Motorcycling Association**

## California Adventures

Registration Form for California Adventures Tours

Charter Name : SCMA, Location California, USA

AMA Sanction # R0095

YOU MUST BE AN SCMA MEMBER TO PARTICIPATE. If you are not a member please complete the membership form on the back page, questions contact Sally Bishop 562-408-1330.

Rider Name (Print) \_\_\_\_\_

Passenger (Print) \_\_\_\_\_

Street Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone \_\_\_\_\_

E-mail \_\_\_\_\_

Tour you will Participate in \_\_\_\_\_

Motorcycle License Plate # \_\_\_\_\_

Year/Make \_\_\_\_\_ Model /CC \_\_\_\_\_

Parent/Guardian \_\_\_\_\_

Participant Signature \_\_\_\_\_

Date \_\_\_\_\_

SCMA# \_\_\_\_\_

Send US \$50.00 check or money order to:

Logan & Cheryl Olds

SCMA CA Adventures

P.O. Box 400771

Hesperia CA 92340



## California National Parks Tour

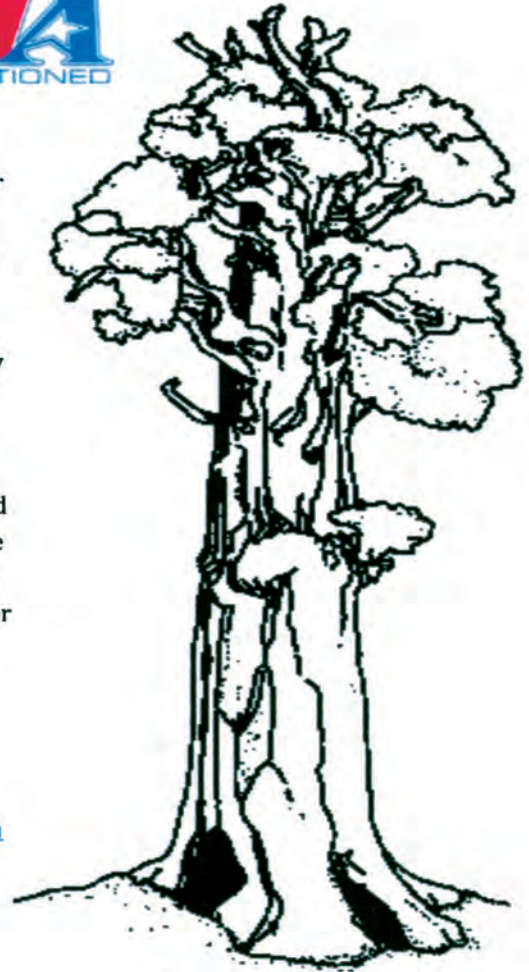


### Rules

- With each park visit, stamp your passport with that park's 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 center, or some landmark that is unique to that park.
- All 24 National Parks in California must be visited between January 1<sup>st</sup> and December 15<sup>th</sup> of the calendar year.
- All participants will receive a SCMA Parks Pin and an AMA Grand Tour Pin. Finishers will receive a finisher's plaque.
- Plaque and Pin will be distributed at the SCMA Triple Crown Award Banquet in February of the following year. If you cannot attend the items will be mailed to you after the Triple Crown Award Banquet.
- Return the completed passport postmarked no later than December 15<sup>th</sup> to:

Logan & Cheryl Olds  
SCMA CA Adventures  
PO Box 400771  
Hesperia, CA 92340

- For more information, please visit our website at: [www.sc-ma.com](http://www.sc-ma.com)  
OR [www.californiaadventures.org](http://www.californiaadventures.org)
- Or email us at: [Chairman@californiaadventures.org](mailto:Chairman@californiaadventures.org)



### Mission Tour Rules



**Southern California  
Motorcycling Association**

- Be sure to take a photograph of you or your motorcycle in front of one of the following: the entrance, the visitor center, or some landmark that is unique to that mission.
- All 21 Missions in California must be visited between January 1<sup>st</sup> and December 15<sup>th</sup> of the calendar year.
- All participants will receive a SCMA Mission Pin and an AMA Grand Tour Pin. Finishers will receive a finisher's plaque.
- Plaque and Pin will be distributed at the SCMA Triple Crown Award Banquet in February of the following year. If you cannot attend the items will be mailed to you after the Triple Crown Award Banquet.
- Return the completed passport postmarked no later than December 15<sup>th</sup> to:
  - Logan & Cheryl Olds
  - SCMA CA Adventures
  - PO Box 400771
  - Hesperia, CA 92340
- For more information, please visit our website at: [www.sc-ma.com](http://www.sc-ma.com) OR [www.californiaadventures.org](http://www.californiaadventures.org)
- Or email us at: [Chairman@californiaadventures.org](mailto:Chairman@californiaadventures.org)



# California Adventures Release and Waiver of Liability Form

A signed Release and Indemnity Form with **red background showing** must be received prior to your departure and remain in effect until you return from the Tour in order to be considered an eligible participant of this event.

## RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT (R)

CHARTER NAME, LOCATION, AND SANCTION #	EVENT DATE (S)
--	----------------

IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in the EVENT(S) or being permitted to enter for any purpose any RESTRICTED AREA (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), EACH OF THE UNDERSIGNED, for himself, his personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that he have or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which he enters, and he further agrees and warrants that, if at any time, he is in or about RESTRICTED AREAS and he feels anything to be unsafe, he will immediately advise the officials of such and if necessary will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(S).
2. HEREBY RELEASES, WAIVES, DISCHARGES, AND COVENANTS NOT TO SUE the promoting organizations, participants, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, motorcycle owners, riders, pit crews, rescue personnel, any persons in any RESTRICTED AREA, promoters, sponsors, advertisers, owners and lessees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents and employees, all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFORE ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.
3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and their insurance carrier, and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the EVENT(S) WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.
4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.
5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED, also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.
6. IF, DESPITE THIS RELEASE, I OR ANYONE ON MY BEHALF MAKES A CLAIM AGAINST THE "RELEASEES" NAMED ABOVE, I AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS THE RELEASEES AND THEIR INSURANCE CARRIER, AND EACH OF THEM FROM ANY LITIGATION EXPENSES, ATTORNEYS' FEES, LOSS, LIABILITY, DAMAGE, OR COSTS THEY MAY INCUR DUE TO THE CLAIM MADE AGAINST ANY OF THE "RELEASEES" NAMED ABOVE, WHETHER THE CLAIM IS BASED ON THE NEGLIGENCE OF THE RELEASEE OR OTHERWISE.
7. Hereby agree that in the event that I sustain any injury while in any Restricted Areas that any rescue personnel or medical personnel may release such medical information about my condition to representatives of the promoter, sanctioning organization, track operator, or track owner, as necessary to allow such individuals to properly report that information to appropriate representatives of the sanctioning organization and/or insurance carriers.
8. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

PRINT NAME HERE	SIGN NAME HERE	PRINT NAME HERE	SIGN NAME HERE
I HAVE READ	THIS RELEASE	I HAVE READ	THIS RELEASE
I HAVE READ	THIS RELEASE	I HAVE READ	THIS RELEASE
I HAVE READ	THIS RELEASE	I HAVE READ	THIS RELEASE
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## **DOG DAYS CHAIR SOUGHT**

The SCMA is seeking a volunteer to chair the June 12 Dog Days of Summer Ride. The ride chair is solely responsible for selecting a starting point, the route, a check point and providing the volunteers to staff the ride. This year we have a twist for the finish. Jan Staws has kindly volunteered to manage a free picnic that will be provided at a near-the-coast park. She has a site in mind but wants to collaborate with the ride chair so that the ride and the park tie together nicely.

If are interested in pitching in and helping with this ride, please contact Blake Anderson at either (714) 801-3931 or BlakePAnderson@gmail.com Here's a way to help your fellow riders while getting a chance to put your own creative touch into a ride that YOU get to design. If you have a road that you have been wanting to introduce to the rest of us, now is the time to step up and volunteer.

Thanks for your interest.

**Blake Anderson**  
**Chairman • Southern California Motorcycling Association**  
**(714) 801-3931**  
**BlakePAnderson@gmail.com • www.sc-ma.com**

## **CHECK OUT THIS RIDE**

### **Now This Is A Motorcycle Riders Challenge**

**Submitted by Ray Davis**

Go check out this site, it is called the Hoka Hey Motorcycle Challenge 3/48 at <http://www.hokaheychallenge.com/>.

It starts in San Diego on Friday, Aug. 5 and ends in Nova Scotia Sunday, Aug. 21. It advertises a "One Million" dollar first prize to finish first. It makes almost four complete North/South border to border routes.

Last year was the first year it was put on and they had (I think the web site said) 600 riders. The first person to finish it had to take a polygraph test to confirm that he had ridden the complete route and had made all of the check points.

We (Charles & I) heard about it from one of the guys in the "Spider" booth Friday at the Long Beach Motorcycle Show.

According to rules posted on the website, riders will have to end up sleeping beside his/her motorcycle in sleeping bags and/or tent and one of the requirements is that you have to spend over night (24 hours) at the Broken Spoke Campground in Sturgis, S.D.

God Bless,

**Ray Davis**  
**73 Ray KD6FHN**  
**Irvine, CA**

## **NEW AMA WEBSITE**

AMA has changed its website addresses

The AMA has recently changed its website and its website addresses. The resource page for organizers has changed. If you are looking for application forms, insurance forms, referee reports, etc. go to

**<http://www.americanmotorcyclist.com/asp/organizers/resources/index.asp>**

This is the new location of the AMA resource page for various applications, forms and reports that are important to SCMA and affiliated club business. I recommend that you bookmark this page for future reference.

Please convey this information to the appropriate folks in your club as an FYI.

**Shamrock  
Road Riders**

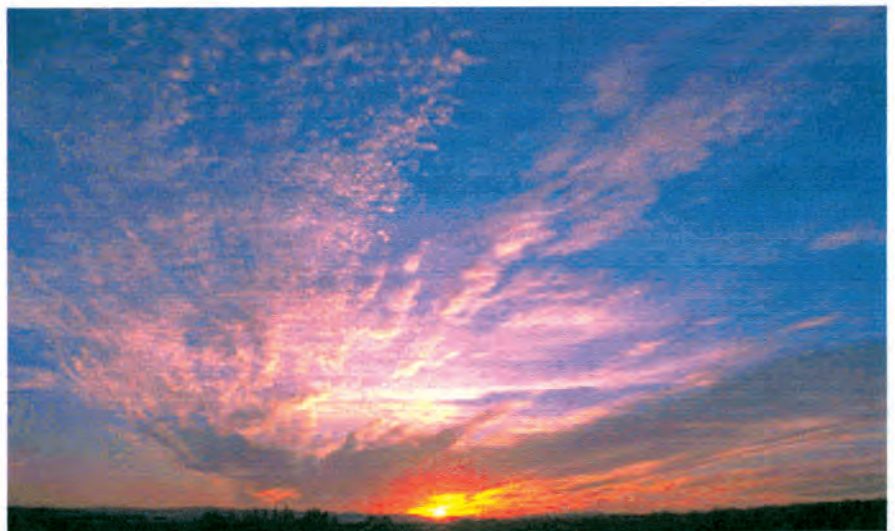
Come Ride With Us.  
**March 12-13,2011**



For Information  
661-298-0000  
805-990-3849



# Saint Patrick's Day Ride



Saint Patrick's Day Ride

Saint Patrick's Day Ride 2011 will start in the orchards of Moorpark and travel north to Hwy 150 and Ojai.

Leaving Lake Casitas and Santa Barbara we will travel up the San Marcos Pass to the Old Stage Coach Road, stopping at the stagecoach stop at Cold Springs Tavern.

The central coast vineyards lay beside us as we travel from Solvang and Santa Maria to San Luis Obispo, Morro Bay and Paso Robles. The Shamrock Road Riders have chosen Atascadero for the overnight location on the El Camino Real.

## **ANGRY SQUIRREL**

I don't know who wrote this, but he tells it quite visually and it's sure worth a laugh or two...If nothing else gives you a good belly laugh this year this will and will last the whole year.

I never dreamed slowly cruising on my motorcycle through a residential neighborhood could be so incredibly dangerous! Little did I suspect.

I was on Brice Street - a very nice neighborhood with perfect lawns and slow traffic. As I passed an oncoming car, a brown furry missile shot out from under it and tumbled to a stop immediately in front of me.

It was a squirrel, and must have been trying to run across the road when it encountered the car. I really was not going very fast, but there was no time to brake or avoid it — it was that close. I hate to run over animals, and I really hate it on a motorcycle, but a squirrel should pose no danger to me.

I barely had time to brace for the impact. Animal lovers, never fear. Squirrels, I discovered, can take care of themselves!

Inches before impact, the squirrel flipped to his feet. He was standing on his hind legs and facing my oncoming Valkyrie with steadfast resolve in his beady little eyes.

His mouth opened, and at the last possible second, he screamed and leapt! I am pretty sure the scream was squirrel for, "Bonzai!" or maybe, "Die you gravy-sucking, heathen scum!" The leap was nothing short of spectacular...

He shot straight up, flew over my windshield, and impacted me squarely in the chest. Instantly, he set upon me. If I did not know better, I would have sworn he brought 20 of his little buddies along for the attack.

Snarling, hissing, and tearing at my clothes, he was a frenzy of activity. As I was dressed only in a light T-shirt, summer riding gloves, and jeans this was a bit of a cause for concern. This furry little tornado was doing some damage!

Picture a large man on a huge black and chrome cruiser, dressed in jeans, a T-shirt, and leather gloves, pattering at maybe 25 mph down a quiet residential street, and in the fight of his life with a squirrel. And losing...

I grabbed for him with my left hand. After a few misses, I finally managed to snag his tail. With all my strength, I flung the evil rodent off to the left of the bike, almost running into the right curb as I recoiled from the throw. That should have done it. The matter should have ended right there.

It really should have. The squirrel could have sailed into one of the pristinely kept yards and gone on about his business, and I could have headed home. No one would have been the wiser. But this was no ordinary squirrel.

This was not even an ordinary angry squirrel. This was an EVIL MUTANT ATTACK SQUIRREL OF DEATH! Somehow he caught my gloved finger with one of his little hands and, with the force of the throw, swung around and with a resounding thump and an amazing impact, he landed squarely on my BACK and resumed his rather antisocial and extremely distracting activities. He also managed to take my left glove with him! The situation was not improved. Not improved at all.

His attacks were continuing, and now I could not reach him. I was startled, to say the least. The combination of the force of the throw, only having one hand (the throttle hand) on the handlebars, and my jerking back unfortunately put a healthy twist through my right hand and into the throttle. A healthy twist on the throttle of a Valkyrie can only have one result.

Torque.

This is what the Valkyrie is made for, and she is very, very good at it.

The engine roared and the front wheel left the pavement. The squirrel screamed in anger. The Valkyrie screamed in ecstasy. I screamed in . well .. I just plain screamed.

Now picture a large man on a huge black and chrome cruiser, dressed in jeans, a slightly squirrel-torn t-shirt, wearing only one leather glove, and roaring at maybe 50 mph and rapidly accelerating down a quiet residential street on one wheel, with a demonic squirrel of death on his back.

The man and the squirrel are both screaming bloody murder. With the sudden acceleration I was forced to put my other hand back on the handlebars and try to get control of the bike.

This was leaving the mutant squirrel to his own devices, but I really did not want to crash into somebody's tree, house, or parked car. Also, I had not yet figured out how to release the throttle...my brain was just simply overloaded. I did manage to mash the back brake, but it had little effect against the massive power of the big cruiser.

About this time the squirrel decided that I was not paying sufficient attention to this very serious battle (maybe he was an evil mutant NAZI attack squirrel of death), and he came around my neck and got INSIDE my full-face helmet with me.

As the faceplate closed part way, he began hissing in my face. I am quite sure my screaming changed intensity. It had little effect on the squirrel, however. The RPMs on the Dragon maxed out (since I was not bothering with shifting at the moment), so her front end started to drop.



Now picture a large man on a huge black and chrome cruiser, dressed in jeans, a very raggedly torn T-shirt, wearing only one leather glove, roaring at probably 80 mph, still on one wheel, with a large puffy squirrel's tail sticking out of the mostly closed full-face helmet. By now the screams are probably getting a little hoarse.

Finally I got the upper hand ... I managed to grab his tail again, pulled him out of my helmet, and slung him to the left as hard as I could. This time it worked ... sort-of.

Spectacularly sort-of ... so to speak.

Picture a new scene. You are a cop. You and your partner have pulled off on a quiet residential street and parked with your windows down to do some paperwork. Suddenly a large man on a huge black and chrome cruiser, dressed in jeans, a torn T-shirt flapping in the breeze, and wearing only one leather glove, moving at probably 80 mph on one wheel, and screaming bloody murder roars by, and with all his strength throws a live squirrel grenade directly into your police car.

I heard screams. They weren't mine... I managed to get the big motorcycle under control and dropped the front wheel to the ground. I then used maximum braking and skidded to a stop in a cloud of tire smoke at the stop sign of a busy cross street. I would have returned to 'fess up (and to get my glove back). I really would have.

Really... Except for two things.

First, the cops did not seem interested or the slightest bit concerned about me at the moment. When I looked back, the doors on both sides of the patrol car were flung wide open. The cop from the passenger side was on his back, doing a crab walk into somebody's front yard, quickly moving away from the car. The cop who had been in the driver's seat was standing in the street, aiming a riot shotgun at his own police car. So, the cops were not interested in me. They often insist to "let the professionals handle it" anyway.

That was one thing. The other? Well, I could clearly see shredded and flying pieces of foam and upholstery from the back seat. But I could also swear I saw the squirrel in the back window, shaking his little fist at me. That is one dangerous squirrel. And now he has a patrol car. A somewhat shredded patrol car but it was all his.

I took a deep breath, turned on my turn-signal, made a gentle right turn off of Brice Street, and sedately left the neighborhood. I decided it was best to just buy myself a new pair of gloves. And a whole lot of Band-Aids.

## ***THE TRUE ORIGIN OF THE INTERNET***

In ancient Israel, it came to pass that a trader called Abraham of Com did take unto himself a young wife by the name of Dot. And Dot of Com was a comely woman, broad of shoulder and long of leg.

Indeed, she had been called 'Amazon Dot Com'.

And she said unto Abraham, her husband, 'Why dost thou travel far from town to town with thy goods when thou can trade without ever leaving thy tent?'

And Abraham did look at her as though she were several saddle bags short of a camel load, but simply said, 'How, dear?'

And Dot replied, 'I will place drums in all the towns and drums in between to send messages saying what you have for sale and they will reply telling you which hath the best price. And the sale can be made on the drums and delivery made by Uriah's Pony Stable (UPS).'

Abraham thought long and decided he would let Dot have her way with the drums. And the drums rang out and were an immediate success. Abraham sold all the goods he had at the top price, without ever moving from his tent.

But this success did arouse envy. A man named Maccabia did secrete (look it up, it means to hide) himself inside Abraham's drum and was accused of insider trading. And the young man did take to Dot Com's trading as doth the greedy horsefly take to camel dung.

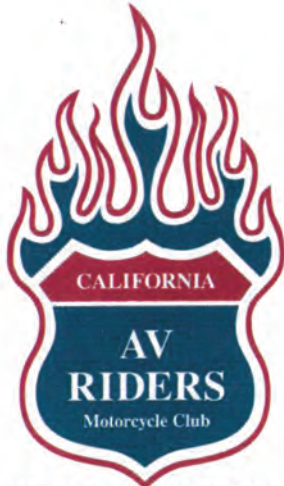
They were called Nomadic Ecclesiastical Rich Dominican Siderites, or NERDS for short.

And lo, the land was so feverish with joy at the new riches and the deafening sound of drums that no one noticed that the real riches were going to the drum maker, one Brother William of Gates, who bought up every drum company in the land. And indeed did insist on making drums that would work only with Brother Gates' drumheads and drumsticks.

And Dot did say, 'Oh, Abraham, what we have started is being taken over by others'. And as Abraham looked out over the Bay of Ezekiel, or as it came to be known 'eBay' he said, 'We need a name that reflects what we are.'

And Dot replied, 'Young Ambitious Hebrew Owner Operators.' 'YAHOO!' exclaimed Abraham.

And that is how it all began. Al Gore had absolutely nothing to do with it.



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MOUNTAIN  
TRIBE**

**April 2nd, 2011**

Presented by

**Antelope Valley Riders along with  
Antelope Valley Harley-Davidson  
With Live Music by Blue Mountain Tribe**

- Coffee and doughnuts at the start
- Lunch provided at the finish
- 50/50 and prize raffles
- Awards for high hand and low hand



*This is an SCMA Travelers Award Event*



Entry Fee:  
 \$25.00 PER RIDER  
 \$1.00 AMA DISCOUNT  
 \$1.00 SCMA DISCOUNT  
 \$1.00 MAIL IN DISCOUNT  
 \$15.00 PER PASSENGER  
 (NO PASSENGER DISCOUNTS)

Starting Point:  
 Antelope Valley Harley-Davidson  
 1759 W Ave J-12  
 Lancaster, CA 93534

Registration open from 8:30 to 10:30 am

For more information contact:  
 Doug 661-435-8949  
 Pre-Registration (mail by March 23th)  
 Make check payable to: Antelope Valley Riders  
 Mail to: Antelope Valley Riders, 3434 Satin Court,  
 Palmdale, CA 93551



Name \_\_\_\_\_

Club \_\_\_\_\_

Address \_\_\_\_\_

AMA# \_\_\_\_\_

City \_\_\_\_\_

SCMA# \_\_\_\_\_

# **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)*

## **RIDER TRAINING TRUMPS RIDING EXPERIENCE**

A new study utilizing a motorcycle simulator has found that formal advanced training is better than the school of Hard Knocks regarding how a rider reacts to emergency situations on the road.

A Triumph mounted on a custom rig designed and built at the University Nottingham's Centre for Motorcycle Ergonomics & Rider Human Factors in England was used to investigate the attitudes, behaviors and skills of different types of riders according to their level of experience and training, with simulation software projecting different riding scenarios onto a large screen in front of the rider.

Three groups; novice, experienced and those who had taken advanced motorcycle training, were put through identical scenarios on the simulator as well as other tasks in the laboratory to test aspects of their hazard perception and behavior.

The researchers discovered that experience on its own does not necessarily make riders safer on the road, while those riders who had taken advanced motorcycle safety training used better road positioning to anticipate and respond to hazards, kept to urban speed limits, and actually made better progress through bends than the other groups of novice and experienced bikers.

"This is one of the most in-depth studies of its kind ever conducted," said Dr. Alex Stedmon from the Human Factors Research Group. "Whilst experience seems to help develop rider skills to an extent, advanced training appears to develop deeper levels of awareness, perception and responsibility," Stedmon noted. "It also appears to make riders better urban riders and quicker, smoother and safer riders in rural settings."

## **NHTSA STILL PUSHING MOTORCYCLE-ONLY CHECKPOINTS NATIONWIDE**

The National Highway Traffic Safety Administration (NHTSA) has ignored congressional requests to halt or delay a plan to implement and fund motorcycle-only checkpoints nationwide.

The first federally-funded checkpoints, dubbed "roadside motorcycle safety checkpoints," will be launched by the Georgia Department of Public Safety, via a NHTSA grant to the Georgia State Patrol. NHTSA has implemented the checkpoint funding plan despite being asked by members of Congress not to fund the program until the merits were explained.

NHTSA has requested applications from law enforcement agencies across the country to conduct "safety checks" that specifically target motorcyclists to pull aside for a lengthy inspection of their vehicle, equipment and paperwork.

The New York State Police have been conducting motorcycle-only checkpoints since 2007, often targeting major motorcycle events such as Americade. Seeking a legal remedy to stop the constitutionally questionable roadblocks, Aid to Injured Motorcyclists (A.I.M.) Attorney Mitchell Proner of NYC has filed a class action lawsuit against the NYSP and New York State on behalf of ABATE of New York and the National Coalition of Motorcyclists (NCOM).

Proner believes the Federal Court will agree that the stops are designed primarily for law enforcement purposes as opposed to public safety purposes. "Rather than promoting any legitimate public safety concern, the checkpoints are intended to harass and intimidate motorcyclists attempting to attend motorcycle events thereby depriving them of their First Amendment right to freedom of assembly as well as their Fourth, Fifth and Fourteenth Amendment rights to due process, equal protection and freedom from unreasonable searches and seizures."

## **NTSB CALLS FOR STATES TO REQUIRE HELMETS**

The National Transportation Safety Board stated on Tuesday, November 19, that all states should require riders to wear federally approved helmets.

Christopher A. Hart, the NTSB's vice chairman, called motorcycle accidents "a public health issue." and said that helmet laws have been added for the first time to the NTSB's "Most Wanted List" of safety improvement priorities. The list is considered a powerful tool by which the NTSB forces legislative change.

*Continued on page 20*

## ***NCOM NEWS BYTES***

*Continued from page 19*

But highway safety laws are largely left up to the states, which have been increasingly resistant to many federal recommendations, and the transportation agency's appeal comes at a time when motorcycle deaths have actually been on the decrease since 2009.

This is not the first time there has been federal pressure exerted on states to pass helmet laws. In the late 1960s, Congress threatened to withhold highway funding for states failing to adopt universal helmet laws, and within a few years almost every state had a helmet mandate.

But by the late 1970s, political resistance and pressure from motorcycle groups convinced Congress to break the link between motorcycle laws and federal highway funds, and over half the states repealed their helmet laws.

In 1991, Congress decided to try again, offering safety grants to states that enforced helmet and seatbelt laws. States that didn't enforce such laws had three percent of their federal highway money redirected to their highway safety programs. Still, only two states re-instituted helmet laws and by 1995 the federal effort was again overturned and five more states soon repealed their helmet laws.

Today, only 20 states require all riders to wear helmets, and last year more state legislatures considered laws to repeal helmet laws than to enact them.

Forcing states to implement safety regulations is not territory the safety board wants to enter, according to Steve Blackstone, NTSB's state and local government relations specialist, who said "We are not prescriptive; we cannot mandate implementation."

But on the same day as the NTSB proclamation, the insurance industry advocacy group Advocates for Highway and Auto Safety called upon Congress to observe the NTSB recommendation and "enact federal legislation that would result in all states adopting all-rider helmet use laws."

## ***2011 THREE FLAGS CLASSIC***

Wow, time flies so fast!! Here it is January and time for the annual Three Flags Classic drawing. One year's time certainly has seemed to pass by so quickly. Here we are on the 36th Annual event. Maybe some history is in order.

Joe Usatin, the father of Three Flags, probably not having a lot to do, one cold winter evening in Southern California when the temperature was hovering around 65 degrees, was reading some literature dealing with motor cycle rides. He came across an article that talked about a rider who had ridden from Mexico to Canada, (at least according to folklore) thereby riding in three countries.

Joe being a creative person got to thinking about organizing a ride involving these three countries. Those countries were Mexico, United States and Canada.

Joe thought that it would be fun to have a ride which involved three countries, and that these motorcyclists could be like ambassadors and build good will in each country. Further, the ride would take the rider through interesting and beautiful parts of the world. The ride was not designed to give the riders a lot of time to stop and see a particular site. But instead it was designed as a "teaser" so to speak. If a riders found a place they liked then they could return to that location some time after the event. The routes usually required you to cover 500 to 600 miles a day. But, if you could not then there was a little time in there to catch up.

Joe being faithful member of the SCMA presented, (pitched), the event to the SCMA membership and board of directors to have the SCMA sponsor the event. Well, bless their hearts they accepted the event, which has become their marquee event. In the early days the event usually went from South to North, starting in Mexico and ending in Canada. The event also provided charitable donations to some schools near the starting location. Additionally, the local political dignitaries were invited to attend an opening ceremony. Then, the ride would start and there would be an escorted parade taking the riders to the U.S. Border. This parade was quite an event. If the parade was in daylight a lot of people would gather to see it. If in the dark then very few people wanted to watch.

In those early years the facilities at the finish location dictated the number of participants that were allowed on the ride. The major limiting factor was the finish Hotel facilities. The finish was usually in an outlying area that did not have a large enough facility to handle the number of people on the event. The larger hotels which might have had room were not interested in motorcycles and motorcyclists.

The first three or four years were in the outskirts of Vancouver. It seems like the first really nice hotel was when we went to Penticton the first time. (1984). The limiting factor in later years was the ability to handle large crowds while on the road, i.e. check points coupled with hotels.

This year we return to Penticton. It is like going home again. However, we will be in a hotel that is 2 or 3 times larger than the first hotel we were in.

This time we will be in a resort hotel, right on the waters of Lake Penticton. We have been to this hotel previously and are returning because of their generous hospitably. Their hospitably is the way they pamper a person. I can tell you it is exactly what old men like.

Well, this maybe enough of the past.

Lets talk about the future. This year we have a novel approach There is another Rally inside the traditional Three Flags Ride. You can call it a "Rally within a Rally".

Our IBA friends, who by the way are not new to the SCMA, and many of them being long time SCMA members, have joined with us.

The inside rally, IBA rally, will require that riders enter two events: The SCMA portion and an additional entry for IBA. The riders that are only doing the traditional Three Flags ride will travel from the start to the finish through the SCMA known check points. The IBA riders must also go through the SCMA check points in a timely manner. Timely manner means, "when the check point is scheduled to be open and or is actually open." Additionally, the IBA riders will have the opportunity to do BONUS POINTS, between the known check points. The more BONUS POINTS the more points they may obtain. Also the more BONUS POINTS they chase the higher the risk that they will miss a time deadline at a known check point.

Based on points, the IBA rider can qualify for the basic IBA finish. The top level points will qualify for something like a gold metal plaque plate or certificate, the next level down will be silver and the next level down will be bronze. The point structure has not been defined as of yet.

I must close now so that I can send this to the publisher. I ask that you try and use the forum located at [www.threeflagclassic.org](http://www.threeflagclassic.org). We try to keep the forum updated with current information. But please remember all of the committee members are Volunteers' so sometimes, if not more we fail.

This leads me to remind you that the SCMA reserves the right to make changes at any time without notice. The SCMA also reserves the right to refuse service to anyone and at any time.

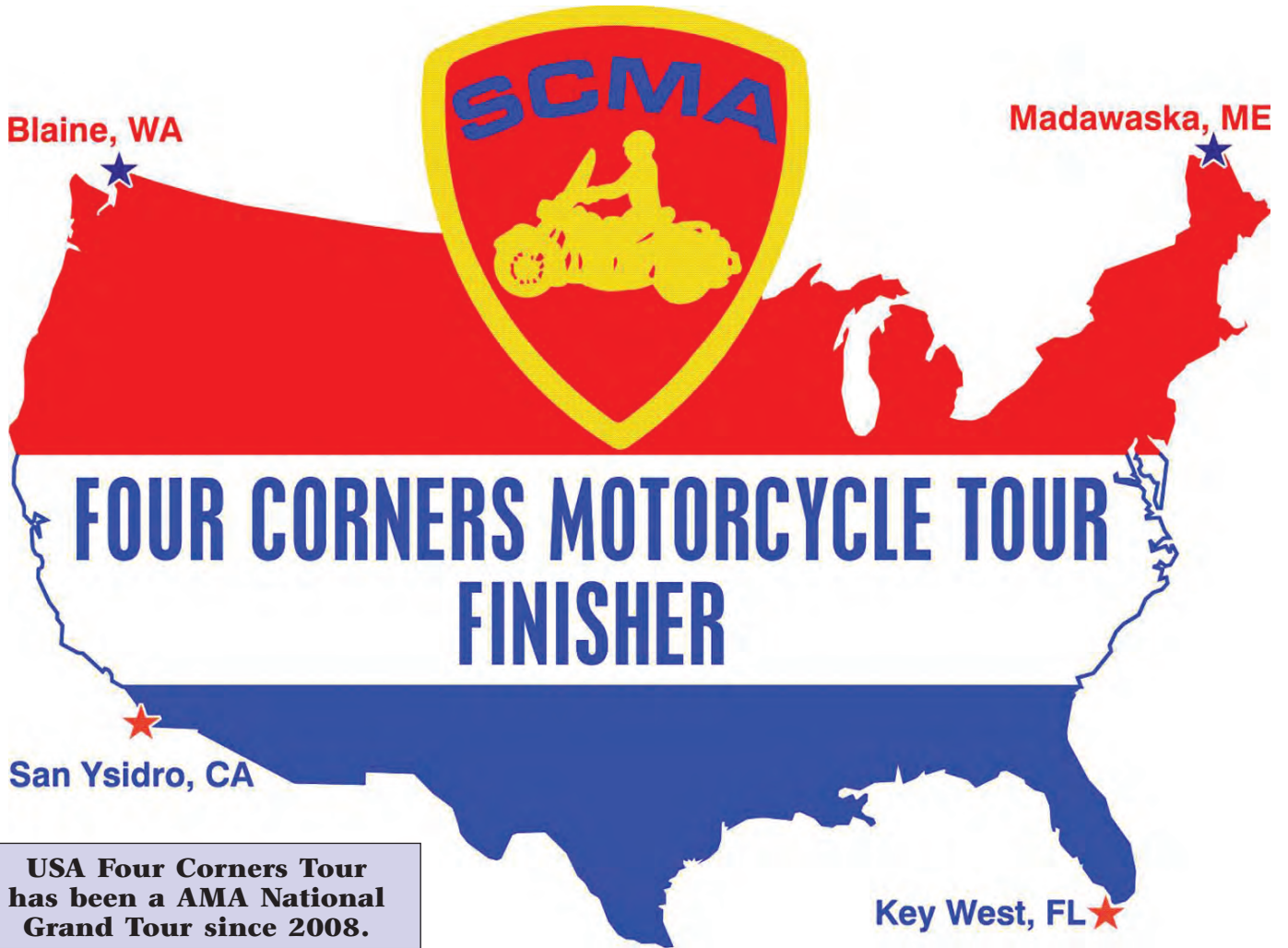
**Joseph Mandeville**  
**Chairman Three Flags Classic**  
**IBA #42**

<b>MEMBERSHIP REPORT</b>		
<b>JANUARY 2011</b>		
<b>INCOME:</b>		
<b>NEW MEMBERS:</b>		
REGULAR:	7 @ \$25.00	\$175.00
NEWSLETTER:	4 @ \$45.00	\$180.00
<b>RENEWALS:</b>		
REGULAR:	13 @ \$25.00	\$325.00
NEWSLETTER:	4 @ \$45.00	\$180.00
<b>TOTAL INCOME</b>		<b>\$860.00</b>
<b>EXPENSES:</b>		
POSTAGE:	January Newsletter	\$122.73
Received Club Affiliation Dues this month from Pasadena Motorcycle Club, Antelope Valley Riders, South Coast BMW and the Shamrocks.		
		<b>Sally Bishop</b>

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*909-271-0137 • [chairman@usa4corners.org](mailto:chairman@usa4corners.org)*

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

### **Motorcycle Touring Assn., Ch. 3**

Steve Morris 310-325-6388

### **South Coast BMW Riders**

www.scbmwrc.com

### **B.M.W. Club of So. California**

Robert Lamishaw 818-781-0016

### **Pasadena Motorcycle Club**

Levi Medina 626-794-5881

### **Victor McLaglen Motor Corps.**

Mickey Minor 949-768-1631

### **Shamrock Road Riders**

Dennis Even 661-298-0000

**The following businesses have offered their facilities for SCMA events and are willing to discuss details with your Area or Club Representative.  
Clubs... Need a Sign-In or Checkpoint? Please use these supporters:**

### **Bob Brown's Motor Works**

Pomona 909-629-2132

### **Cycle Parts West**

Westminster 714-894-9829

### **JBJ Cycles**

Santa Ana 714-836-8584

### **Cycle Gear**

Newhall 661-255-6522

### **Fullerton Harley Davidson**

Fullerton 714-871-6563

### **Simi Valley Honda**

Simi Valley 805-526-4122

### **Cycle Giant**

Lake Forest 949-454-2199

### **Huntington Beach Honda**

Roger & Julianne Smith

714-842-5533

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

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