

# SCMA

Southern California  
Motorcycling Association

# NEWS



**VOLUME 43 ♦ NUMBER 7 ♦ JULY 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*

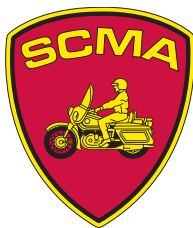
*Victor  
McLaglen  
Motor Corps*



# Celebrate Our

# Independence

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



**JULY**

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						

**AUGUST**

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

**JULY**

- 9 SCMA General Membership Meeting 9-11 am Sunland  
Angeles National Golf Club  
9401 Foothill Blvd.  
818-951-8771
- 10 SCBMWRC Meeting Mt. Baldy
- 10 BMWCOSC Ventura Seafood
- 16 Three Flags Meeting Fullerton  
10 am Fullerton Harley Davidson
- 15-17 ✓ SCBMWRC 7 Sierra Passes
- 23 BMWCOSC Day Ride

**AUGUST**

- 6 Three Flags Meeting Fullerton  
10 am Fullerton Harley Davidson
- 13 SCMA General Membership Meeting 9-11 am Sunland  
Angeles National Golf Club  
9401 Foothill Blvd.  
818-951-8771
- 19-21 ✓ Big Bear Rally



**Legend**

AVR	Antelope Valley Riders <a href="http://www.avt,av.org/">http://www.avt,av.org/</a>
BMWCO SC	BMW Club of Southern California <a href="http://www.bmwcosc.com/">http://www.bmwcosc.com/</a>
MTA	Motorcycle Touring Association (Calif. Ch. 3) <a href="http://www.tac3.org/">http://www.tac3.org/</a>
PMC	Pasadena Motorcycle Club <a href="http://www.pasadenamc.com/Pasadena_Motorcycle_Club._Est._1907..htm;/">http://www.pasadenamc.com/Pasadena_Motorcycle_Club._Est._1907..htm;/</a>
SCBMWRC	South Coast BMW Riders Club <a href="http://www.scbmwrc.com/">http://www.scbmwrc.com/</a>
SCMA	Southern California Motorcyclists Assn. SCMA Website.webloc
Shamrocks	Shamrock Road Riders <a href="http://www.sc-ma.com/shamrock.htm">http://www.sc-ma.com/shamrock.htm</a>

**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](mailto:rwangel@earthlink.net)**

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### SC-MA.com

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### REMEMBER!

**ARTICLES MUST RECEIVED BY  
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### GRAPHIC DESIGN

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#### California Adventure

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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 —

Blake Anderson 714-801-3931

## **A WORD FROM THE CHAIRMAN**

### **On the Road**

As I write this in late June I'm on the road doing the USA Four Corners Tour for the first time. It's been a wonderful trip. I'm taking my own sweet time and will use all 21 days to accomplish the tour.

My first corner was Key West and I headed north. I've taken an inland route, passing through Atlanta and then Tail of the Dragon, the Great Smoky NP, Blue Ridge Parkway, Back of the Dragon (look it up), US 33 and Ohio 170. And, I've spent time in New York, Pennsylvania, Vermont, New Hampshire, Maine, Quebec and Ontario. I'm currently in Michigan. The point of that listing of roads is to simply describe where I have been. What a beautiful Country we live in.

I can't begin to give this trip the description it deserves. The experience has been powerful and positive. This Country IS beautiful. And it is still okay—despite the hysterical and worrisome tripe we hear night after night from the left wing and the right wing pundits that populate our airways. I have found everyone I have encountered to be hopeful, courteous and ready to work. The homes and farms and businesses along the way have been well kept. The roads are mostly well-paved. This Country IS basically sound. We have all heard that unemployment stands at around 10%. But we must remember that means that 90% of the Country IS employed. The Country is working. And, people are looking out for one another. People remain generous. Families are together.

This observation is formed by more than what I have seen from the road. I've had the good fortune of visiting family and friends in Florida, Virginia, New York, Pennsylvania, Maine and Michigan's Lower Peninsula. I'll be visiting Michigan's Upper Peninsula and Washington State before I am through with my third corner in Blaine and my fourth corner in San Ysidro. While some folks I visit talk about the problems in Washington DC or their state capitols, no one is pessimistic about what's happening closer to home. They believe that their families, neighborhoods and towns are on the right track and expect improvements. The people I have encountered trust in the future when they look close to home. And it's near home where most things happen.

So what does all of that mean? I think that as long as we take care of business and our communities close to home we'll be all right. I can't answer for Washington and I certainly can't answer for Sacramento. But I can influence my home and my hometown. So I'll remain hopeful about the future. This is a wonderful Country and we have the communities and countryside to prove it. I chose to be optimistic.

See you on the road.

**Blake Anderson, SCMA Chairman**  
**714-801-3931**  
**BlakePAnderson@Gmail.com**

## **PARK ADVENTURE UPDATE**

**June 7, 2011**

The California Adventure is off to a great start. The Parks Tour has 19 participants including: Alberta (2) British Columbia (1) Hawaii (1) Virginia (1) and Nevada (1). The Mission Tour has 17 participants including Arizona (2) and Virginia (1). Yes, the Virginia entry, Charles Lamb, has signed up for both events. Three entrants have already completed the Mission Tour: Larry and Kathy Lamarache from Arizona and Bob Geer from Mission Viejo. Congratulations!

The Parks Tour Passport book has been re-designed and closely resembles the Mission Tour Passport book. We have received many positive comments on the design of the Passport Book. Thanks Logan and Cheryl, outstanding work on passports.

Just a reminder, returned, completed passports are to be sent the SCMA California Adventure, P. O. Box 487, Norwalk, CA 90651-0484 and must be post marked no later than December 15, 2011 to count.

Good luck to all participants, enjoy California and be safe.

# EDITOR'S CORNER

Weather has really been lousy lately hasn't it? I don't know if that has stopped many riders as it hasn't really rained. Watch the streets with that drizzle we've been having, it's dangerous.

I received a call about three weeks ago to let me know that Frank Luna of St Petersburg, Florida passed away. He had been a member since 2005.

In the Press Telegram this morning there was an obituary for Ted Bidwell who passed away on April 28. He and his wife were very active in the SCMA for quite a few years and took over mailing the Newsletter for me when I could no longer do it.

I know both of these gentlemen will be truly missed.

I still want to encourage people to volunteer to help the Southern California Motorcycle Association. There are plenty of places that we can use some help and it truly is fun.

Meanwhile, drive safe.

Sally Bishop

**QUOTABLE QUOTE:** *“One man can make a difference, and every man should try.”*  
**John Fitzgerald Kennedy (1917-1963),**  
**35th US President**

## MEMBERSHIP REPORT

### 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.

### JUNE 2011

We have 622 members as of June 10, 2011.  
162 of them still get paper Newsletters.

**INCOME:**

**NEW MEMBERS:**

REGULAR:	15@	\$25.00	\$375.00
NEWSLETTER:	0@	\$45.00	\$0.00

**RENEWALS:**

REGULAR:	4@	\$25.00	\$100.00
NEWSLETTER:	6@	\$45.00	\$270.00

**TOTAL INCOME** \$745.00

13 of our new members came from 4 Corners new sign up. Thank you David.

**EXPENSES:**

POSTAGE: June Newsletter	\$133.88
STAMPS:	\$88.00

Respectively Submitted,  
**Sally Bishop, Membership**

## **ATTN: THREE FLAGS RIDERS**

The Three Flags committee has made arrangements with following motorcycle dealers in the San Diego area to be available if needed for their services before the start of this years event. Make sure you ask for the Service Manager when calling.

**San Diego BMW Motorcycles — (858) 560-2453**

5673 Kearny Villa Road, San Diego, CA 92123 [www.sdbmwmc.com](http://www.sdbmwmc.com)  
Mark Pohison, Service Manager

**House of Motorcycles — (619) 229-7700**

4904 El Cajon Blvd, San Diego, CA 92115 [www.houseofmotorcycles.com](http://www.houseofmotorcycles.com)  
Bronson Fegurgur, Service Manager  
(for Hondas, Yamahas, Kawasakis, Suzukis, Polaris', Cam-Am)

**Sweethingyer Harley-Davidson — (619) 477-4477**

3201 Hoover Avenue, National City, CA 91950 [www.sweethingyerharley.com](http://www.sweethingyerharley.com)  
Jorge Garcia, Service Manager

They have asked that you call ahead of time and make an appointment so they will be able to accommodate your needs, tires, full service, etc.

They have also assured me if you have an emergency they will do their best to work you in. Be sure that when you contact them that you mention Three Flags Class. You will be asked to show your ticket to this year's event and you will get a 20% discount off your service and purchases. There may be some type of limits so you will need to ask.

## **RIDER IN NEED**

I guess just about everyone knows that while on the way to Ashland, OH on June 9th, Casper blew the final drive and when I pulled into my stepdaughters place in Overland, KS, final drive grease was pouring out of the rear end. The following day at Bikes2Trikes in Lee Summit, MO (God Bless those guys) they found that the frame was completely broken apart on the lower right side... the 1 3/8 inch aluminum tube that is one of the main supports for the saddlebags and the trunk. The left side is also cracked in the same place. There is no fix to this broken frame. It remains to be seen if American Honda will offer a new frame, but I doubt it with Casper having provided 193,000 hard miles. Pictures of the broken frame available on personal request at [raykd6fhn@earthlink.net](mailto:raykd6fhn@earthlink.net).

Therefore, I am looking for a white 1800cc Gold Wing. Preferable a late model later then 2006, also with little or no graphics or chrome. A 2006 through 2010 would be considered. Mileage is not too important, but a good maintenance record would be important and for sure, a title that is not a savage title. Actually, I would consider a different color, but I would plan on changing all of the fairing off of Casper and putting it on the new to me, used Gold Wing. But a white Gold Wing would be the highest priority. I WILL PAY CASH and pick it up just about anywhere in the U.S. for the right White Gold Wing. If you have good lead on such a Gold Wing, please call me at 949-300-9669.

Thanks for reading about my situation and thanks to anyone who can help me out.

God Bless,

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

## ***SEVEN PASSES RIDE***

The South Coast BMW Riders Club (SCBMWRC) is offering a spectacular ride July 15 through July 17. How do the seven Sierra Mountain Passes sound? The Alps have nothing over California's major mountain passes. You may remember this offering in 2008. The meet up is in Bakersfield on Friday morning, July 15.

The route is slated to be this: Friday: Bakersfield, Sherman Pass, lunch on Hwy 395, Tioga Pass, Friday lodging in Jamestown. Saturday: Jamestown, Sonora Pass, north on Hwy 395, Monitor Pass, Ebbetts Pass (the most technical pass), Angels Camp, north on CA 49 to Jackson, turn east to Carson Pass, Luther Pass, south on 395, and Saturday night lodging in Mammoth Lakes. Ride home on Sunday. The route is 860 miles split evenly between Friday and Saturday. This is a Travels Award ride. It is a no-frills, no fee ride. Contact Bill Allen at [Bill@AllenDesigns.com](mailto:Bill@AllenDesigns.com) for more information.

## ***ACCIDENT-RELATED MEDICAL INSURANCE***

Have you, a friend, or a loved one ever been seriously injured while riding? Was there hospitalization and surgery? But were they uninsured or under insured? Today, with the rising cost of health insurance, some folks are risking crushing medical costs in exchange for lowering or eliminating monthly medical insurance premiums.

There is another option: Catastrophic Accident Medical Plans. They cover medical costs arising from an accident. They do not cover the consequences of illness or disease. These plans are considerably less expensive than full coverage medical plans. For some of us, perhaps this option makes the most sense.

These insurance plans are geared for active lifestyles—like motorcycle riding—and can cover up to 100% of medical costs related to an accident.

It will take an actual contract through an actual agent to set your coverage, upper limits, exclusions, deductible, co-pay and premium. Assuming 100% coverage, \$500,000 maximum per injury and a \$1,000,000 lifetime maximum and \$0 deductible, a typical premium costs about \$250 per month. The premium is less, of course, with higher deductibles and higher co-pays.

Covered expenses can include hospital room and board, operating room, recovery room, ICU, supplies, medications, surgeons and other physicians, your expenses, and other benefits.

For more information, contact your own insurance agent.

SCMA offers this information for your convenience and information. It does not endorse any particular plan, agent or carrier.

## **TRAVELER'S AWARD**

**May 12, 2010**

Good morning fellow motorcyclists. I am happy that we had a good showing up in Bakersfield on May 29, 2010 for the Blazing Saddles over Memorial Holiday weekend. And after settling in at Zingo's Cafe, Dennis Even and I proceeded to check in eight people for the Travelers Award. After a breakfast of large proportions and purchase of the the obligatory Tee Shirt (yes I now own a Zingo's Tee Shirt) Dennis and I hit the road. It was a beautiful ride over the mountains through Woody and onto Hwy 178 and north on Hwy 395 to Tonopah, NV... Then from Tonopah on to Ely, NV which is a total of 169 miles. Dennis and I even caught up with Randy Shull, Ralph Fox and John Katics north of Tonopah. 169 miles two hours riding time, I'll let you do the math.

Anyway, it had snowed nine inches along the Loneliest Hwy on Friday, (yes the day before the ride), but the roads were clear and it was very nice. Overnight in Ely, NV where we got our first stamp in our Loneliest Hwy in America passport at the Rail Road Museum. Some of us went on the train barbecue dinner run for \$48.00 that evening. I had to purchase the T-shirt that was waiting for me. Oh yes, also a tiny working rail road kerosene lantern. I had one as a child and couldn't resist.

The following morning we headed west along Hwy 50 (The Loneliest Hwy in America) and stamped our passports in Eureka, Austin, Fallon and Fernley, NV for a total of 5 stamps. With our finish in Carson, NV at the Motel 6 and our stamped card in the mail to the Nevada Tourism Commission we will soon receive a pin and a certificate that we have indeed SURVIVED THE LONELIEST HIGHWAY IN AMERICA. My congratulations to John Katics and crew for a very well planned and thoughtout ride. The bar has been raised for future rides.

We had eight Travelers Award entries for the Blazing Saddles. As of today we have two riders who are perfect.  
1) Jim Bullen 2) Nick Balough My congratulations to these dedicated riders.

**Dannie Fox**  
**Travelers Award Chairman**

## **TORNADO AFTERMATH**

Hi everyone,

I am letting you know the Jo Anne Gamble is okay. She survived the tornado without harm done to her or her family; however, she and her family lost mostly everything. I speak to her regularly just to make sure she has not "hit the wall" Jo Anne is traveling these days while her family is deciding what to do about rebuilding. Right now she is in Florida and will be going back to Omaha to stay with her daughter for sometime. She has just gotten out of the hospital after a four day stay to get her blood count up where it belongs and is feeling better. This has been an ongoing battle for her as most of her friends know.

She wants all of you to know she appreciates the phone calls and thought that are being sent her way. She is unable to access a computer right now or she would put something in the newsletter herself.

When things settle down and she has an address to direct mail to she will let us know so we may keep in touch with her.

Thank you,

**Jan Staws**



# **BLAZING SADDLES RIDE**

**By Ray Davis**

KD6FHN

SCMA Life Member # 17293

God Bless the SCMA. They always (well almost always :-)) put on so many good rides and this was no exception either. As it turned out for our particular group of 4 motorcycles it was more of an adventure than we had bargained for, but more on that later in the Day 2 report.

Day One, from the Bravo Burger in San Juan Capistrano, CA to the end of the day (Saturday May 28th) at the Nugget Casino in Pahrump, NV, it was kind of windy all day, but nothing we couldn't handle. We (the 4 MARC m/c's, Charles KF6TXI & Melanie, Billy KF6WBV & Connie KF6YOM, John N6JCB & Vickie, and of course myself, Ray KD6FHN) took off from the Bravo Burger at about 0715 and headed south on the I-5 to SR-76 then east to SR-79 to SR-78, through Julian, through Anza Borrego Desert over to Salton Sea, north on SR-86, east on 66th street, north through the Joshua Tree National Park to Twenty Nine Palms, north to Amboy then up Kelbaker Rd. through Mojave National Preserve toward Baker, CA.

However we had a little problem with one of our group members who didn't think he would need gas until he got to Baker. The other three of us were all carrying at least 11.6 gallons and I was carrying about 15 gallons (I can carry 18.8, but didn't fill all the tanks all the way up). John and Vickie were on a 1500cc Gold Wing (6.3 gallon tank) and they didn't think they would need gas until we got to Baker. We had passed gas stations at Twenty Nine Palms (where we had lunch at a Subway) and Amboy. When John's fuel light came on we all slowed down to 55mph so he could stretch his gas, but we were still about 32 to 35 miles from Baker. John didn't make it. He was about 1.5 miles from Baker when the m/c died. So Billy and Connie rode up to Baker to get a gallon of gas for him. Now if you have ever ran out of gas with a bunch of "friends/buddies" along, you know how brutal they can be, and we were no exception of course. Let's see, we figured that Vickie, his wife, could push John to Baker in about 3 hours or if she was really strong and long winded, she could push the m/c up to about 12mph and make to Baker in 5 or 10 minutes. Good grief, I hope I never run out of gas with any of my "FRIENDS" along. So we are stuck there for about 1/2 hour until Billy can find someone who will loan him a gas can and then he has to go fill it and come back that 1.5 miles to the rescue. Once there it took about 2 minutes for John to get going again. But live that running out of gas down, "NEVER" :-)) It just adds to the adventure and fun of the day. You know we love you John, but you are now a legend with the MARC group.

Anyway, after we get to Baker and get gas for everyone we head north up SR-127 toward Shoshone, CA. North of Baker we are hit with higher winds and blowing sand coming across the road, but we power on. From Shoshone we catch the tail wind on SR-178 NE toward Pahrump. At the CA/NV border the road sign changes to NV SR-372 and on to Pahrump. When I clear the last pass on SR-372 I make a ham radio call to Tom K2QGT and Sharon KC6ZSH our MARC members who live in Pahrump and they come right back on their ham radio. We get to the Nugget about 5 p.m. and check in with Danny Fox for the finish of day one. We get checked into the Nugget Hotel & Casino and unload the motorcycles and we (the 4 m/c's from our group) go to eat together. The Nugget Buffet will never compete for the best buffet anywhere, but we did get plenty to eat.

What a great ride and day it was, so much fun riding with our friends and family from the SCMA membership.

## **Day 2**

For Day One we were all dressed for the cool temperatures that had been predicted. I for one had on a long sleeve T-shirt, a sweat shirt and my heavy duty British Motorcycle Gear (BMG) wind and waterproof padded riding jacket, heavy duty FirstGear padded waterproof riding pants and tall waterproof motorcycle boots. On day one we were all warm with the temperatures in the 48 to maybe 60 degree range all day. On day two I added the liner out of another heavy duty riding jacket, a FirstGear liner that is both wind and waterproof, as an extra precaution against the predicted higher winds, more blowing sands and even cooler temperatures. As it turned out all of the riders in our little group would need all of that to make it through the morning. Our MARC group was now down to just three motorcycles as John and Vickie decided that they had enough of the cool temperatures, high winds, blowing sand and decided to turn for home from Pahrump, NV. It turns out to have been a brilliant decision on their part as you will read later on in this report.

So we depart Pahrump at about 6:30 a.m. Sunday morning all dry, warm and comfy. From Pahrump we take SR-160 north a short distance and then take some short cut streets out to SR-190 and head for Death Valley. It is 41 degrees and we can see some bad looking skies off toward Death Valley where we have to pass through. So we stay on SR-190 past Furnace Creek Ranch and through Stovepipe Wells and on out to Trona Rd & SR-178. Going through Death Valley didn't

*Continued on page 14*



SCMA PRESENTS  
THE CALIFORNIA PARKS ADVENTURE



THERE ARE 24 NATIONAL PARKS AND MONUMENTS IN CALIFORNIA. THEY INCLUDE YOSEMITE, LASSEN AND ROSIE THE RIVETER. THEY ARE AS FAR SOUTH AS THE CABRILLO LIGHTHOUSE ON POINT LOMA AND AS FAR NORTH AS THE LAVA BEDS IN THE REMOTE NORTHEAST CORNER OF CALIFORNIA. DURING A CALENDAR YEAR AND IN ANY ORDER, VISIT ALL 24 SITES.

JOIN THE FUN BY PURCHASING A PASSPORT BOOK FROM SCMA DETAILING ALL 24 LOCATIONS. ADD A PARK STAMP AND A PHOTO OF YOURSELF AT EACH OF THEM. RETURN THE COMPLETED PASSPORT TO US AND WE WILL SEND IT BACK TO YOU ALONG WITH A PIN AND A PLAQUE. THIS IS ALSO ONE OF THE QUALIFYING CALIFORNIA ADVENTURES EVENTS FOR SCMA'S TRIPLE CROWN AWARD.

HERE ARE THE DETAILS ON HOW TO JOIN THE FUN AND MEET THE CHALLENGE:

1. COMPLETE A CALIFORNIA ADVENTURES REGISTRATION FORM\* AND INDICATE "CALIFORNIA PARKS ADVENTURE" ON THE FORM, AND;
2. COMPLETE AN AMA LIABILITY RELEASE FORM\*, AND;
3. COMPLETE AN SCMA MEMBERSHIP APPLICATION\* IF YOU ARE NOT NOW A MEMBER, AND;
4. SEND THE FORMS AND \$50 FOR THE RIDE AND \$25 FOR SCMA DUES, IF APPLICABLE, TO:  
SOUTHERN CALIFORNIA MOTORCYCLING ASSOCIATION  
CALIFORNIA ADVENTURES  
PO Box 487  
NORWALK, CA 90651-0487
5. YOU WILL RECEIVE A FULL COLOR ILLUSTRATED PASSPORT CONTAINING DETAILS ABOUT ALL SITES.
6. AT THE END OF THE YEAR, BUT NO LATER THAN DECEMBER 15, SEND YOUR COMPLETED PASSPORT CONTAINING THE 24 PARK STAMPS AND PHOTOS OF YOU TO THE SCMA PO BOX.
7. FOR MORE INFORMATION VISIT [WWW.CALIFORNIAADVENTURES.ORG](http://WWW.CALIFORNIAADVENTURES.ORG)
8. COMING SOON: ONLINE ORDERING AS AN OPTION. WATCH FOR DETAILS.

\* ALL FORMS ARE AVAILABLE ON THE SCMA WEBSITE AND IN THE NEWSLETTER. YOU MUST COPY THE AMA LIABILITY RELEASE FORM IN COLOR SO THE RED SHOWS TO MAKE IT AN ACCEPTABLE BINDING DOCUMENT



Southern California Motorcycling Association



## California Adventures Registration Form\*

Participant's Name \_\_\_\_\_

Are you a Rider or Passenger\*? \_\_\_\_\_ Are you a minor? \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State/Prov. \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_

Emergency Contact Name \_\_\_\_\_

Emergency Contact Phone \_\_\_\_\_

In Which Event are you participating? *Mark Only One:*

California Parks Adventure

California Mission Tour

Motorcycle Make/Model/Year: \_\_\_\_\_

SCMA Membership # \_\_\_\_\_ (*If "applying", indicate that*)

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

Today's Date \_\_\_\_\_

Parent/Guardian Signature\* \_\_\_\_\_

*\*Passenger registration is optional, but all participants must sign an AMA "Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement" that is printed in color so the red shows. All participants who register and pay the \$50 fee will receive a passport and are eligible to earn completion pin and plaque. Minors must obtain parent/guardian signature and complete AMA "Minor Release and Waiver of Liability..." All forms available on SCMA website. Use one registration form per registering participant.*

*Send \$50 check or money order to:*

Southern California Motorcycling Association

California Adventures

PO Box 487

Norwalk, CA 90651-0487



*SCMA Presents  
The California Mission Tour*



The twenty-one Spanish missions established from 1769 to 1823 extend from the coastal seaport of San Diego to the Sonoma Valley. All are beautifully restored to capture the era that defined the character and culture of California. Complete the tour of all 21 in any order within a single calendar year.

Join the fun by purchasing a passport book from SCMA detailing all 21 locations. Add a mission stamp and a photo of yourself at each of them. Return the completed passport to us and we will send it back to you along with a pin and a plaque. This is also one of the qualifying events for SCMA's Triple Crown Award.

Here are the details on how to join the fun and meet the challenge:

1. Complete a California Adventures registration form\* and indicating "California Mission Tour" on the form, and;
2. Complete an AMA liability release form\*, and;
3. Complete an SCMA membership application\* if you are not now a member.
4. Send the forms and \$50 ride fee and \$25 SCMA dues (if applicable) to:  
SCMA  
California Adventures  
PO Box 487  
Norwalk CA 90651-0487
5. You will receive a full color illustrated passport containing details about all sites.
6. At the end of the year, but no later than December 15, send your completed passport containing the 21 mission stamps and photos of you to the SCMA PO Box
7. For more information visit [www.californiaadventures.org](http://www.californiaadventures.org)
8. Coming soon: online ordering as an option. Watch for details.

\*All forms are available on the SCMA website and in the newsletter. You **must copy the AMA liability release form in color** so the red shows to make it an acceptable binding document.

**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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SIGNATURE OF WITNESS

ADDRESS

PHONE#

## **BLAZING SADDLES**

*Continued from page 9*

amount to much. Had a couple of spots where we hit some wind and rode through an area that must of had blowing sand just before we got there, but all we hit was what was left of the sand on the road. We also had some really minor little showers (or better yet, minor sprinkles) just enough to get the windshields damp. We continued on SR-178 through Trona, Ridgecrest, across I-14/I-395 toward Lake Isabella where we turned up SR-155 and that was our undoing. I don't know what the altitude of that road is near the top, but after we made that turn on to SR-155 we saw cars and pickups coming down the mountain with 2 or 3 inches of snow on them and that should have given us a clue to what was about to happen. It was sprinkling a little when we made that turn on to SR-155 and never thought that it would be much worse at the top. Man what a mistake that was. Charles and Melanie were in the lead, (we were changing the lead position every hour to be fair to everyone) and we, were talking to one another on our ham radios discussing what to do when we started to hit sleet in the air and slush and snow on the ground.

Well, we didn't make it but a couple of hundred yards when I was the first to go down on Casper. Didn't hurt anything because we were going so slow up hill with the back wheels spinning and sliding all over the road. Plus the curves were banked and we had trouble just keeping the motorcycles out of the ditch. Finally after I had gone down for the fourth time we decided to try and get turned around and coast back down the hill out of the snow. Thank the Good Lord and the many cars and pick up drivers who came to our rescue and helped get Casper up all four times and Charles and Billy too.

The ladies had gotten off the motorcycles before they went down and were helping to direct traffic around the downed motorcycles. With the help from all the motorists, Billy and Charles we were able to get Casper turned around and headed back down the hill. At one point when I had Casper on the side stand and in gear, pointing up hill in that snow and slush and watching the other bikes trying to get turned around, we saw Casper sliding backwards down the hill by himself. Not far, just a few inches, that is when we knew that it was time to turn around and head out of there. Now that part of the exercise in itself doesn't sound like much, but you ought to try going down hill with both feet down sliding like on skis trying to hold up a 1,000 pound motorcycle and can't or dare to use the front brake for fear the front wheel will go out from under you, (already had done that once). I don't know how he did it but Billy managed to get turned around with out going down and Charles did go down once but managed to get his GW off the road into a parking area. When I had coasted down the hill through the snow and slush onto the wet pavement I parked Casper and headed back up the hill to help Billy and Charles get their GW's out of the snow and slush. But a motorist coming down the hill told me that they had gotten there m/c's turned around and had them parked off to the side of the road. So I stopped a car going up the hill and asked him to talk to Charles or Billy and see what was happening and please come back and let me know that they were alright or did they need my help. The car had just pulled away when Charles with Melanie and Billy with Connie came around the curve on the motorcycles. I was so happy to see them I almost started to cry. I wanted to hug them all because they were all alright.

As it turned out there are only a couple of scratches on the crash bars on Casper because we were going about zero mph when we would lose our footing and fall over. The slush with the snow on top of it was so slick you could hardly stand up on your feet, let alone ride a motorcycle through it. The motorists coming down the hill from the top of the pass told us that it was much worst further up the hill. We just thanked the Good Lord that we were able to get turned around and get down the hill without injury or serious damage to the m/c's. Oh, and all of the motorcycle gear that every single one of us had on really worked perfectly and kept us dry, warm and uninjured. What more could you ask for from your expensive riding gear and that is what you pay for. In a situation like that, that expensive gear is worth every penny. One of the motorists stopped and told me that he had gone down the hill and called 911 and they said they would send a snowplow and the CHP to help us out of our predicament.

As we back tracked down the hill we waved off any other of the motorcycle riders headed up the hill. When we got down to the bottom of the hill and turned back west on SR-178 we saw about 6 or 8 other motorcycles sitting off to the side of the road headed in the direction we had just come from so we waved them back the other way too. Later that night at the end of the days ride they thanked us for that after they heard about our ordeal.

So Charles leads us out of the Lake Isabella area and finds another way down to Bakersfield where we stop at this (what appears to be a mom and pop cafe) little restaurant which turns out to be a wonderful place to eat and with the very nicest people serving the food. ALL WAS GOOD AGAIN.

Now with that episode out of the way and with our tummies full we head out across Hwy 99 toward the I-5. We were tired from lifting the motorcycles so many times in the snow and battling to get them down the hill with all of the stress and worry of just getting out of there safely. So we were talking on the ham radio and decided that we would skip the rest of the official route and just head up the I-5 all the way to SR-152 that takes us west from the I-5 toward Gilroy, CA. Before we get to Gilroy we turn off onto SR-156 South that takes us through the famous town of Hollister and on to San Juan Bautista and the finish at the San Juan Inn.

We arrive with one other rider just pulling in also and get our rooms. A short time later many other riders start pulling

in the parking lot starts to fill up with motorcycles. We of course get down to telling the stories of the days ride and make plans for all going to dinner together. I forget the name of the place, but the food was very good and the people and the service were also something special.

I hit the hay early so I could get up early, well rested, because I wanted to try and beat the Memorial Day Traffic coming home on Monday. Charles and Melanie wanted to sleep in and then take a leisurely ride down the 101 on the way home. So Billy, Connie and I are up and back on the road for home at 5:30 a.m. Billy and Connie head back to Salt Lake City and me for Irvine, CA. We ride together from San Juan Bautista to the I-5 and Billy and Connie head north toward I-80 and I turn south on the I-5 for home. It is 350 miles from San Juan Bautista, CA to Irvine, CA. I pulled into the driveway at home at 10:30 a.m. The weather coming home couldn't have been nicer. It was cool and sunny with no wind at all. The traffic was light and even when I got to the area near Bakersfield where the I-5 is down to one lane each direction because of construction I was able to ride right through without any delays, unlike Charles and Melanie ran onto when they came through late in the afternoon. I heard Charles and Melanie on the ham radio when they were on the I-405 south of the LA Airport on their way home. Haven't heard from Billy and Connie from Salt Lake City yet.

The SPOT GPS was working very well as I was getting phone calls on the cell built into Casper using the Bluetooth system asking what had happened that they saw we were in one spot for so long when we were stuck in the snow and why we were back tracking. Thanks to all who called with their concerns about our safety. Had worse come to worse, the SPOT GPS even has a global SOS signal that will send someone to find you know matter where on earth, land or sea.

The total miles for the trip for Casper was a little under 1,300 mile, but something reset all of the GPS's and my trip mileages on Casper during those fall overs in the snow & slush.

All in all it was another wonderful SCMA Blazing Saddles Ride and certainly had it's moments, good and bad. A very big thank you to all of the SCMA staff members and especially those that planned and handled the SCMA 2011 Blazing Saddles Ride. Hope next years ride is as good, but with a little less drama, please.

Thanks for reading me. Hope to see you on the road this summer.

# MEMORIES FROM THE BLAZING SADDLES RIDE

**Photos and text by Randy Shull  
Pasadena Motorcycle Club**

## Day 1

Blazing Saddles had it all this year. Starting in San Juan Capistrano and heading south then east thru the coastal mountains full of green hills, shaded twisties and climatic vistas, 30 riders made their way on into the lower desert, on past Sultan Sea, Joshua Tree National Forest, past Kelso then thru Baker on I-15 North with another 100 miles across some of the windiest stretches of desert we've seen in along time.

Riding time to Pahrump, Nevada was 9 hrs. 456 miles. High was 93, low was 57 this morning getting to the start. That's Ralph and I having a sit down gourmet lunch in front of the squishy in Twenty Nine Palms.

Staying here at the Nugget Hotel and Casino, 10 of us got together for the all you can eat buffet. And it was two for one night. Pig out for 6 bucks. Diet be damned tonight! Kick stands up at 6 a.m.

*Continued on page 16*



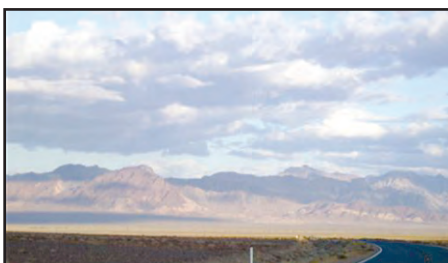
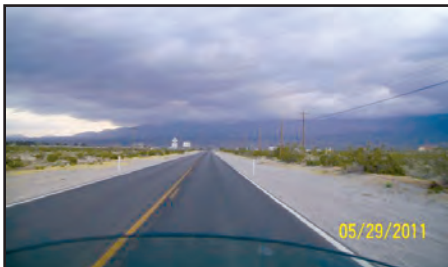


## Day two

Left the thriving gambling Mecca of Pahrump, Nevada at 6 a.m., heading north for a bit then turning due west and straight into Death Valley from the east side. A first for this rider. Pictures show weather closing in fast although it was 54 degrees when we departed Pahrump.

Running along at a nice pace for a couple of hours we passed thru the valley and for the first time it really looked angry. Wind and dust and rain and more wind. Gas at Stove Pipe Wells, \$5.75 a gallon. No traffic... gee I wonder why.

Climbing out of Death Valley and into the 395 corridor tempos warmed a bit. From there into Ridge Crest and catch-



ing SR 178 on up into Lake Isabella. Perfect temp, very little wind, the lake is as full as I've ever seen it. Kern River was spectacular.

So when we gassed up and rain geared we headed up SR 155 and right into a full blown snow storm. The windy road changed from wet to slush to sleet to only one track to no track and 4 inches of snow all within 200 yards. As I went into the deep stuff my handle bars went from lock to lock with absolutely no response. So in that one second my childhood flashed back and automatically planted both feet straight legged into the snow covered highway. This used to work on my motorbike and I was flabbergasted when it started working just as the ass end of this 1,000-pound Greyhound bus started to break loose.

Now I was only going 10 miles per hour, but I'm proud to say that I made it a quarter mile further than my partner did on a Beemer. I was very lucky and able to turn the Goldwing around as my partner was receiving some assistance from a jeep driver and two "Packies" in a rented motorhome. Impossible to pick a bike up if your feet can't get traction.

So then we carefully headed back off of Greenhorn Mountain, back down to Woffard Heights, had lunch and warmed up from the 29 degree weather up in the snow storm. A total of five bikes thought they could bend the laws of physics and ride on snow. It's nice to be reminded of the little things in life and that gravity still works too.

All in all, no body hurt, and just a few minor dents, broken mirrors, and some missing Tupperware. After lunch we headed west into Bakersfield, caught I-5 north for about 50 miles to catch exit 325 Jayne Ave. west. Ok, were back on route and pretty much on schedule. Windy coming up the I-5 but manageable.

Now the next hour and a half was absolutely unbelievable. The roads

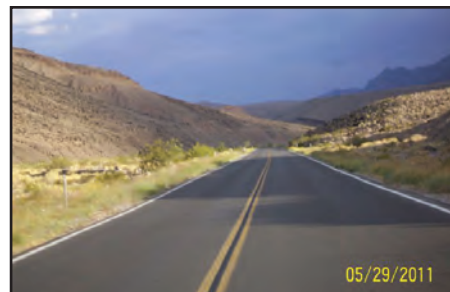
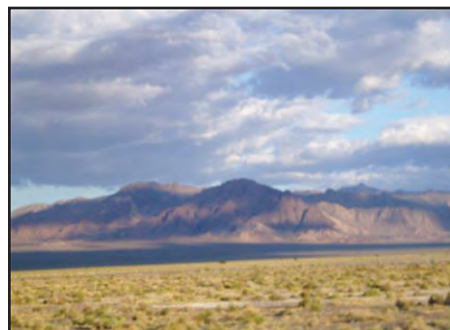
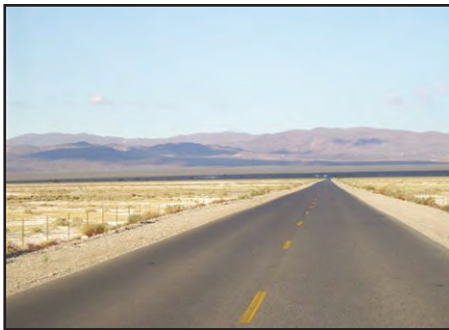


south of Hollister are great. The pics I've included show a world of perfect motorcycle roads. Everyone arrived at the San Juan Bautista Inn right on time and you can guess what the topic of conversation was about. "So, that's what that sign means... "SNOW SLIPPERY."

A good meal in town, a quiet nights sleep and heading home in the morning. I told Ralph that I was happy to ride with him epically when we hit the snow storm. "I felt like the Donner Party back in the 1800's and if we were going to get stranded up there for the winter at least I would have had enough to eat. LOL.

Total miles for 3 days was 1,400. Temperatures ranged from 29 to 92 degrees. Most gas used on any one section - 5.4 gallons. Altitudes - 6500 to minus 8 feet. Best meal - The Nugget Buffet in Pahrump on Saturday night. San Juan Bautista on Sunday night was a close second at the authentic Mexican restaurant in the old down town area.

Many thanks to Denis Even and all the SCMA members that help put the 2011 Blazing saddles ride into place.







**Day 3**

Blazing Saddles 2011 heading home from San Juan Bautista down 101 to 166 to SR33 through Ojai and Santa Paula. Love the guy and his wife pulling his home made trailer. Left at 6:30 a.m. 54 degrees, cooled down to 45 degrees south of Salinas.

Nine hours home, riden' easy, just shy of 400 miles for the day. Do laundry, wash the bike and get ready for the next great adventure. Hope to see you on the next ride.



# **NEW WAY OF STEALING... A MUST READ**

**Submitted by Richard Vencill**

Crooks are getting smarter and smarter because it is easier than working for a living. Be sure to read Scene 3... Quite interesting. This is a new one. People sure stay busy trying to cheat us, don't they?

## **SCENE 1**

A friend went to the local gym and placed his belongings in the locker. After the workout and a shower, he came out, saw the locker open, and thought to himself, 'Funny, I thought I locked the locker... Hmm, 'He dressed and just flipped the wallet to make sure all was in order.

Everything looked okay - all cards were in place... A few weeks later his credit card bill came - a whooping bill of \$14,000! He called the credit card company and started yelling at them, saying that he did not make the transactions. Customer care personnel verified that there was no mistake in the system and asked if his card had been stolen.

'No,' he said, but then took out his wallet, pulled out the credit card, and yep - you guessed it - a switch had been made. An expired similar credit card from the same bank was in the wallet. The thief broke into his locker at the gym and switched cards.

**Verdict:** The credit card issuer said since he did not report the card missing earlier, he would have to pay the amount owed to them. How much did he have to pay for items he did not buy? \$9,000! Why were there no calls made to verify the amount swiped? Small amounts rarely trigger a 'warning bell' with some credit card companies. It just so happens that all the small amounts added up to big one!

## **SCENE 2**

A man at a local restaurant paid for his meal with his credit card. The bill for the meal came, he signed it and the waitress folded the receipt and passed the credit card along. Usually, he would just take it and place it in his wallet or pocket. Funny enough, though, he actually took a look at the card and, lo and behold, it was the expired card of another person.

He called the waitress and she looked perplexed. She took it back, apologized, and hurried back to the counter under the watchful eye of the man. All the waitress did while walking to the counter was wave the wrong expired card to the counter cashier, and the counter cashier immediately looked down and took out the real card.

No exchange of words — nothing! She took it and came back to the man with an apology.

**Verdict:** Make sure the credit cards in your wallet are yours. Check the name on the card every time you sign for something and/or the card is taken away for even a short period of time. Many people just take back the credit card without even looking at it, 'assuming' that it has to be theirs.

**FOR YOUR OWN SAKE, DEVELOP THE HABIT OF CHECKING YOUR CREDIT CARD EACH TIME IT IS RETURNED TO YOU AFTER A TRANSACTION!**

## **SCENE 3**

Yesterday I went into a pizza restaurant to pick up an order that I had called in. I paid by using my Visa Check Card which, of course, is linked directly to my checking account.

The young man behind the counter took my card, swiped it, then laid it on the counter as he waited for the approval, which is pretty standard procedure. While he waited, he picked up his cell phone and started dialing. I noticed the phone because it is the same model I have, but nothing seemed out of the ordinary. Then I heard a click that sounded like my phone sounds when I take a picture.

He then gave me back my card but kept the phone in his hand as if he was still pressing buttons. Meanwhile, I'm thinking: I wonder what he is taking a picture of, oblivious to what was really going on. It then dawned on me: the only thing there was my credit card, so now I'm paying close attention to what he is doing.

He set his phone on the counter, leaving it open. About five seconds later, I heard the chime that tells you that the picture has been saved. Now I'm standing there struggling with the fact that this boy just took a picture of my credit card.

Yes, he played it off well, because had we not had the same kind of phone, I probably would never have known what happened. Needless to say, I immediately cancelled that card as I was walking out of the pizza parlour.

All I am saying is, be aware of your surroundings at all times. Whenever you are using your credit card take caution and don't be careless. Notice who is standing near you and what they are doing when you use your card. Be aware of phones, because many have a camera phone these days.

**FORWARD THIS TO AS MANY PEOPLE AS YOU CAN THINK OF. LET'S GET THE WORD OUT! JUST BE AWARE**  
Never let your card out of your sight... check & check again! Scary isn't it...

# FOUR CORNERS JOURNEY BEGINS

Randy Shull and Bill Schmidt are starting a 6-week, 15,000-mile trip starting with 4 Corners. Follow their journey in future issues of the SCMA Newsletter.



# Hotel Savings Program

Significant Savings off the "Best Available Rate"\* at thousands of locations throughout the U.S. & Canada.

To Redeem Offer, Call the Toll-Free Number: 866-996-7937

Mention ID# 1000009187--- at time of reservation.

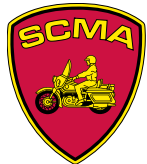
Wyndham Hotels & Resorts	1-877-999-3223	Hawthorn Suites By Wyndham	1-800-337-0160
Super 8	1-888-288-5081	Howard Johnson	1-888-637-4861
Wingate By Wyndham	1-888-637-4880	Ramada Worldwide	1-888-288-4982
Baymont Inn & Suites	1-800-337-0550	Travelodge	1-888-637-4859
Microtel Inns & Suites	1-800-337-0044	Days Inn	1-888-440-2021
		Knights Inn	1-888-288-5093

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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  
<http://www.avt.av.org/>

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

Steve Morris 310-325-6388  
<http://www.tac3.org/>

### **South Coast BMW Riders**

[www.scbmwrc.com](http://www.scbmwrc.com)  
<http://www.scbmwrc.com/>

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

Robert Lamishaw 818-781-0016  
<http://www.bmwcosc.com/>

### **Pasadena Motorcycle Club**

Levi Medina 626-794-5881  
[http://www.pasadenamc.com/Pasadena\\_Motorcycle\\_Club\\_Est\\_1907..htm/](http://www.pasadenamc.com/Pasadena_Motorcycle_Club_Est_1907..htm/)

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

Mickey Minor 949-768-1631  
<http://www.thevmmc.com/>

### **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 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 sign-in or checkpoint.*

**PLEASE SUPPORT THEM**

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