

SCMA NEWS

Proudly Serving the Long Distance Riding Community Since 1968

Winter Riding Is Here...



...time to bring out your bright red woolies!

Upcoming Events

(See club websites for details)

| | | | |
|---------|--|--------|---|
| Dec 6-8 | Long Beach Motorcycle Show | Jan 10 | AZRatPack Ride to Las Vegas Motorcycle Auction |
| Dec 14 | BMWCOSE Destination Ride | Jan 12 | SCMA Charity Soup Run |
| Dec 21 | SCMA Winter Solstice SS 1000 Challenge | Jan 26 | South Coasters Palm Springs Ride |

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Road Signs

By Blake P. Anderson

Rip-off Alert

Crooks are joining Facebook motorcycle user groups and offering used motorcycles at attractive prices. I have removed several fake accounts from the SCMA's users group. If a deal is too good to be true, it is. Read more about this on the SCMA website home page.

Three Flags in Wing World

Check out the article by Shawn Schmid in the December issue, page 38

Riding to a New Destination

I have noticed something emerging within SCMA. There is a new sense of family, of team, and of belonging. Last month's Turkey Ride was a great example of what I mean.

As the ride ended at the Pala Casino and most riders began to collect on the south side veranda to eat and to wait for the drawing, something big happened. A clan of riders formed. We arrived somewhere and built a community of riders! We didn't simply end the ride. We completed a journey together.

There has been a shift in culture.

Let's face it: For most of our day rides, we have only seen our fellow riders at the start. We sign in, eat, get a ride pin, look at the route sheet, saddle up and take off. We rarely see each other again until the start of next month's ride.

But Pala was different. We hung

around and shot the breeze. And we laughed--mostly at Gonzo, our ride leader and principal cheer leader. It was wonderful.

Expect more of this in 2014. The SCMA board and our volunteers will design rides that end in locations that lend themselves to fellowship and community.

We will provide one more reason to ride with SCMA. See you on the road.

We are looking for a new correspondence secretary and membership chair

SCMA is still in need of some help. Sally Bishop has indicated that she wants to resign her board position. Most of her work is membership chair. The work includes overseeing the membership records of our regular, lifetime and corporate members, developing a new membership package that is mailed to all new and renewing members and promoting membership in SCMA. If you have some creative juices and are looking for a way to contribute to this fine organization, please contact me.

We continue to form up the 2014 TFC committee

Are you recently retired and now realize that it takes more than play to keep life rewarding? Does a challenging volunteer job that creates something valuable interest you?



Indeed

If any of that describes you, then we have a job for YOU! . Are you a communicator, organizer or money guy? All of these skills are needed on this year's TFC team. Please contact me.

We need someone to manage door prizes. We also need someone to handle publicity and outreach. We need a Canadian finish chair and volunteers to support him/her.

It's EASY to Subscribe to SCMA News

Want to subscribe? Know someone else that wants to? Simply email the editor at BlakePAnderson@gmail.com and request it.

You will receive the newsletter once per month and occasional special announcements. We are proud to say that SCMA is a portal to outstanding riding events.

All newsletters going back to 2007 can be viewed and downloaded on line at <http://sc-ma.com/category/news>

Motorcycle History

- 1928 HD produces first front brakes
- 1931 Indian and HD are the only two American marqueses
- 1934 Indian, with help of Dupont, offers 24 color options
- 1935 HD licenses designs to Sankyo Company of Japan
- 1935 BMW produces R12 and R17, both hydraulic damped
- 1937 Joe Petrali sets 136.2 mph speed record on 61cc HD
- 1937 BSA begins selling M20 motorcycle to British Army
- 1938 Jack Pine Gypsies hold first Black Hills Rally in Sturgis



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2014 SCMA Legacy Award by Blake P. Anderson

In 2012 SCMA initiated its annual Legacy Award. We honor those people who inspire, support, lead and empower us. They are the folks that are the meaningful legacy of SCMA. The award is announced at the annual Awards and Appreciation Banquet. In 2014, the banquet is March 1 at the Embassy Suites Hotel in Santa Ana. Six people have received the Legacy Award:

- Josef Usatin (2012)
- Joseph Mandeville (2012)
- Jan Staws (2012)
- Kenn Hatke (2012)
- Dannie Fox (2012)
- Eleanor Stevens (2013)

The board is considering nominations for the 2014 award. We will accept nominations from now through January 15, 2014. Anyone can provide a nomination.

Nominees should have long-term (approximately 2 decades) participation in SCMA activities, served in various volunteer and board capacities, engendered cooperation and teamwork, and have been committed to the welfare of SCMA and its riders. The award represents the best of SCMA and long distance riding. It can be made posthumously.

Please provide up to two typewritten pages of information. Photos are helpful but not necessary. Help us honor the best of SCMA. Mail your nominations to:

SCMA Legacy Award Nomination
% Blake P. Anderson
2318 Bonnie Brae
Santa Ana, CA 92706

Or, email your submittal to: BlakePAnderson@gmail.com



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2013 Park 'N Ride Rally Raises \$2200 for Wounded Warriors By Michael K. Smith

For the first time, in 2013 the BMW/COSC Park 'N Ride rally became a fundraiser for a worthy charity. Their Board of Directors decided to support the Wounded Warriors Foundation, and between the silent auction and generous donations of riders at registration they were able to send \$2,236 to the Wounded Warriors Foundation.

The staff of the rally and Board of Directors want to thank all those who gave to this worthy cause, as well as the many companies that provided items for the silent auction.

In particular, they especially want to mention New Century BMW Motorcycles in Alhambra for its generous support and donations of products for the door prize and the silent auction.

The Park 'N Ride Rally is conducted like the Iron Butt Rally. A series of locations with award points are scattered throughout Southern California. Riders have the option of sweeping up as many locations to gather points as long as they arrive at the finish within the prescribed time limit published in the rules of the ride.



2013 California Adventure Rides Finishers*

By Dennis Even

| | |
|----------------------|--------------------------|
| Eugene Adee | California Mission Tour |
| E.B. Chester | California Mission Tour |
| Rodney Chew | California Mission Tour |
| Tom Clements | California Mission Tour |
| John Cooper | California Mission Tour |
| Bill Diem | California Mission Tour |
| Jim Fischer | California Mission Tour |
| Mitch Friedman | California Mission Tour |
| Danny Graham | California Mission Tour |
| Ron "Gonzo" Gonzalez | California Mission Tour |
| Ron "Gonzo" Gonzalez | California Parks Advent. |
| Larry Lamarche | California Mission Tour |
| Kathy Lamarche | California Mission Tour |
| Charles Lamb | California Mission Tour |
| William Unternaehrer | California Mission Tour |
| Judy Wagner | California Mission Tour |

*Processed as of November 20

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Recap: 2013 Turkey Ride to Pala Casino

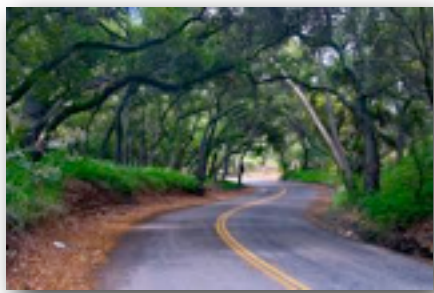
By Ronald "Gonzo" Gonzalez

This year's Turkey ride attracted 25 riders looking forward to riding the hills of South Orange and North San Diego Counties. The weather was slightly overcast and Ortega Highway was wet, but only a slight drizzle was experienced on a portion of the road.



Riders headed over Ortega and down into Lake Elsinore area before heading into Menifee horse country and swinging south into Temecula wine country. It was along this portion of the route that one group of three riders missed the roundabout turn to the left onto Anza. But they managed to recover and continue.

The next tricky part of the ride was the T-bone into Pechanga Hwy....seems Gonzo the Gonzinator gave instructions of



BEC instead of LT....again, our heads up SCMA distance riders

figured it out and continued on towards Pala and Hwy 76. Next was Rice Canyon, a subtle turn off of 76 and heading into the hills north to Rainbow. Riders had to exercise caution here as the road was wet and there were a few instances of wet leaves strewn about the road.

Heading east out of Rainbow riders headed south on Old US395, cut over I-15 and continued to S15. Unfortunately there was no signage for S15 and the Gonzinator overlooked that very important point (Gonzo needs to learn that sometimes more information is needed besides incremental mileage between turns). But riders again figured that out and continued on 395 to SR76, hung a right, and found where Gird Rd emptied onto 76, and continued onward to Camino Del Rey for the ride to Gopher Canyon road via Vista and over the hills of Old Castle Rd, Lilac Rd, and Couser Cyn before ending at the Pala Casino.

It was at the Pala Casino where riders relaxed on the Amigos Restaurant's Promenade eating enchiladas, chile rellenos, hamburgers and fries, or hot (as in picante) scrambled eggs with arroz y frijoles con tortillas.

The highlight of the social on the Promenade took place at 1:00. Twenty-five chips worth \$260 were placed in a container and riders took turns drawing chips ranging in values of \$100, \$25, \$5 and \$1.

SCMA's Affiliated Clubs

Antelope Valley Riders
www.avts.av.org

AZRATPack
www.azratpack.com

BMW Club of Southern California
www.bmwcosc.com

BMW Club, South Coast Riders (aka South Coasters)
www.scbmwrc.com

Pasadena Motorcycle Club
www.pasadenamc.com

Shamrock Road Riders
www.sc-ma.com/shamrock.htm

Victor McLaglen Motor Corps
www.thevmc.com

This year's Turkey Ride was a great opportunity for riders to make new friendships and ride new roads in northern San Diego County. It was also a fun time to potentially win back their rider's fee, play the tables or slots, and continue optional riding to Palomar Observatory and/or Julian for Apple Pie.

We all hope to see more of you next year to share in the fun.

The Southern California Motorcycling Association

PROUDLY ANNOUNCES ITS

39TH ANNUAL THREE FLAGS CLASSIC MOTORCYCLE TOUR

**TUCSON, ARIZONA
TO
HARRISON HOT SPRINGS, BRITISH COLUMBIA**

FRIDAY, AUGUST 29-MONDAY, SEPTEMBER 1, 2014

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Contact Blake P. Anderson at
BlakePAnderson@gmail.com

**VISIT OUR WEBSITE
FOR RIDER INFORMATION, REGISTRATION PROCEDURES AND TICKET SALES**

WWW.SC-MA.COM

2014 Traveler's Award

By Blake P. Anderson

Are you looking forward to the 2014 riding year? It is shaping up to be another great year. SCMA and its affiliated clubs have done their best to put a riding calendar together that has something for everyone.

What would make it more interesting than putting some awards and money on the line? Well, that's SCMA's offer for 2014. Once again, we will offer our Traveler's Award that is open to all SCMA members. Our 16 qualifying events for 2014 are:

1. January 16, SCMA Charity Soup Run
2. February 8, SCMA Sweetheart Ride
3. February 23, PMC Poker Run
4. March 1, SCMA Banquet Day Ride
5. March 15-16, Shamrock's St. Patricks Day Run
6. April 5, Antelope Valley Riders Bags 4 Kids Run
7. May 17-18, PMC Greenhorn Ride
8. May 24-26, SCMA Blazing Saddles Ride
9. June 21, South Coasters Summer Solstice Ride
10. July 13, SCMA Dog Days of Summer Ride
11. October 4-5, SCMA Grand Tour
12. October 11, BMWCOSEC Park 'n Ride
13. October 26, SCMA Cemetery Tour
14. November 22, SCMA Turkey Run
15. December 21, SCMA Winter Solstice SS1000
16. TBA, AZRATPack Event

Award Levels

Bronze Award

7 completed events* earns a Traveler's Award Pin

Silver Award

10 completed events* earns a pin and a specially designed trophy.

Gold Award

13 completed events* earns a pin, a trophy, a free March banquet ticket and a chance at a \$100 discount certificate for the 2015 TFC to be drawn at the March 2015 Awards and Appreciation Banquet. Winner need not be present.

Platinum Award (aka "The Suite 16")

Complete all 16 events with NO substitutions and earn everything already listed plus a \$100 discount certificate for the 2015 Three Flags Classic plus a surprise. Not planning on attending the 2015 TFC? In that case, \$100 cash will come your way instead.

**Substitutions*

This year, SCMA makes it easier than ever to achieve the award levels listed above. One of SCMA's Premier Events

can be substituted for our Bronze, Silver and Gold award levels. However, substitutions can not be used for the Platinum "Suite 16" award level. It stands alone.

We are offering a new "Triple Crown Bonus". If you complete the Triple Crown in 2014, then you can use ALL THREE of its premier rides to count toward your Traveler's Award for the Bronze, Silver and Gold levels. However, the Platinum level "Suite 16" can not be substituted. That level will still require all 16 listed qualifying events.

How to Sign Up

Signing up is easy for current SCMA members. Show up at a qualifying ride no later than March 15 and see Mitch Friedman, Traveler's Award Chairman. For an annual fee of \$20 you will receive registration and a wallet card to maintain your riding record. Your rider fee pays for SCMA's administrative costs--including the cost of the awards listed above.

Other fine print

- Sign the riders sheet and the release of liability form that are provided at the start of all qualifying events.
- Report to the Traveler's Award Chairman (TAC) at the start and receive his initialed endorsement on the wallet card that you received when you registered for the Traveler Award Program.
- Complete the entire qualifying event on a motorcycle, trike or motorcycle with sidecar.
- Show evidence of your visit to any checkpoints established for the event.
- Complete the event in the time specified by the organizer, if specified.
- Report to the TAC at the end of the ride in accordance with his requirements announced at the start of the event.
- If a qualifying event is cancelled because of rain, you will receive qualifying credit unless a "rain day" had been previously announced and calendared by the organizer. In that case, participation on the rain day is necessary to receive credit.
- If a qualifying event is cancelled in advance for a non-rain related reason, the TAC, in consultation with the SCMA board, will schedule and announce a replacement event that requires participation to receive credit.
- All decisions of the TAC can be appealed to the SCMA Board of Directors in writing and submitted at the next regularly scheduled meeting of the board.
- Decisions of the board are final.

Event Chairman

Mitch Friedman is chairing the Traveler's Award. Contact him at (310) 345-9799 or mitcho399@gmail.com

My Best 15 US Roads Challenge: A Ride of a Lifetime

By Bob Roger

My adventure began on the 3rd of July with a trip to Waynesboro, Virginia where I met Gonzo at the north end of the Blue Ridge Parkway. This is how I rode my Best 15 Challenge in the summer of 2013.

The first morning we got an early start to ride our required 150 miles on the Parkway. This scenic highway follows the ridge tops, offering many panoramic views of the Shenandoah Valley on one side and row after row of the blue Appalachian Mountains on the other. Traveling around sweeping curves, through the woods and over the meadows, we saw numerous deer, a few groups of turkeys and even fox. The road is a casual cruise along the heavily wooded mountain ridges and, even at 35-45 miles per hour, the 164 mile tour to Floyd seemed to be complete before we were ready to finish. The Blue Ridge Parkway would be on anyone's list of top ten favorite roads.



Gonzo and I continued our ride through Virginia and arrived in Tazewell by late afternoon. We were ready to begin our ride on the Back of the Dragon, also known as Virginia State Road 16, the 32 miles south to Marion. This road has great mountain style twisties as it ascends and descends a couple of mountains on the way to Marion. Unfortunately, many of the tight curves have gravel on the road surface about halfway through the turns...very unnerving! If the locals want to compete with the Tail of the Dragon for riders, they'll have to keep this gravel off their road!



Speaking of the Tail of the Dragon, we rode that, and the Cherohala Skyway the very next day, July

5th. We started in Tallassee at US 129 Dragon Harley Davidson, and rode the 11 miles, 318 curves, to Deal's Gap. The Tail is a unique road having so many curves in such a short distance. I've told friends who've wanted to ride the Tail of the Dragon "Do not do so until you can operate all of your motorcycle controls at the same time!" The Cherohala Skyway is a very different ride from the Tail. It has sweeping curves and an elevation change of a couple of thousand feet as you ride over the mountain from North Carolina into Tennessee, and on to Tellico Plains. It's a more relaxing ride, not a white-knuckler like the Tail of the Dragon. They're a nice contrasting combination of roads to ride together.



Unless you're doing a Four Corners Tour, the Kancamagus road group is a little out of the way. I rode this one with my buddy Paul on our way to the Maine State HOG Rally. We started up the hill from Wentworth, New Hampshire on SR118, then down the mountain, through the tree tunnel, to North Woodstock and Lincoln. There the road name changes to SR 112, the Kancamagus Scenic Highway. It's an easy mountain road over Kancamagus Pass with great views, and from the pass it takes you down to Conway and SR 16.

Mount Washington Road is a different story...it is a narrow, two lane road, 1½ lanes wide, with no guardrails! The top few miles are not paved and the drop off is very steep. This mountain road is not for the faint of heart, especially with its windy conditions! The rest of the ride north to Berlin was a breeze. I'm not sure why we had to ride any further after returning to "ground level", coming out of the clouds off Mt. Washington...but we did ride to Berlin to complete the prescribed route.



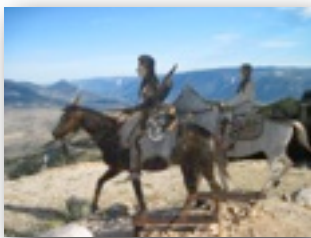
My Best 15 US Roads Challenge (continued from previous page)

At this point, I have finished the challenge roads East of the Mississippi!

My western loop, to ride the eleven roads west of the Mississippi River, will be my route to the sign-in for the '13 Three Flags Classic. The first western road I encountered was US 16A in South Dakota. Riding east from Custer, then north toward Mt. Rushmore, I believe two of the three tunnels frame the Presidents as you ride through, presenting a very impressive approach to the National Monument. Unfortunately, I rode this one in the less preferred direction due to my overall ride plan. Not to disappoint the southbound traveler, the third tunnel also frames the Presidents. I've ridden this road a few times before, and always love the ride through the pinewoods with all the granite outcroppings. This is probably the best scenic road in the Black Hills and is one of my favorite roads.



Onto Wyoming and the Chief Joseph Highway which follows the Nez Perce Trail. I rode it in the opposite direction in which the Chief led his tribe. The view from Dead Indian Point was impressive as I imagined how Chief Joseph guided them all up that steep mountainside, with just their horses to carry them, and all they owned. At the end of the Chief Joseph Scenic Highway, a sharp right turn put me onto US212 toward the Beartooth Pass.



Again, I'm riding I the wrong direction! Approaching the pass from Red Lodge is much more impressive because of the steep climb. However, my ride up

was still pretty spectacular, especially at the pass, which is alpine zone and all the rock is bare! The ride down the hill toward Red Lodge requires full attention since those switchbacks are just as sharp in this direction. These roads absolutely belong on anyone's top ten list!

Tuesday, August 13th, was a busy day at Glacier National Park and, with the construction underway, the parade of cars moving through was slow. That was okay because the scenery along the Going to the Sun Road should be enjoyed. The large lakes on each side of the Continental Divide (at Logan Pass) are surrounded by spruce forests and high, bare rock mountains, some over 10,000 feet high! Glaciers are visible in many places on these mountains, and I even saw a big-horned sheep across the road from the visitor's center at Logan Pass. This was a great ride through one of the most beautiful of our National Parks!

The next morning I left Kalispell early, heading south to Missoula and on to Lolo. I got gas and a photo, then headed west on the Lolo Trail. I did have to stop for a photo of the 99 Miles of Winding Road sign, which some people might take as bad news, but I saw it as a blessing. I rode the curves along the Lochsa and Clearwater Rivers to the Snake in Lewiston, finishing another of the 15 Best.



Arriving in Lewiston at mid-afternoon, I decided to get a jump on the next day's ride by continuing 120 miles on to Spokane, Washington. This seemed like a great idea at the time, but I woke up in the middle of the night realizing that I had not taken a photo of myself crossing Idaho on US12! I knew I had to go back in the morning, so I rode at dawn. Made it to Lewiston, rode about 35 miles east on US12 to Orofino for the photo, then back to

*My Best 15 US Roads Challenge**(continued from previous page)*

Spokane, 300 miles later, by noon. Great! I'm a half-day behind schedule...but I had a nice morning ride!

I made it to Omak by 3 pm to get gas. At the station I spoke to a fellow Harley rider and found out that Wa20 was closed due to a mudslide a few days earlier. To make a valid ride on the road, I needed to ride to the closure, supposedly 15 miles west of Winthrop. I had to ride 35 miles west of Winthrop to find the Road Closed sign...at Rainy Pass (which it was). I had ridden 83 miles from Omak, coincidentally half of the 167 miles to Concrete, the required ride on Wa20. I returned to Winthrop for the night. The ride through the American Alps was worth the effort in spite of the rain and road closure.



You can call this next road California Dreamin'. I got gas and a photo of the Welcome to Monterey sign, then rode south. It's just a short ride through a stand of Redwoods before the Pacific comes into view! The road then hugs the shoreline, through twisty curves, about halfway up the mountainside. The fog turned to clouds just above my head, exposing views of the ocean for the next 120 miles to Morro Bay. This road is another one of my top three favorites because it has woods, mountains, twisty roads and ocean views!



At sunrise, I started the day in Sacramento by jumping onto I-80 east. Soon I crossed over Donner Pass into smoke from the Yosemite fire. By the time I reached Lake Tahoe, the smoky fog almost completely hid the lake from my view. I stopped in Carson City for my ride beginning photo and gas receipt, then set out into the desert in the smoky air. I rode to Austin, about halfway across Nevada, before the air cleared and I once again saw blue skies. I made enough of the required stops along the way to "earn" my I Survived US50 certificate, and ended up staying in Ely that night.



The next morning, I continued on US50 to Baker, and the Great Basin National Park for a short visit. Next, it was on to Utah!



Utah 12 was the only road on the list that I had not ridden before. I had known about this road and have wanted to ride it for about ten years. Over those years, the few times I'd been riding in Utah, I'd been in the wrong places to include UT12 on my route. I had developed ideas of what this road would be like, but I found that was way off. The road and the scenery were ten times better than I'd imagined. Just when I thought I'd seen every possible combination of colors, sizes, shapes and textures of these rock formations, I'd go around a corner and find another variation.



I wasn't sure why it was called the Grand Staircase as I didn't

*My Best 15 US Roads Challenge**(continued from previous page)*

seem to be changing elevation much... but then I came around a corner and found myself at the top of the stairs! The road was the highest surface in all directions, and steep drop-offs were on both sides of the road. I had never been on a mountain road that fell away on both sides! I am thankful that the road was fairly straight and level across the top. The varying rock formations and the breathtaking surprise at the summit absolutely make this road another one of my top three favorites.

After spending the night at the America's Best Value Motel in Springerville, Arizona, I awoke rested and ready to ride. US191 begins with sweeping curves through the pine and spruce forests, with signs warning of elk crossing. As I got further along, the curves got tighter, finally becoming mountain twisties, very different from the start of the ride.



At the end of these mountain curves and switchbacks, I came upon the Copper Mine at Morenci, a totally unexpected and very different scene. The mine has been in operation for about 100 years, and the size of the hole is indescribably large...the earth movers on the other side look like tiny toys, though their wheels are probably 10 feet in diameter. I continued on through town, then into more of a desert type terrain.

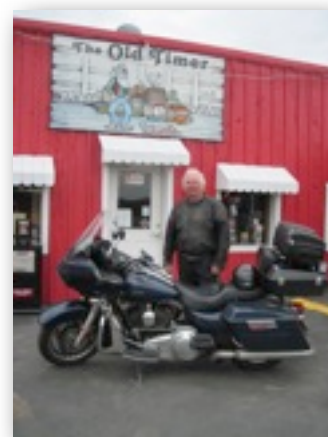


Made it to Three Way for gas and a photo to complete my ride on another of the Fifteen Best. Don't blink though, or you'll miss this intersection called Three Way (Gonzo did!). With these different types of terrain, US191 was yet another great ride, and another favorite road!

Okay, thirteen down and I'm heading east through New Mexico on I-10 toward Texas Hill Country to ride the Twisted Sisters! Leaving Van Horn, Texas, I spent most of the morning riding I-10. At Sonora, Texas, as I headed south off the Interstate, the drizzle started. I had light rain on and off for the rest of the day, but it was little more than an inconvenience.



I did enjoy riding these Texas hill country ranch roads, each with its own character. RR335, with its undulating vertical changes was like a roller coaster ride, while RR336 was the ridge runner, with many long distance vistas. RR337 was a cruise across the valley toward Medina, though she also contains sections with the attributes of both of her sisters. I saw another bighorn sheep on RR337, but this one was a road kill, and main course for a dozen feasting buzzards. On RR336 I was surprised to spot life sized sculptures of an Ostrich family of three... and that was just before sighting the Ibex herd. The sisters are full of surprises...let them entertain you!



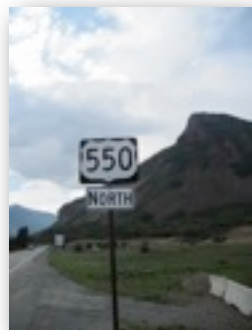
Well, I started off out of Deming, New Mexico, beginning Day 1 of the Three Flags Classic with Gonzo, Blake and his friend Shawn. After about two miles, Gonzo split off to ride the Interstate due to his damaged hand from an accident six weeks earlier. I rejoined him that night in Delta, Colorado,

My Best 15 US Road Challenge

(continued from previous page)

then, over the next three days, completed the ride to Winnipeg, Manitoba with him.

Continuing on Day 1, I rode the nearly 500 miles to Durango with Blake and Shawn before separating from them to document my ride on the Million Dollar Highway. I got my gas receipt and a photo before riding into the mountains. Views of the Rockies



from this road are probably my favorites. The mountains, up to the alpine line, are covered with green spruce and pine forests with splotches of yellow Aspen groves. The Aspens were just starting to show their fall colors to add some contrast.

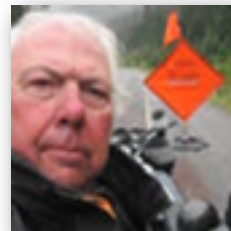
The rocks were incredible too. I could not begin to describe the colors on Red Mountain.

The canyon into Ouray is also difficult to describe with its close, vertical walls and treacherous drop-

offs. I made it to Montrose alive, and having ridden the length of the Million Dollar Highway, I had completed the challenge of riding the Best 15 US Roads. US550 is yet another of my 20 or 30 top three favorite roads!

I had ridden most of these roads a few times before, but including the eleven western roads of the Best 15 into one loop, made THIS my ride of a lifetime!

When will you make yours?



Editor's Note: Bob Roger is a long distance H-D rider from Ohio and has become a regular on SCMA long distance riding events. Look for more of his contributions in the future.

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Three Flags Classic History: Starts, Checkpoints, Finishes and Chairs

By Chris White and Blake Anderson

Have you ever wondered about prior Three Flags Classics? Where did it start in the fifth year? How many times have we been in Nanaimo? Was there a checkpoint in Torrey? Who chaired Medicine Hat? We have most of the stats here. If you have first hand knowledge and the paperwork to back it up, we want your help in accurately filling in the holes. Legend Mexico Canada USA

| <u>Year</u> | <u>Start</u> | <u>Checkpoints</u> | <u>Finish</u> | <u>Chairperson</u> |
|-------------|--------------|---|---------------|--------------------|
| 1976 | Tijuana | | Vancouver | Josef Usatin |
| 1977 | Tijuana | | Vancouver | |
| 1978 | Tijuana | | Vancouver | |
| 1979 | Tijuana | | Vancouver | |
| 1980 | Vancouver | | Ensenada | |
| 1981 | Tijuana | Barstow, Blackjack, Twin Falls, Kalispell | Calgary | |
| 1982 | Tijuana | Lone Pine, Lake Almanor, Bend, Twisp | Vancouver | |
| 1983 | Tijuana | Lone Pine, Winnemucca, Grangeville, Bonners Ferry | Penticton | Chuck Brennan |
| 1984 | Vancouver | Leavenworth, Bend, Susanville, Jackson, Kramer J, Cuyamaca | Ensenada | |
| 1985 | Mexicali | Prescott, Cortez, Heber City, Arco, Hermiston | Kamloops | Don Perdew |
| 1986 | Tijuana | Salinas, Fort Bragg, Beaver, Bellington | Nanaimo | Carl Cornell |
| 1987 | Tijuana | Bishop, Elko, Lolo, Bonners Ferry | Penticton | Joe Mandeville |
| 1988 | Tijuana | Panguitch, West Yellowstone, Browning | Calgary | Bob Blais |
| 1989 | Tijuana | Bishop, Bend, Osoyoos | Harrison HS | James Fisher |
| 1990 | Tijuana | Flagstaff, Vernal, Trout Creek | Kamloops | Carl Cornell |
| 1991 | Nogales | Taos, Silverthorne, Cody, Rocker | Kimberley | Jan Staws |
| 1992 | Whistler | Maryhill, Fort Bragg, Big Sur, Newhall | Tijuana | Mike Strader |
| 1993 | Juarez | Ruidoso, Taos, Estes Park, Hot Springs, Custer Monument | Medicine Hat | Ron Neal |
| 1994 | Tijuana | Oatman, Pahrump, Bear Valley, Summer Lake, Eagles Cliff | Courtenay | Jane Weininger |
| 1995 | Nogales | Show Low, Dutch John, Laurel, St. Mary, Golden, Cache Creek | Whistler | Joe Mandeville |
| 1996 | Mexicali | Cameron, Torrey, Huntington, Pocatello, Arco, Trout Creek | Kelowna | Joe Mandeville |
| 1997 | Nogales | Cortez, Afton, Columbia Falls | Moose Jaw | Jan Staws |
| 1998 | Tijuana | Fresno, Winnemucca, Grangeville | Penticton | Max Marker |
| 1999 | Nogales | Gallup, Glenwood Springs, Cody | Medicine Hat | Terry Smith |
| 2000 | Tijuana | Bryce, Blanding, Rock Springs, Cooke City, Helmsville, Jasper | Edmonton | Rogers |
| 2001 | Tijuana | Modesto, Weed, Enterprise | Penticton | Max Marker |
| 2002 | El Paso | Pueblo, Douglas, Miles City | Regina | Terry Smith |
| 2003 | Tijuana | Woodside, Eureka, The Dalles | Nanaimo | Jan Staws |
| 2004 | Mexicali | Torrey, Pocatello, Sandpoint | Kelowna | Joe Mandeville |
| 2005 | Tijuana | Holbrook, Vernal, Missoula, Fortress Mountain | Calgary | Charlie Coyner |
| 2006 | Tijuana | Oakhurst, Willow Creek, The Dalles | Penticton | Rich Vencil |
| 2007 | Mexicali | Kanab, Leadville, Red Lodge | Medicine Hat | Kenn Hatke |
| 2008 | Mexicali | Gardnerville, Brookings, Morton | Nanaimo | Jane Usatin |
| 2009 | Mexicali | Kayenta, Ely, Missoula | Penticton | Jan Staws |
| 2010 | Regina | Deadwood, Craig, Taos, Springerville | Tucson | Huey Ward |
| 2011 | San Ysidro | Hawthorne, Bend, Missoula | Penticton | Joe Mandeville |
| 2012 | El Paso | Buena Vista, Little America, Wisdom | Nelson | Huey Ward |
| 2013 | Deming | Delta, Chadron, Bismarck | Winnipeg | Dennis Even |
| 2014 | Tucson | Torrey, Boise, Walla Walla | Harrison HS | Blake Anderson |

*We Get Letters**A suggestion for IBA's Four Seasons SS1000*

One thing that might be fun for your members to know is that if you ride an IBA certificate ride on the first day of the season, four seasons in a row, you get a special certificate--the Four Seasons SS1000. Start with SCMA's Winter Solstice Challenge, for instance, and parlay it with the other three to achieve an important riding milestone as a long distance rider.

I am an experienced IBA rider. So if any of your members want some help preparing for their first IBA ride, I am happy to help.

John O. Cooper

Motorcycling in Italy

Hear The Road Motorcycle Tours Italy is an Italian tour operator dedicated exclusively to those who want to know Italy while riding a motorcycle.

Hear The Road offers motorcycle road-trips of various lengths. All trips start and end in Rome. The guided tours run from May to September.

Experienced motorcyclists will take you along the most beautiful and breathtaking scenic drives of Italy.

Ride along quiet back country roads; discover the charm, history, and traditions of this marvelous land; ride through cool, pristine mountains; stop for a taste of local food or wine in one of the many small lesser-known villages; visit famous art cities such as Rome, Siena, Orvieto, Assisi, and Florence. Stop overnight in welcoming, family-run hotels; taste delicious local cuisine in the typical "trattorie"; explore the friendly Italian summer nightlife.

Rent a bike or bring your own.

Enrico Grassi, Italy

enrico@heartheroad.com



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A Report From the Road: The Three Sisters Deliver Great Riding!

By Ronald "Gonzo" Gonzalez

On October 4, I finished the last unit of the Best 15 US Roads Challenge. I am writing this report while staying in Kerrville Texas, having just completed riding the Three Sisters. I started with the Three Sisters last year and ended with them this year.

What a day! This was an absolutely great ride! Riding the Three Sisters (Texas 335, 336 and 337) is a matter of choices. Which sister first?

The day started in Sonora taking a short cut proposed by GlideRider. South on 277 to 55 then north on 377 to 41 where I started the first of the sisters, 335. 'Twas a nice ride, like a roller coaster but only a few twisties. From there I rode the first half of 337 into Leakey for gas receipts.



Then I was off to 336. This is a little more exciting than 335. Gorgeous views observed while riding the ridge of a high hill for about a mile or so. There were far more twisties on this route. Then onto 41 east to 83 and south into Leakey for the 2nd gas receipt.

The last of the 3 was the 2nd half of 337 from Leakey into Medina. This was the best of the

three, in my opinion. Roller coasters, lots of twisties, and great views!

Soon I was at the "Old Timers" Store where I was happy to see that Jay was still around and kicking. I brought a print of our pic from last year and then we posed for a photo of this year's visit.



Interesting to see many ranches up for sale. It seems the drought has left them without water and the water table is dropping significantly. It would be interesting to find out what the current prices are for this parched land.

Each of the 3 roads have been undergoing improvements. New asphalt, new road markings and new signs. My gut feel is that the speed limits have all been lowered. If it was 30 last year it seems to be posted 25 this year. Why? Well, these sisters are deadly witches.

When I get back to So Cal I'll start working on assembling my photos and gas receipts into a log book and send it in so I can get certified for my second Best 15.

*Ride Safe: Robert Farr's Last Ride**By Blake P. Anderson*

During this year's Three Flags Classic one of our riders perished when he missed a corner on CO 65 a few miles north of Cedaredge. It occurred in the afternoon of the first day. The weather was clear. There was plenty of light. He was riding a well-maintained 2006 BMW R1200RT. He was presumably refreshed and alert after having visited the checkpoint in Delta, Colorado perhaps 30 minutes earlier. He was an experienced rider.

So, what happened that fateful afternoon? How did he miss the turn? And, more importantly, is there a lesson to be learned for the rest of us?

Perhaps there is.

Robert Farr was one of our own. He "fit the profile". 70 years old. An avid long distance rider. Multiple Three Flags Classics under his belt. He had a couple of regular riding buddies from around the Country that he would meet up with at the TFC start. They would ride together for the four or five days of adventure we call Three Flags.

Robert rode down to the start of the 38th annual Three Flags Classic in Deming, New Mexico from his new home in St. George, Utah. He had recently moved from Montana and was living alone. He arrived in Deming like the rest of us, signed in, received his starter's package, joined friends to share news, and prepared for the next day.

It turned out that his riding partners were not going to be on the ride. For one, family matters kept him at home. For the other, a Thursday night emergency call from his daughter sent him west toward San Diego on that Friday morning.

So Robert rode alone that first day. He headed north into that cool pre-dawn Friday morning to face a day of great riding. And so he did.

At mid-afternoon he arrived in Delta, the first checkpoint. As far as we can tell, there was nothing notable about his visit. He got his passport stamped, grabbed some snacks and a bottle of water, chit chatted a bit and then he was off. He had plenty of light and time to burn another 100 miles or more--easily.

Just north of the checkpoint he turned east on Colorado 92 and then north on Colorado 65, crossed over the Gunnison River and passed through the small community of Cedaredge, before beginning the climb onto Grand Mesa.

The straightaways between Delta and Cedaredge were a stark contrast to the sweepers, tight turns and switchbacks of the Grand Mesa climb out. And that is where Robert ran out of luck. Near the beginning of the climb out, a gradual right turn followed by an ever-tightening left turn was where Robert left the road.

The Colorado State Patrol traffic accident report and the forensic analysis later put his speed at about 65 mph. Not terribly excessive for his style of riding and given the gentle nature of the earlier turn, not imprudent. Speed or inattention--no one will ever know for sure--was enough to put him onto the narrow shoulder and then into the brush and the trees beyond. According to the accident report, he left his bike about 65 feet from the road and his bike went another 48 feet. They both disappeared from view.

Robert and his bike could not be seen from the road. Both were hidden by the brush and the trees. It was about 5:30 pm.

The next morning, a group of riders from Arizona left the Delta checkpoint and headed north toward Cedaredge and Grand Mesa.

continued on next page...

Ride Safe: Robert Farr's Last Ride
(continued from previous page)

They entered the same curve that had taken Robert. One of the riders, Bill Diem, apparently encountered a bit of the gravel kicked up on the road by Robert's accident and he left the road. Bill bailed out at the edge of the road with no injuries, but his bike bounced and tumbled through the brush, coming to rest tire-to-tire alongside Robert's BMW.

Once the Arizona riders discovered this mystery bike, they knew something else more serious might have occurred. The rider was no where to be seen. At that point they could not know that the bike belonged to another TFC rider. The Colorado State Patrol was called, they responded, and eventually Robert's body was discovered nearly 50 feet from his bike.

It took a while before the CSP and the responding investigators were convinced that the two accidents were actually separated in time. They were skeptical. At first glance, it looked like two riders had gotten tangled up racing on a turn. Would Bill be held partially responsible for Robert's death? The investigators concluded, as improbable as it sounded, that what actually happened was two bikes on the same tour, crashed in the same turn at the exact same spot, separated by half-a-day.

Bill Diem was told by one of the CSP troopers that the curve is particularly dangerous and that numerous accidents have occurred there. When they respond to a call, it is often there.

Lessons Learned

It is difficult to extract a lesson in all of this. Robert seemed to be doing most everything right. Perhaps he came in a little hot and was surprised by the tightening corner. Perhaps his attention was captured for a moment too long as he gazed at the scenery all around him. Perhaps the corner is deceptive and he was tricked into taking the corner too fast.

Had he been riding with a buddy, could first aid been rendered sufficiently to save his life?

Each of us have experienced variations of Robert's bad situation. How many times have we found ourselves over the fog line, in the opposite lane or actually in the dirt? How many times have we had to brake hard and late to save our bacon because of being overly aggressive? How often have we looked away from the road to gaze at a spectacular view and then looked forward to see disaster looming too close? All of us make a promise to speed less and pay attention more when it happens. We do--at least for a while.

So maybe the lesson here (and Robert's message to us all) is to take it down a notch when riding unfamiliar roads.

I know I will. At least that is my intention.

Epilogue

How improbable a set of events could you possibly imagine? Bill's Goldwing came to rest on Robert's BMW. How unlikely is that?

Most people that have looked at this incident are forced to conclude that something was at work here that we do not understand and can not rationally explain. Some would say that Bill was the agent meant to discover Robert. It was no accident. It was preordained fate. Or chance.

Well, who knows. It is certainly something to think about.

Oh, and one last thing. Robert was TFC Rider #48. Bill was TFC Rider #49. They did not know each other, but were very much intertwined.

Our thoughts and prayer are with Robert. And Bill.

Ride Safe

Save the Date: March 1, 2014 is our Annual Awards and Appreciation Banquet

SCMA's annual Awards and Appreciation Banquet is scheduled for March 1, 2014 at the Embassy Suites in Santa Ana, located on Dyer Road next to the Costa Mesa Freeway (CA-55). The hotel is very convenient to Orange County's John Wayne Airport and is less than an hour's drive from the other major airports in the Los Angeles and Inland Empire service areas.

A reception followed by dinner and the program will begin in the early evening at times and at a price that will be announced in January. A block of rooms have been reserved for attendees. Call the Embassy Suites at (714) 241-3800 to make your reservations and mention the SCMA banquet.

This year's banquet will feature riding awards for:

- California Mission Tour
- California Parks Adventure
- USA Four Corners Tour
- Best 15 US Roads Challenge
- Triple Crown

We will also provide service awards for our 2013 board and committee volunteers. We will also present SCMA's Legacy Award to a long-term SCMA member who has

provided positive service to the long distance motorcycling community.

We have a surprise or two up our sleeves that you can see first hand at the banquet.

The day will start with a local morning motorcycle ride led by Steve Howe. It is free and all riders are welcome. It is a qualifying Traveler Award riding event. More on that in a month or so.

Everyone is welcome. SCMA members, their spouses, partners, friends and family members are more than welcome. Riding colleagues and friends from other motorcycling organizations are also welcome to join us for fellowship and a great meal.

Dinner entrees will include steak, chicken or pasta so most folks will have a choice that they will like.

Gonzo, Mike Barber and Pat Julien will co-host this year's banquet. If you have ideas, questions or want to help them make the banquet a screamin' success, please email Gonzo gonzocrossusa@gmail.com



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**Entry is \$60.00 and ride must be completed within the calendar year.
For Information and Rules Visit:
www.sc-ma.com and Register On-Line.**

For more Information,
Contact Charlie Coyner, SCMA Best 15 Chair at (719) 432-8856 or charlie.coyner@gmail.com

SCMA's Premier Events

USA Four Corners Tour/USA Four Corners True X Tour

Imagine the adventure and satisfaction of visiting San Ysidro, CA; Blaine, WA; Madawaska, ME; and Key West, FL in 21 days or less. The USA Four Corners Tour is a self-guided tour visiting these four locations in any order you select and at any time of the year. Add Lebanon, KS between each corner and do it in 26 days or less and you've got a "True X". Plaque, pin, patch and hat to certified finishers. Visit our website for complete information and online registration for this World Class event. More people have topped Mt. Everest than have completed this challenging long distance pinnacle. Dannie Fox is chairing this event.

Three Flags Classic *(an AMA "Extreme Grand Tour")*

The 39th annual Three Flags Classic is set for a Tucson, Arizona start on August 29, 2014 and a Harrison Hot Springs, British Columbia finish on September 1. There is an August 28 mandatory sign-in and a September 2 banquet. 240 riders will travel 2300 miles through the mountains, canyons, farmland, high desert and rolling hills of Arizona, Utah, Idaho, Oregon, Washington and British Columbia. Watch the SCMA website and the TFC forum for unfolding information. Blake Anderson is chairing the 2014 event.

California Adventure Series

The California Adventure Series includes two different rides: The California Parks Adventure (CPA) and the California Mission Tour (CMT). Completing one or the other helps to qualify for the Triple Crown award.

CPA During any single calendar year and in any order and at any pace, visit all of the 24 National Parks and Monuments in California. Join the fun by purchasing a full color, well-illustrated passport book from SCMA that lists all locations. Get a park stamp and a photo of yourself at each location. Return the completed passport to SCMA and get it back along with a pin and a plaque.

CMT During any single calendar year and in any order and at any pace, visit all of the 21 California Missions. It works just like the CPA listed above

SCMA Best 15 US Roads Challenge

During 2014, travel our annual list of Best 15 US Roads. Every mile from your home to the roads and back again must be traveled on a motorcycle, trike or sidecar. Rules, application information and details can be found on our website. Charlie Coyner is chairing this event.

Tie It All Together with the Triple Crown Award

Imagine completing the USA Four Corners Tour, the Three Flags Classic and one of the California Adventure tours in a single calendar year. It is a rare achievement--done by only 10-15 riders per year. SCMA honors this significant accomplishment with a limited-edition plaque that marks you as a very unique long-distance rider: A winner of a Triple Crown.

Annual Awards and Appreciation Banquet

Triple Crown Awards and others awards are presented at SCMA's Annual Awards and Appreciation Banquet In 2014 it will be held Saturday, March 1 at the Embassy Suites in Santa Ana, California. Gonzo, Mike Barber and Pat Julien are co-chairing this event.

SCMA's Help Wanted

SCMA posts open volunteer positions here.

1. Looking forward to 2014, are you interested in chairing the California Adventure Series (California Mission Tour and California Parks Adventure)?
2. We need someone to replace Sally Bishop as correspondence secretary and membership chair.
3. We need a publicity coordinator and door prizes coordinator for the 2014 Three Flags Classic.

Sell It Here...

California Scientific Large Wide Windshield \$75. Fits 2005-2010 R1200RT BMWs. \$210 new. Orange County. BlakePAnderson@gmail.com

Custom Bates Leather Motorcycle Jacket \$350. 4XLT-5XLT with 38" arms. 40" chest measures 64" and sleeve length 40". Full, quilted, zip-in liner, armor, upper shoulder & lower back vents, two side zippered pockets and one interior zip pocket. Mandarin collar, gusseted sleeve zippers. Race weight leather. Over \$1000 new. Excellent materials and craftsmanship. Orange County. REFFI@aol.com

Estate sale: Motorcycle

We accept free motorcycle-related ads from our members. Send your ad to the newsletter editor by the 25th of the month.

We Want Your Stories and Photos

Do you have a story that needs to be told? A ride you have taken? An interesting person you want to profile? Memories of your first motorcycle and what it meant to you? Maybe you have a good old days story about SCMA. If you have an idea, write it or tell it. We'll print it.

Everyone is Welcome at Our General Membership Meetings. 10am Start

We meet once per month on Saturdays beginning at 10 AM. We currently meet at:

Coco's Restaurant
306 N Azusa Ave.
Covina, CA

UNTIL FURTHER NOTICE, but remember to check every month to make sure. Changes are possible.

Directions to Coco's:

From the I-210 Freeway, head south on Azusa Ave. 2.2 miles. Coco's is on your left.

Or...

From the I-10 Freeway, head north on Azusa Ave. 1.0 miles. Coco's is on your right.

Please join us any time. Hear first hand about what is planned for the upcoming rides offered by SCMA and its affiliated clubs. Get to know the people that put these amazing events together. Tell us what you think. And get a feel for what it would be like to join our efforts in providing the best that riding has to offer. No one is doing what SCMA is doing. No one.

Our 2014 General Membership Meetings are:

- January 11
- February 8
- March 1 (at our Awards Banquet at the Embassy Suites in Santa Ana, Dyer Road and CA-55 Freeway)
- April 12
- May 10
- June 14
- July 12
- August 16
- September 20
- October 25
- November 15 (includes 2015 calendaring session)
- December (No meeting)

Three-Month Running Calendar (with qualifying Traveler Award Events in Red)

SPECIAL NOTICE: OUR GENERAL MEMBERSHIP MEETINGS NOW START AT 10 AM

December

- 6-8 Long Beach Motorcycle Show
- 14 BMWCOOSC Destination Ride (Location TBD)
- 21 *SCMA Winter Solstice Saddle Sore 1000* Costa Mesa Start*

January

- 8 TFC Committee Meeting, 11am, Blake's Home
- 11 SCMA Board Meeting, 8am, Coco's Covina
- 11 SCMA General Membership Meeting, 10am, Coco's Covina
- 12 *SCMA Charity Soup Run**
- 25 BMWCOOSC Trip to Roadster Show
- 26 South Coasters Palm Springs Ride

February

- 1 SCMA Board Meeting, 8am, Coco's Covina
- 1 SCMA General Membership Meeting, 10am, Coco's Covina
- 2 BMWCOOSC Ride to Jocko's in Nipomo
- 8 *SCMA Sweetheart Ride**
- 14-17 South Coasters Death Valley Ride
- 22 BMWCOOSC Trip to Catalina Island
- 23 *PMC Annual Poker Run**

Other SCMA Events in 2014...

- March 1 *SCMA Banquet Day Ride**
- March 1 SCMA's Annual Award and Appreciation Banquet, Santa Ana
- May 24-26 *Blazing Saddles Tour**
- July 13 *Dog Days of Summer Ride**
- Aug 28 Three Flags Classic Mandatory Sign-in, Tucson
- Aug 29 Three Flags Classic Start, Tucson
- Sept 1 Three Flags Classic Finish, Harrison Hot Springs, BC
- Sept 2 Three Flags Classic Banquet, Harrison Hot Springs, BC
- Oct 4-5 *Grand Tour**
- Oct 26 *Cemetery Tour**
- Nov 22 *Turkey Run**
- Dec 20 or 21 *Winter Solstice Saddle Sore 1000 Challenge**



Here's what's on the road ahead. For more information, check the SCMA website www.sc-ma.com and the websites of our affiliated clubs. Club websites have more information on their events and are listed elsewhere in this newsletter. ALWAYS consult them before a ride for last-minute changes.

**Qualifying Traveler Award Event*

Some valuable fine print (really)

Articles and advertising must be received by the 25th of the month in order to appear in the next published issue of SCMA News. Newsletters are circulated electronically and posted on the SCMA website. Send written correspondence to: Southern California Motorcycling Association, PO Box 487, Norwalk, CA 90651-0487

Email newsletter submittals to: BlakePAnderson@gmail.com

The SCMA neither endorses nor sanctions any fund raising activities by its members or riders participating in its events for any purpose benefiting or on behalf of third party charities unless expressly stated otherwise. All such activities are outside of the control and view of SCMA and no support of any kind should be construed.

SCMA's website is always your best source for complete and current information on our rides and events. Our membership application is there. Go to www.sc-ma.com for information,

applications and other resources. Links to all of our affiliated clubs are there too. article, letter or material printed in this or any other SCMA publication is the opinion of the author or contributor and is not necessarily the policy or opinion of the SCMA Board of Directors unless expressly noted therein.

All material appearing herein can be used freely and without limit with the courtesy of attribution.

Advertising space is provided to our members only. Regular membership is \$30 for one year or \$50 for two years. Want ads are free for regular members. Sponsoring corporate membership is \$400 per year and includes a one-half page ad in the newsletter for 12 months and prominent mention at SCMA's March Awards and Appreciation Banquet and the September Three Flags Banquet.