



SCMA NEWS

Proudly Serving the Long Distance Riding Community Since 1968

The Summer Ahead...



Upcoming Events

(See club websites for details)

** SCMA Traveler's Award Event*

July 12 SCMA Board Meeting,
Coco's Covina, 8am

July 12 SCMA General Membership
Meeting, Coco's Covina, 10am

July 13 SCMA Dog Days of Summer
Ride, Crazy Otto's, Acton, 7:30-8:30am*

July 26 AZRATPack, Annual Sedona
Ride, Go AZ Motorcycles, 8:30am

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We Want to Hear From You Contact Us At:

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Norwalk, CA 90651
www.sc-ma.com

The Buck Stops Here:
714.801.3931
BlakePAnderson@gmail.com

Road Signs

By Blake P. Anderson

2014 Mid-year Election

SCMA has a six-member board of directors, each elected to a two-year term. In even-numbered years, vice chair of the board, treasurer and member services director are elected. We also are seeking a new recording secretary to replace Barbara Fox who recently announced she is leaving at mid-term, making this a one-year position for this election.

Steve Shulman is running for Board Vice Chairman, Ron "Gonzo" Gonzalez is running for Membership Services Director, and John Mickus is running as a late-add write-in candidate for Treasurer. No candidate is running for Recording Secretary.

SCMA will conduct this year's election as follows:

1. Nominations closed June 14 at the general membership meeting.
2. Ballots were distributed via our e-distribution list and appears on the following page of this July newsletter. . Ballots can be requested by e-mail to chairman@sc-ma.com or by calling any member of the SCMA board of directors.
3. Ballots must be completed and placed in an envelope to SCMA. The member's return address and SCMA number must appear on the outside of the envelope. One ballot per envelope must be mailed to SCMA, Ballot, PO Box 487, Norwalk, CA 90651-0487 and received by July 11, 2014.
4. All envelopes will be verified as coming from a current

SCMA member. The envelope will be opened at the July 12 general membership meeting, each ballot will be removed and separated from its envelope.

5. Ballots will be counted in public and the results announced to all in attendance.
6. The results of the election will be effective July 13.

Registration is closed for the 2014 Three Flags Classic but re-sales may save your summer!

Registration closed May 15 for the 2014 Three Flags Classic. We sold approximately 296 tickets. However, you can take heart if you had intended to go but procrastinated. Ticket re-sales are possible. Riders that can no longer go are looking for you to buy their tickets. It is easy to participate as a seller or a buyer.

Sellers: Go to the SCMA forum tab on the top of the home page at www.sc-ma.com Click on Three Flags Classic Forum. Start a **new** topic and post your ticket for sale. You **MUST** post it for its face value only: \$275.

Buyers: Find a ticket for sale on the Three Flags Classic forum and make payment arrangements with the seller. SCMA will not be involved in the transaction but we can certainly answer your questions. **Buyers:** Notify SCMA at Steven1050@aol.com that you have purchased the ticket, the name of the seller and your complete contact information and



Three Flags Riders: We'll Let You Know.

passport information. Buyers must be SCMA members. Online membership payment is preferred. See the SCMA home page and click on membership for instructions.

July 13 Dog Days of Summer Ride

Take a look at the flyer inside for this 8th annual summer ride. We start in Acton at Crazy Otto's. The Antelope Valley Riders have kindly volunteered to design and operate this ride for us. I don't know if this is the first time that an affiliated club has stepped up to lead a ride for us, but its the first one in my memory. Thank you AVR!!

It's EASY to Subscribe to SCMA News

Simply email the editor at BlakePAnderson@gmail.com to get the monthly newsletter and special announcements.

All newsletters can be viewed and downloaded on line at www.sc-ma.com Click "News"

**Southern California Motorcycling Association
2014 Election Ballot**

Office of Vice Chairman of the Board
(Two-year term commencing July 14, 2014)

Steve Shulman _____

Office of Membership Services Chairman (formerly known as Correspondence Secretary)
(Two-year term commencing July 14, 2014)

Ron "Gonzo" Gonzalez _____

Office of SCMA Treasurer
(Two-year term commencing July 14, 2014. No candidate has stepped up to volunteer)

Note: John Mickus has announced that he is running as a late-addition write-in candidate for Treasurer.

Write-in candidate _____

Office of SCMA Recording Secretary
(One-year term commencing July 14 to fill the unexpired term of Barbara Fox who has resigned for family reasons. No candidate has stepped up to volunteer)

Write-in candidate _____

INSTRUCTIONS FOR COMPLETING BALLOT

1. Download and print this ballot using your home computer or ask that a hardcopy be mailed to you by emailing Blake Anderson at BlakePAnderson@gmail.com and make your request. Be sure to provide him your mailing address.
2. Complete the ballot by marking an "x" to the right of the candidates' name.
3. Write-in candidates will be accepted for the Office of SCMA Treasurer and SCMA Recording Secretary. Provide the name of the write-in candidate(s) and mark an "x" to the right of the candidates' names
4. Mail the completed ballot to:

SCMA Election
PO Box 487
Norwalk, CA 90651

INCLUDE YOUR NAME and return address in the upper left hand corner of the envelop. Only one ballot per envelop, please.

5. All ballots must be received by Friday evening, July 11, 2014
6. All envelopes will be retrieved unopened from the post office at the close of business on July 11 and transported unopened to the SCMA General Membership Meeting scheduled for July 12, 2014, at the Coco's Restaurant, 306 N. Azusa Ave., Covina, CA
7. All envelopes will be checked to confirm that only current SCMA members have voted.
8. Ballots will be separated from the envelopes and counted

Why We Ride: Heard on the Road...

- It is my release; It is my medicine in this crazy world.
- There is a freedom about it.
- Once the seed for motorcycling has sprouted, it does not die until the day you take your last breath.
- The first time I rode a motorcycle I felt like I could do anything.
- I was so excited to know I was going to ride my new motorcycle that first day, and I still feel just excited so many years later.
- Motorcycling has put me in touch with wonderful people and I now have a more positive view of everyone else in the World.



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SCMA
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**The 8th Annual
Dog Days of
Summer Ride**

**Sunday
July 13, 2014**



A Traveler's Award Ride

ALL MOTORCYCLES ARE WELCOME AS WE TRAVEL FROM ACTON UP THROUGH THE FAMOUS ANGELES CREST HIGHWAY (CA-2) TO WRIGHTWOOD AND TO A MYSTERY FINISH. DESIGNED AS A 116 MILES RIDE, THIS IS A MODERATE RIDE. IF YOU ARE A NEW RIDER, THIS IS A GREAT WAY TO CHECK US OUT. AND, THIS IS A TRAVELER'S AWARD RIDE FOR OUR VETERANS.

WE'LL START AT CRAZY OTTO'S CAFE IN ACTON LOCATED AT 33317 SANTIAGO ROAD WHERE IT MEETS CA-14.

WALK-UP REGISTRATION FROM 7:30 TO 8:30 AM

\$10 RIDING FEE INCLUDES A \$5 CREDIT BACK FOR BREAKFAST AT OTTO'S. TRY THEIR 12-INCH PANCAKES AND GENEROUS PORTIONS. YOU WILL BE IMPRESSED AND VERY FULL.

PRESENTED BY SCMA WITH THE KIND HELP AND SUPPORT OF THE ANTELOPE VALLEY RIDERS MOTORCYCLE CLUB.

JOIN US FOR THE FUN OF IT.



2014 Three Flags Classic Service, Tires, Gear and Advice

We selected Tucson for the start of the 2014 Three Flags Classic in large part for the considerable resources that a large town like it offers to long distance riders like us. Tucson and Greater Phoenix (115 miles to the north) are both great motorcycle riding cities and have some of the best dealers and shops in the Southwest.

Normally, our long standing advice is to NOT get major service and major repairs done immediately prior to a long distance ride without also first putting a day of riding on your bike to test out the repairs. Remember that it is nearly impossible to correct a service mistake on Sunday, Labor Day or in the middle of Utah. If you aren't riding a HD, you probably already know that dealers for your bike are few and far between in the places we are riding.

Having said that, planning for tires, an oil change or minor service along the way or when you arrive in Tucson is smart. If you still have some miles left on your tires, burning off 1000 or 2000 miles from home to here makes sense and saves money.

SCMA, with the help of the dealers in Arizona, will provide a network of resources that riders can use as they travel toward Tucson for the start and head north out of Tucson on Friday morning toward Canada.

The first two dealers to step up with contact information and special offers are Ride Now Powersports in Tucson and Go AZ Motorcycles in Scottsdale. Both service a wide range of motorcycles. Both understand your circumstances as participants in the Three Flags Classic. Both understand that a clock running. Both stand ready to schedule appointments for your service.

Ride Now Powersports, Tucson

Ride Now Powersports is a full service motorcycle dealership. They are offering a 15% discount on parts and service to our riders the week of Three Flags. Ride Now is located 5 miles east of the Doubletree Reid Park Tucson for your parts and service needs.

They service and sell Can-Am, Honda, Kawasaki, Suzuki, and Yamaha and will service other makes and models as well.

Your contacts for service are Robert Sanchez and Josh Boling. If you need specific parts talk to Travis Hedgcock. For appointments and parts call Ride Now at 520-747-9141

Go AZ Motorcycles, Scottsdale

Go AZ services and sells BMW, Ducati, Triumph, Kawasaki, Honda, KTM, Aprilia, Vespa and Ural motorcycles. They are conveniently located on Hayden near the East Side 101 Loop that circles Greater Phoenix. You can schedule online.

Go AZ Motorcycles are offering a 15% discount and priority service if you mention the Three Flags Classic. Find them at www.goaz.com



SCMA will expand and refine the list of resources and will announce it all in a special Three Flags Classic edition that will appear as our August newsletter. We will muster all of our past columns and articles about the Three Flags Classic.

Being prepared for this ride is essential to having a fun, rewarding, memorable, and SAFE ride to Harrison Hot Springs, BC Canada. We're looking for a 100%, on-time, incident-free arrival by all participants in Canada this year. See you in Tucson!



Reflections of a Self-Confessed Long Distance Motorcycling Addict

By BuzzCap7 (aka Mark Lenson)

“I’d rather you cry now than I cry later,” was my Jewish father’s mantra anytime the subject of riding a motorcycle came up during my youth. So not needing the guilt, riding fled from my mind.

Thirty-something years later, as I was turning 55, life started to become boring. My real estate company was doing well, my kids were grown, and my life insurance policy was paid up. I was done with recreational flying and RVing, so I thought it would be nice to get my motorcycle license just for the experience and nothing more.

Well, it was more like ... the beginning of the story... because when I slid onto the saddle of the Safety Course 250cc bike, I knew I had a problem. Suffice it to say, I was asked repeatedly by the instructors to slow down.

I WAS IN LOVE!

Soon after I purchased my first Harley, I was addicted. Now on my third Harley, I regularly knock off 31,000 - 32,000 miles per year. I heard about the IBA SaddleSore 1,000 and figured, “I am always up for a good challenge. I would like to be a part of the elite IBAers.” A thousand miles later I became an IBA member and am having THE BLAST of a lifetime!!!! I’ve found nirvana.

I wanted an amplifier and four new speakers for my bike, doubling my stock wattage. I called and told Hog Tunes in Barrie, Ontario Canada that I was on my way. They said in disbelief, “Where are you coming from?” I repeated, “South Florida.” Hog Tunes said they could send the stereo system to me and I could have it installed locally. I thought..... “and ruin a perfectly good ride to Canada? No freaking way!”

Hog Tunes gave me a price I could not resist. Shortly thereafter I was in Barrie having my new stereo factory-installed. All the way up to Canada I kept thinking, “Hmmm, Barrie is 1,499 miles from my front door. Hmmm, what if I ride back home straight through the night and pick up the ‘BunBurner’ 1500?” Bob Roger, a friend and fellow IBAer,

suggested I ride home straight through in 24 hours and pick up the double header of BunBurner GOLD (1500 miles under 24 hrs an EXTREME RIDE!). Whooo Hooooo!! That was all I needed to hear. I collected both coveted awards! LIFE IS GREAT!!! That BB GOLD ride is now one of two of my favorite rides of all time. A forever memory maker.

This summer it was 12,400 miles all over the USA, meeting up and riding with some of the best IBA bikers ever put on the face of this earth. I’ll soon be following up with a ride to New Jersey to meet a friend for pizza. Hey, it’s a ride. I’ve ridden from South Florida to Texas just to have cowboy boots custom made. Why not? It was a ride. Riding is the most freeing, mind-clearing, spiritual adventure you can have while meeting some of the BEST bikers on the face of this earth!

In my humble experience, LDRing is the “Runners High”. There’s a oneness with nature, an inherent spiritual connection, a freeing of the soul, and the highest level of tranquility and euphoria you can ever naturally feel. Oddly enough, you experience this simultaneously with a keen awareness of every sound, smell and activity going on around you. I call riding my motorcycle my “cocaine drip”.

Have you ever had an epiphany? Have you ever had intuition? Have you ever experienced a situation where all of a sudden something makes 100% sense? An “Oh yeah!” moment? After which you feel great....THAT is like the LD riding feeling. The self satisfaction, unlimited internal happiness. THE FREEING OF THE SOUL.

Couple the above with my being totally blindsided by how tightly-knit the LD riding community is. Where you instantly have a worldwide network of friends who, without even knowing you, share a strong bond. A bond so strong that they would bend over backward to help with ANY question or problem you have. It is honestly like you have known fellow IBA Riders for years. You basically have an international brotherhood of your best friends.

To all my friends and friends to be, I look forward to meeting you again down the road.

BMW MOA International Rally

July 24-27, 2014

St. Paul, Minnesota

Minnesota State Fairgrounds

By

Karol Patzer and Deb Lowe



You're all invited to enjoy "Rollin' by the River." Roll on in to Minnesota's capital city, and visit St. Paul. The 42nd BMW MOA International rally will be held July 24–27 at the Minnesota State Fairgrounds. Minnesota is best known as the Land of 10,000 Lakes, but is also known for one superior lake and a great river. If you're joining us from any direction, the Lake Superior Circle Tour is a ride not to be missed. Visit Aerostich on the way to or from, or meander along the Mighty Mississippi and join in the Great River Challenge.

*Rally Chair, Karol Patzer*

St. Paul has the ambiance of a historic river town with traditional architecture, and a newly restored riverfront along the Mississippi River. Activities in the downtown area include the Science Museum of Minnesota, St. Paul's Cathedral, as well as rotating exhibits at the historic Landmark Center.

The Minnesota state capitol is well worth a visit. At the confluence of the Minnesota and Mississippi Rivers is Ft. Snelling, a National Historic Landmark. Head out to Bloomington, just a dozen miles from the Rally grounds, and you can visit the other MOA (the Mall of America), a shoppers' dream with 520 stores, 50 restaurants and attractions galore, including Nickelodeon Universe®, the nation's largest indoor theme park, or just stay on the Rally grounds for shopping experiences that allow you to buy goodies from our vendors to farkle your BMW.

If you'd like some exercise, Como Park Conservatory and Zoo is only a mile away on a great walking path. If you want to explore the area, a 225-mile round trip will take you down the Mississippi on the Minnesota side, and your return on the Wisconsin side will offer dramatic views of the river and surrounding bluffs. Other options are a trip along the Scenic St. Croix River to Interstate Park, for a 100-mile round trip excursion. Duluth, the home of Aerostich and Duluth Pack, is a 320-mile round trip ride. Just a few miles east, in Superior, Wisconsin, you can see one of the few surviving P-38 fighter planes in the Richard I. Bong Veterans Historical Center. So much to do!

The Minnesota State Fairgrounds roads are all paved, and there's plenty of shade and grassy camping areas. As always, we will have music, seminars, good food, plenty of vendors, and oh, yes....beer. St Paul is the home of Summit Brewery, and who knows, we may even have a "beer bus tour" to chauffeur you around to some local micro-breweries. As always, RPU courses will

be offered on site, as well as some GS Giants activities, Camp Gears and more.

*Rally Co-chair, Deb Lowe*

Of course, after you're done with your usual volunteer duties (because our volunteers make this event happen), you are free to relax in the shade in Baldwin Park talking with your family and friends,

attend a special raptor presentation, or heckle your favorite seminar presenter.

Watch the BMW Owners News for updates, as well as the BMW MOA website, Facebook and Forums. Get ready to make St. Paul another great rally.

Join Us and Ride the

Ride the 2014 Collection



Southern California Motorcyclist Association's

Best 15 Roads in the USA

Washington Montana
 South Dakota New Hampshire
 California Utah
 Nevada Colorado Virginia
 Arizona Tennessee
 Texas North Carolina



**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



*The 2014
Best 15 US Roads
Challenge*



We are offering the Best 15 US Roads Challenge for the 4th year. The challenge started spontaneously in the Spring of 2011 when the American Motorcyclist Association published its Best 15 Roads article. We looked at the list and said, "hey, that sounds like a challenge! Game on!"

Two riders took the challenge that year: Kathy and Larry Lamarche from Kamloops. We adjusted the challenge roads in 2012 and made one change in 2013. In 2013, eight riders signed up and six completed the ride. The 2014 list of roads is the same as the 2013 list.

Tour all 15 in any order, any direction and at any time during 2014. Riders may complete the challenge in segments but all miles back and forth to home and on the roads themselves must be on a motorcycle, trike or motorcycle with side car. Gas receipts and photos are required to document your tour.

1. NH 112, "Kancamagus Highway" with a side trip up the Mt Washington Auto Road, New Hampshire.
2. US 212 and WY 296, "Beartooth Pass" and "Chief Joseph" Highways, Red Lodge, Montana to eastern terminus of WY 296 in Wyoming.
3. CA 1, "Coast Highway", Monterey to Morro Bay, California.
4. US 12, "Lolo Pass", Lewiston to Lolo, Idaho.
5. TN 165, NC 143, US 129, "Cherochala Skyway" and "Tail of the Dragon", Tellico Plains, Tennessee to near Robbinsville, North Carolina to Maryville, Virginia.
6. Going to the Sun Road, Glacier National Park, Montana.
7. US 550, "Million Dollar Highway", Durango to Montrose, Colorado.
8. Blue Ridge Parkway, Any 150-mile continuous segment, North Carolina, Virginia.
9. WA-20, "North Cascades Highway", Concrete to Omak, Washington.
10. VA-16, "Back of the Dragon", Marion to Tazewell, Virginia.
11. Texas Ranch Roads 335, 336 and 337; "The Twisted Sisters", Texas.
12. US-16, Custer to Mt Rushmore, South Dakota.
13. US-191, "Coronado Trail", Springerville to Three Way, Arizona.
14. UT-12, "Journey Through Time Highway", Torrey to Bryce Canyon, Utah.
15. US-50, "The Loneliest Road in America", Ely to Carson City, Nevada.

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Communications and
Resources*

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SCMA Best 15 US Road Challenge

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*2015 Awards & Appreciation
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Recap: AZRATPack's Alien Abduction Tour: A Weekend That Was Outta This World
By Gonzo

The AZRATPack held its Alien Abduction Tour, an SCMA Traveler's Award ride, June 27-29 with 30+ riders attending. Ten were riders from SoCal. An excellent showing for our Traveler's Award riders seeking a Bronze, Silver, Gold or Platinum level recognition. The Pack held a meet and greet Social Dinner Thursday evening at "The Codfather", a British style pub featuring great fish n xhips, and was enjoyed by all.

Friday morning we met at Go AZ Motorcycles in Scottsdale for signups and coffee/donuts.

While there we received Alien decals and finger Aliens provided by Go AZ and also with cooling neck scarves provided by Darlene Fong. Victor



Castañeda, El Presidente of the AZRATPac, assembled the riders to give riding instructions and suggested the group break up into 4 riding groups. With that we were out onto the 101 loop and then onto I-17 north climbing up to Flagstaff's 7,000 foot elevation. The ride up I-17 presented some interesting dynamics with only a 2 lane road crowded with slow moving trucks and faster moving cars and motorcycles in the other lane.

In Flagstaff we stopped for lunch at Brandy's Restaurant, a well-known local place with a great reputation! To give you a piece of their



20 year history, in 2009 Brandy's secured a spot on The Food Network's, "Diners Drive-ins and Dives" with Guy Fieri. Victor always manages to find the best places for lunches and dinners when on one of the club's rides!

After lunch we headed north to Page via US89 enjoying vistas of Humphrey's Peak within the extinct volcanos of the Kachina Peaks Wilderness area. Farther along we entered the Navajo Indian Reservation and enjoyed the beauty of the panoramic north desert. The road was excellent and our small group of 4 bikes now (Steve and Lori stayed with us) made excellent time cruising along at 75 mph. At the small town of "The Gap" we took the cutoff upon the new 89T that was opened for traffic while a portion of US89, between 89A and Page is being rebuilt.

Just before Page we could see the trapezoid-shaped mesa to the east, next to AZ98 leading to Kayenta and Monument Valley. Northwest of Page we bridged over the Colorado River in front of the Glen Canyon Dam where many riders stopped for a photo-op. Kanab was 75 miles from Page and US89a took us along the southern vistas of the Escalante Staircase. Honestly, every time I visit Utah it seems like a whole new state! There are so many beautiful variations to its geography that it makes each visit feel like a first time visit. And somewhere along US89a thru Utah I noticed a sign for an archaeological museum, another reason to return to this area for a more detailed visit.

Reaching Kanab we found Parry Lodge located right on US 89 which is the town's Main Street. Parry Lodge has a unique history as a resting area for actors/actresses that filmed those great cowboy western movies back in the 30's and 40's (think John Wayne, Randolph Scott,

An Outta This World Weekend

(continued from previous page)

and Gabby Hayes). Its close proximity to rugged Utah country and Monument Valley AZ made it a perfect spot for the film crews to get a good evenings



rest from filming. Rooms were named after famous actors (my room was Robert Preston, other rooms were Arlene Dahl, Andy Devine, Yvonne DeCarlo, Gabby Hayes, Dean Martin, James Garner, Maureen O'Hara, Gregory Peck, etc!) Really cool.

After a bit of socializing in the area in front of our famous rooms, we all wandered over to Calvin T's and enjoyed a varied menu. It was a great evening with good food, beverages, dessert, laughter, chatter, and then back to our famous actor accommodations for a night's rest.



In the morning we all enjoyed a Parry Lodge breakfast before heading out on US89 to Mt. Carmel Junction to get onto UT9 for Zion NP. Soon we were riding thru Zion NP and enjoying beautiful vistas, riding thru the long tunnel,



and then along a fun switch-back road leading down off the hills, out of the park, and on towards I-15.

While the main group headed south on I-15 to connect onto UT18 north, our smaller group headed north on I-15 to Cedar City where we connected to UT56 heading west into Nevada. The sun was beating on us at this time but fortunately we were at altitude and the temperature stayed in the mid-80's. It was interesting to watch the geography slowly morph from UT desert and into the NV desert, and begin to get warmer.

After fuel, water and a rest stop at Caliente we continued on US93 to the junction with NV375 45 miles away. NV375 is called the Extraterrestrial Hwy, the only one in the world, and overall is a pretty well-maintained road despite it being less traveled by local earthlings. The topography along the 45 miles to Rachel ranges from desert with Joshua trees to massive boulder hills and painted, wind eroded hills/mountains. Most of us have never been on this stretch of highway so it was a real treat.

Finally we arrived at the ultimate destination of our weekend just a few miles north of Area 51, Rachel NV, home of the "Little A'Le'Inn". We rode into their parking lot and prepared ourselves for a possible abduction during lunch.

The folks at Little A'Le'Inn were excited to see us....30 some new, unexpected customers averaging \$7 a person (not counting all the stuff we bought as souvenirs) sure made their day profitable! We all really enjoyed this rest stop with the chance to look at all the "Alien" stuff they had there and having a tasty lunch.



An Outta This World Weekend

(continued from the previous page)

Leaving Little A'Le'Inn we picked up a new rider making our group 5 bikes and 7 riders, headed back to the



junction with US93 and turned south towards I-15 85 miles away. It was along this stretch of road that we went through a 3,000 foot elevation change, and that brought the heat upon us. The outside air temperature rapidly climbed to 106 degrees as we descended. Traveling at 75 mph in this heat can have a tremendous dehydrating effect upon the body if one is not properly suited to minimize fluid evaporation.

When we pulled into the Love's Travel Stop one of our riders became weak and disoriented.....signs of heat exhaustion! The other riders knew what to do and promptly seated him inside the air-conditioned Subway, placed a cooling vest on him, and gave him water and Gatorade to assist in his recovery. *See related piece following this one about hydration.*

About an hour later, after he was feeling much better, we were back on the road and on our way to the Mt. Charleston Resort located in the mountains 30 miles northwest of Las Vegas strip.

Mt. Charleston was a welcome relief to the heat. As we began climbing Kyle Cyn Rd to the resort we could feel the air cooling steadily. The Mt. Charleston Resort is located at 6,500 feet, making it anywhere from 20 to 30 degrees cooler than being on the Sin City Strip at 2,000 feet with 100+ degrees! Check-in was easy and soon we

were sipping a brew and discussing the events of the day. Dinner that night was excellent with seven of us enjoying our choices of steak, grilled chicken, Philly Cheesesteak, fish and chips, and an awesome Nacho appetizer loaded with black beans, onions, salsa, sour cream and lotsa cheese!! With our hunger satiated it wasn't long after that we decided to adjourn to our rooms and meet in the morning with KSU at 7 am!

Well, we actually were outta there at 6:30 am! Sin City was relatively asleep as we rolled down US95, onto I-15, and by a relatively quiet Las Vegas Strip. As we rode past the Luxor we waved to our fellow AZRATPac riders who were staying there. They'll be heading back to Phoenix with a lunch stop in Wikieup. Our SoCal group stopped at Peggy Sue's Diner for a 9am breakfast and then in Barstow for the last refuel before reaching our homes via different roads once I-15 entered San Bernardino County.

This was a long weekend for us SoCal folks that traveled to Scottsdale for the start. I personally covered 1600 miles. It was a weekend of pluses and minuses and lessons learned. But most of all, it was a great ride through some beautiful country of AZ, UT and NV. We learned a lot about the various areas we visited, enjoyed great food, and had a wonderful time with our AZRATPack riders! As Victor, El Presidente, stated, "Now that I have one under my belt, we can make next year's run smoother!"



Hydration in Triple Digit Temperatures

By Gonzo

The South West desert heat is upon us in full force! And this weekend, riding through AZ, UT, NV and CA deserts we were reminded of the impact such high temperatures can have upon the human body if not properly protected. Yes, one of our riders experienced the onset of heat exhaustion!

I personally had a close call with heat exhaustion a year ago riding thru Palm Desert to Phoenix while temperatures were at 105 to 115 along the route. My riding gear at the time was jeans and a long sleeved white t-shirt. I thought that would keep me cool. Soon, I could sense my body overheating, I knew I was approaching heat exhaustion!



My immediate response was to cool off at a gas station, pour water over my clothing, and drink a full bottle of water. Continuing my ride I was stopping at every gas station along I-10 until reaching my destination. With that experience I began looking into ways to protect oneself from this potential killer and still be able to ride.

The solution that was most apparent was to wear a suitable protective riding suit such as offered by Aerostitch. Such riding suits keep the skin protected from rapid evaporation. About 6 months later I met Victor of the AZRATPac, an experienced desert rider, and learned how he addresses the challenge. He wears a full riding suit, completely zipped up, and carries a water bladder (like a Camelback) installed in his KLIM suit of armor.

I was slowly getting the message that I needed to transition from riding in jeans and shirt while in the desert. But I wasn't yet ready to drop the big \$\$\$ and select the perfect suit from all the products available on the market. Also, I am very comfortable with my Harley leather jacket and chaps; is there a way I could continue wearing them until I find the ideal riding suit?

This weekend I found that I could indeed continue to wear the leathers. All I had to do was keep the

leather outfit fully zipped up over my water soaked clothing and neck band. I literally was 'cold' in the 110 degree heat! But bottom line, I need to find that perfect riding suit and use the leathers only for local Harley riding!

My quick Google search for Hydration uncovered numerous articles on the subject, but the best had to be When You're Hot, You're HOT, written for *Sound Rider* by David L. Hough, I highly recommend this life saving article for everyone, not just the inexperienced riders such as myself. (http://www.soundrider.com/archive/safety-skills/when_youre_hot.htm).

Mr. Hough provides an excellent description of how the body works in maintaining a stable temperature by varying sweating, vasodilatation, heart rate and blood pressure. He addresses the symptoms of Heat Exhaustion and Heat Stroke and the immediate medical action required to survive onset of either anomaly.

He too recommends water bladders and recommends Aerostitch and REI as good sources.

His bottom line recommendations are spot on!

1. Keep skin covered!
2. Practice evaporative cooling (water in the neck band and on clothing)
3. Increase your water intake (avoid caffeinated and alcoholic beverages)
4. Plan a cooler route if possible, and/or
5. Change the riding schedule to take place in cooler temps during early morning and late evening

Many a rider has succumbed to heat exhaustion and I'm sure many have suffered a resultant serious accident.

Don't be one of them.....prepare accordingly!

Ride Safe: Lessons Learned on Jawbone Canyon Road

By Blake P. Anderson

This is a bit of a long story but stick with me. There are several lessons learned that you might find useful.

The Road Into the Problem

During the last leg of the SCMA Blazing Saddles Ride from Pahrump Nevada to Santa Maria, California on May 25, I was riding by myself and decided to go off route by taking CA 178 west from CA 14 and then getting back down to the route on CA 58 by way of the backroads through Bodfish and Caliente. Check a map? Hey, I know the area. No need to do that. Mistake #1.

As I was heading west on CA 178 toward Lake Isabella on my Goldwing and without a care in the world, I spotted a side road with what seemed to be a familiar sounding name so I turned left and headed southwesterly toward Bodfish and my intended plan. Mistake #2.

The road looked a little unfamiliar but it had been ten years since I was last on it so perhaps things had changed. I pushed on and the road became a bit rough, a bit narrow and a bit unmaintained. But Bodfish had to be close. I came to the top of a hill to find the pavement ending and a long stretch of dirt road disappearing into the distance below me. But Bodfish had to be close and in the general direction I judged the road to be heading and what could possibly go wrong? Mistake #3.

So I pushed on. What started as a fairly well maintained dirt road and obviously well traveled became increasingly wash-boarded, un-graded and sandy. But Bodfish had to be close what could possibly go wrong? Mistake #4.

The road got into a creek bottom crossing the creek on a slimy concrete patch and then began to climb. I could see several switch backs up ahead but what could possibly go wrong? Mistake #5.

In the second switch back the dirt was like beach sand. As I turned into the corner I lost the front tire and dropped the bike toward the inside of the turn. The bike actually fell into the downward slope of the

turn. There was no way I could pick it up. And did I mention that it had been overheating as Goldwings tend to do at parade speed, pulling a hill on a hot day? As the bike lay on its side it dumped hot radiator fluid. It looked like a gallon or more. I was convinced I had damaged the radiator or blown a hose.

The Jackass on Jawbone Canyon Road

At this point I realized that something had, indeed, gone wrong.

I hadn't passed a single soul or seen an occupied dwelling for miles. Out in the middle of nowhere with no cell phone coverage. And Bodfish? I had no fricken' idea where it was, could care less and I began to realize that had been true for an hour.



The satellite view from the online SPOT map. The orange ovals are my reported position. GPS accuracy explains the scatter.

At this point I finally realized that my off-the-cuff plan had gone very bad by small increments. I now knew that I had to really think about my next steps carefully. For instance, I immediately gave up on even trying to get my bike up. I figured that if I attempted to do so I would probably drop the bike on me and then I'd really be in a pickle.

Fortunately, my yellow bike was in a very open spot and could easily be seen by anyone nearby looking up at the grade from the ground or from the air looking down. I would be found--eventually. I had

*Lessons Learned on Jawbone Canyon Road
(Continued from previous page)*

one quart of water. I was not hurt and there was a nearby tree for shade from the early afternoon sun.

Hey, I've got my SPOT!

I had an ace up my sleeve. I had a SPOT GPS Satellite Locator and Messenger with me. It had fresh batteries and I had it on during the entire day. I guessed that my wife had checked the online map from time-to-time to watch my progress and to confirm that I was moving and okay. But I was not moving now and every ten minutes a new report fixing my position in exactly the same location was going from my SPOT to a satellite, then to a base station, then to an online map and to my wife's laptop. I knew that at some point in the afternoon she would take a look at the map and realize I had not moved for hours. The last thing I wanted to do was needlessly worry her. It was an interesting dichotomy. On one hand she had complete information about where I was but on the other hand, no information about my condition and that I needed help.

But then there were the SPOT buttons.

How a SPOT works.

A SPOT has three pre-programmed buttons and one medical emergency button. It is a palm-sized device that talks to geostationary satellites. In 2011 when I first bought my SPOT, I happily pre-programmed the three custom message buttons but hadn't thought too much about them since. The first was a check-in button. I recalled that I programmed it to say something like, "Just checking in. I am okay." the second was a routine message button. I recalled that I programmed it to say something like, "It's the end of the day and I am stopped for the night." The third is an I-need-assistance button. I recalled that I had it say something like, "I am okay but I am having mechanical difficulties that I am handling by myself. Don't worry".

All of these messages can be sent to a number of pre-programmed family and friends. I had done all of that in 2011, had briefly described them to my wife back then and had neither reviewed the messages at any time in the following three years nor re-briefed my wife on "what if" scenarios. Mistakes #5 and #6.

I may have mentioned to my wife that there were multiple buttons on the SPOT and that I pre-programmed set messages to send her, to my adult son and to a few close friends. Mostly, the first button alerted folks that they could track me on the online map if they want to. In three years I had used the first button many times and the second button a few times. I had never needed to use the third button.

And then there is the fourth button: the magic super emergency red button. The red button sends a message to a call center that is professionally staffed. The red button is for true emergencies and requests search and rescue assistance. The message goes to the International Emergency Response Coordination Center in Houston Texas. They contact emergency response authorities throughout the World. For emergencies originating in California, for instance, Houston calls the California Highway Patrol in Sacramento and they in turn contact the locals. I registered my SPOT locator with them like I was supposed to in 2011 and had included contact names and numbers that the Center calls to verify the nature of the emergency message that comes their way when and if I hit the red button. My wife is the primary.

Button, button who's got the (right) button?

Now here is the problem I faced on Jawbone Canyon Road. I had four buttons with four different messages that, as far as I could remember, did not describe my predicament. So I was reluctant to use any of them.

Eventually my anxiety about losing daylight, having to spend the night out there with a limited amount of water and with nothing remotely close to camping gear and my concern about scaring the crap out of my wife began to work on me.

So I punched the third button twice in the hopes that it might imply urgency beyond the preprogrammed "I got it covered" message. I figured that she'd look at my location and conclude: "he's got it covered out there in the middle of nowhere? I don't think so. How's that remotely possible? Apparently he does need help with a mechanical problem." I had no idea what she could possibly do next. Mistake #7

*Lessons Learned on Jawbone Canyon Road
(Continued from previous page)*

Now Here's the Rub

My pre-programmed third button message came to my wife immediately, loudly and clearly and completely unhelpfully. The message came to her as a text message. As far as she could tell from her end, it was a normal text message that I had just typed into my iPhone with a bunch of meaningless codes and other unfamiliar verbiage. It came to her twice, which she found curious, but decided I was probably okay. She texted me back. But remember I had no cell phone coverage out on Jawbone Road somewhere between CA 178 to the north and CA 58 to the south.

Now I am sitting on that Jawbone Canyon Road switchback not knowing whether the message from the third button had gotten to her and whether she had any idea what I needed. So I thought about that as I sat under the tree drinking water and batting away biting flies. And I was afraid I was going to lose sunlight. And I wasn't sure she would do anything. And I was worried that she was worried. And I was worried that it appeared this stretch of road is not use by anyone. Oh no, a deserted road. And I waited.

And then I thought about the red button. I decided that it was an emergency. Certainly I needed to be found. Certainly I needed to be rescued from this self-made emergency. Certainly this jackass on Jawbone Road wasn't going to get out of this one on his own. Red button: here it goes. Click. Mistake #8

First Up: Hollywood to the rescue

Wouldn't you know it? No more than five minutes after hitting the red button I heard off in the distance the rumble of a truck engine and the sound of popping and crunching as big tires traveled over dirt and gravel. I could see the dust. Then I could see the truck. Then I could see two guys in a Chevy Avalanche truck coming down the hill. They made the switchback just up from me and bumped to a dusty stop in front of me. Two guys from Hollywood had been camping a few miles away and were heading down the road.

"Looks like you got a bunch of trouble on your hands. Can we help?"

Turned out one of the guys was a mechanic. They jumped out of the truck to size up the situation. I

told them about the coolant dump. No problem says the mechanic. Looks like its just the low pressure overflow reservoir he says. We have water and we have tools if the problem is more than that.

At that point I knew I had to recall the red button and so I pushed my checking-in button "I'm okay", hoping that would signal my wife that I was, indeed, okay. I wasn't sure what she would do next, but at least I had done something to recall it. I did remember that the Houston call center ONLY receives the red button messages. It does not receive the non-emergency chatter of hundreds or thousands of SPOT users that occurs routinely. Back at my bike, it took all of our collective strength to get my Goldwing back upright. It fired right up and I moved it to firm ground on a dirt bench just outside of the switch back. We added water to the empty overflow reservoir, ran the bike for five minutes to check the condition of the radiator system and found no leaks. I turned the bike around, retraced my steps, returned to solid asphalt and headed north back to CA 178.

Second Up: The CHP to the rescue

Well, I can tell you the SPOT rescue system works like a charm, even when you don't want it.

My attempt to turn off the rescue by punching my "I'm okay" button didn't do anything. After getting onto firm asphalt I was heading north when I could see an SUV parked on the other side of the road. As soon as the driver could see the color of my bike he turned on his red lights and waited for me. I pulled over to his side of the road. It was the CHP. He rolled down his window, smiled and said, "hey buddy, there are a bunch of people looking for you. Are you Mr. Anderson?" "Yes", I said and then explained most of what you have just read here and apologized for the false alarm. "These things happen." he says, "now get out of here".

A mile down the road a large CHP helicopter buzzed me, swooped to the left, and then was soon out of sight over the nearby ridge line. When I got back into cell phone range up on CA 178 I texted my wife I'm okay and I'm headed home.

Meanwhile the SPOT System worked great.

So what happened after I hit the red button? The message went right to Houston, Texas and

Lessons Learned on Jawbone Canyon Road

(continued from previous page)

moments later a very nice and professional female dispatcher called my wife on her cell phone. "We have received an emergency message from Blake Anderson. Do you know him? Do you know what he is doing? Do you know whether he has a medical emergency?" My wife answered "yes, he's my husband. He is on a motorcycle ride. He's probably by himself and he's probably all right because of the text message I received about mechanical problems." The dispatcher asked, "do you KNOW that he is all right?" "No, I can only surmise he is okay. He does have a heart condition and perhaps that is a factor".

And so the dispatcher said she "was going to declare it an emergency and contact the California Highway Patrol. Please stay available at this number in case you are called by the California authorities".

The dispatcher called CHP Sacramento, CHP Sacramento called my wife, confirmed that a medical emergency was a possibility, then called the CHP in Lake Isabella and they put a helicopter in the air. Thirty or forty minutes later that bird buzzed me on the road back to CA 178.

So the system worked flawlessly from their end. From my end, well, not so much.

The Epilogue: Lessons Learned

I was headed home after that and was back in my driveway about 3 hours later. My wife greeted me with a grim look and we spent a lot of time

reconstructing the afternoon. She was somewhere between relieved and disappointed blended with a bit of anger and disbelief. After nearly 20 years of marriage and more than that since we first met, she knows that I am capable of putting a mess like this together from time to time.

I had let her down in a number of ways and I had let myself down. First of all, the danger I put myself through was all self-imposed. I had several opportunities to turn around and back track. But no, I didn't turn around I pushed on instead. I was frequently uninformed and didn't stop to reverse the increasingly bad situation. I didn't re-brief myself and my wife on how the SPOT really works, what the messages say and mean and what to do when the shit actually does hit the fan.

This isn't the first time that I have stretched my riding limits and tested my luck. I have always gotten away with it. And perhaps, in a way, I did this time too. But at quite a cost. I unnecessarily worried my wife. I pulled her away from an afternoon backyard party she had wanted to attend with close friends. It gave her good reason to question my judgement.

And there may be another cost. We are waiting to see whether or not we get a lessons learned bill from the CHP for an unnecessarily dispatched helicopter.

Some of this may sound familiar to you. Perhaps there is a lesson here for you too. it is the reason I wrote the story.



IF YOU GO DOWN, CALL

RUSS BROWN

MOTORCYCLE ATTORNEYS

1-800-4-BIKERS

Three Flags Ticket Sales Have Ended But Getting a Ticket Is Still Possible!

**Look for ticket re-sales on the
Three Flags Classic Forum
found at www.sc-ma.com**

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

(With Mandatory check-in Thursday, August 28 and Ending Banquet Tuesday, September 2)

TICKET RE-SALES ARE UNDERWAY UNTIL AUGUST 28, 2014

VISIT THE SCMA WEBSITE AND FIND THE THREE FLAGS CLASSIC FORUM TO FIND TICKETS

Mandatory Checkpoints in Torrey, Utah; Twin Falls, Idaho; and Walla Walla, Washington

**Rider Merchandise, Route Sheets, Official TFC Passport, Start Hotel Dinner,
Checkpoint Snacks and Beverages, Ending Banquet, Door Prizes,
and a Limited Edition Memorial Belt Buckle for Certified Finishers**

**2300 GORGEOUS, RUGGED AND CHALLENGING ROAD MILES THROUGH
MOUNTAINS, ROLLING HILLS, HIGH DESERTS AND FARM LANDS!**



**ALL BIKES & RIDERS WELCOME TO JOIN US
BY APPLYING FOR
SCMA MEMBERSHIP TO REGISTER AND PARTICIPATE**



**TICKET SALES ARE NOW CLOSED BUT RE-SALE TICKETS ARE AVAILABLE. TICKETS ARE \$275.
TICKET RE-SALES ARE OCCURRING NOW THROUGH AUGUST 28 ON OUR FORUM**

**VISIT OUR WEBSITE FOR RIDE INFORMATION. FIND TICKET RE-SALES ON THE FORUM UNDER
"THREE FLAGS CLASSIC"**

WWW.SC-MA.COM

The Latest on the 2014 Three Flags Classic

By Blake P. Anderson

Tickets

On May 15 we closed ticket sales. We sold 286. Sales were crazy in March but quiet in April and May. Most of the information I am about to share can also be found on SCMA's website www.sc-ma.com.

Ticket re-sales are on. Go to the SCMA website, click on Three Flags Forum. Post tickets for sale there or look for tickets to buy. SCMA does not participate in ticket re-sales. Buyers and sellers must manage transactions themselves. Buyers are obligated to contact SCMA and notify us of the sale. Provide us the name of the seller and all of the buyer's contact information that is on the SCMA ride event application form.

Camping and Lodging at the Finish

If you haven't made reservations at the Harrison Hot Springs resort, you may be too late. Call them and see what they can do for you. If that doesn't work, all is not all lost. Other hotels are in the area and there is a new CAMPING opportunity. Check out the Harrison Country Club RV Resort. Call them at (604) 796-9228 or email them at happyharrison@shaw.ca. Let them know you are coming so they can prepare.

What you will get for your 275 bucks

What you get for your riding fee will be high quality merchandise, some meals and a saddle bag full of memories.

You will receive a Thursday evening BBQ at the start, snacks at the checkpoints and the Tuesday night banquet at the finish. Riders merchandise will include stuff like a hat, shirt, pin, patch, decal and plaque. Certified finishers will receive a limited-edition brass buckle. Door prizes will be awarded at the banquet.

You will also receive our traditional Three Flags Passport that describes the route and provides places for our checkpoint volunteers to stamp, sign and date your journey from Arizona to British Columbia. It provides proof of your ride to certify

you as a finisher and it provides a one-of-a-kind memento of your journey.

And, you will receive a ticket for the September 2 banquet we will serve in Harrison Hot Springs.

Touch the Fence Ride, Welcome to Tucson BBQ

For the first time, we will have a "Touch the Fence Breakfast Ride" on Thursday morning, August 28. It is free, but please sign-up online so we get a count. This is an optional event for early arrivals. We will leave Tucson at 8am, ride to Nogales AZ buy our Mexican breakfast, touch the fence and roll back to Tucson. 80 riders have signed up.

We will arrive back in plenty of time for participants to attend the TFC check-in, sign a release of liability form and receive starter's packages.

On Thursday, we will provide a 4pm to 7pm Southwest BBQ for all participants.

Mandatory Tucson Check-in

All riders must check-in on Thursday, August 28 between noon and 7PM at the Tucson Doubletree (Reid Park).

The Start

Our start hotel is the Double Tree Reid Park located at 445 S. Alverton, Tucson. Rooms are \$77/night. Mention the "Three Flags Classic." We ended the 2010 TFC here and we are excited to be back. You can start anytime between 3am-6am on Friday, August 29. You must hand us your start card that is provided in your starter's package.

Checkpoints

The checkpoints are set to be open as follows:

Checkpoint #1: Red Sands Hotel

Torrey, Utah (Ride Milestone 667):

Friday, August 29, Noon to 8PM, MDT

Saturday, August 30, 6AM to 9AM, MDT

Checkpoint #2: Snake Harley Davidson

Twin Falls, Idaho (Ride Milestone 1281):

Saturday, August 30, 11AM to 8PM, MDT

The Latest on the 2014 Three Flags Classic *(Continued from previous page)*

Sunday, August 31, 6AM to Noon, MDT

Checkpoint #3: Hampton Inn

Walla Walla, Washington (Ride Milestone 1833):

Saturday, August 30, 6PM to 8PM, PDT

Sunday, August 31, 6AM to 8PM, PDT

Monday, September 1, 6AM to 9AM, PDT

Lodging Along the Way

You are responsible for making your own lodging arrangements during the ride.

For the convenience of our riders at checkpoint #1, we had blocked the 35 rooms at the Red Sands Hotel for Friday night, August 29, in Torrey. All of those rooms are gone. Try the Chuck Wagon Hotel nearby at (435) 425-3335 or any of the other hotels along UT 12 and UT 24.

Checkpoint #2 is at Snake H-D. We had blocked rooms at the Shilo Inn for \$71. Call them at (855) 201-7819 and mention Three Flags Classic.

We had reserved 50 rooms at the Hampton Inn in Walla Walls that serves as checkpoint 3. (509) 525-1398. Find it on the south end of town. Walla Walla has a number of other hotels worthy of your consideration.

Remember that where you stay should NOT be dictated by the location of the checkpoints--set your own riding pace and schedule your overnight stays accordingly. On Friday, August 29, along Utah 12 and Utah 24, for instance, there are 370 rooms at Ruby's Inn at milestone 550, and hotels in Escalante (milestone 600), Boulder (milestone 625), Torrey (milestone 660), and Loa (milestone 680). Any of those would be good first day choices.

Finish

The finish is at the Harrison Hot Springs Resort in British Columbia. This is a beautiful hotel on the south end of Harrison Lake. The finish is open from noon to 9pm, PDT on Monday, Sept. 1. There were three room options (east tower, west tower and cottages) at \$125 per night and main for \$114 so its best to visit the Harrison Hot Springs Resort

website at www.harrisonresort.com to make an informed decision. **Our blocked rate ended June 15.**

The Banquet

On Tuesday evening we will hold our Three Flags Classic Banquet. We will issue wrist bands to all registered riders and registered passengers.

Extra banquet tickets can be purchased at the finish for \$50. We will have plenty of information about where they will be available. We will have extra banquet tickets available for sale for your un-registered passenger and your non-riding guests joining you at the banquet. Banquet tickets will not be sold to free-riders.

A no-host bar will be opened an hour before the start of the banquet. Door prizes will be drawn for riders attending the banquet. Attendance is required to receive a door prize.

Ticket Resales

SCMA encourages the resale of ride tickets. If you discover you can not attend the ride, then simply post the availability of the ticket on the Three Flags Classic forum. We believe that tickets should be sold for their face value only. This preserves the re-sale market for the sellers and for the buyers. Only current SCMA members can post on the forum, so there is some level of security for that reason. But if you are not sure, contact the TFC committee and we will check our records to make sure the ticket is legit. If you buy a ticket we will need all of your information found on an application.

Stay Up to Speed on All Things Three Flags Classic

Go the SCMA website at www.sc-ma.com and click on the posting "2014 Three Flags Classic Update" over on the left hand side of the home page. We update that posting every few days and include the day of the update in the title of the posting.

2014 Three Flags Classic
Turn-by-Turn Route
July 1, 2014 Version

Legend BEC=Becomes, BL=Bear left, BR=Bear right, CONT=Continue, E/B=East bound, LT=Left turn, N/B=North bound, RT=Right turn, S/B=South bound, W/B=West bound

Distance (Miles)	Action	Location
0	Depart	Doubletree Reid Park, Tucson, AZ
0	RT	Alvernon Way N/B
4	BEC	River Road
9	RT	AZ 77/Oracle Road
104	LT	US 70
106	BL	US 60 in Globe, AZ W/B
111	RT	AZ 188 N/B
172	RT	AZ 87 N/B
187	FYI	Arrive Payson, AZ
225	LT	Lake Mary Road
279	RT	US 89a in Flagstaff, AZ
280	RT	Forest Meadows St
280	LT	US 89/Milton Road
391	LT	US 89a
446	FYI	Arrive Jacob Lake, AZ (gas is here)
483	BEC	US 89 in Kanab, UT
543	RT	UT 12
666	LT	UT 24 in Torrey, UT
667	STOP	CK PT #1 Red Sands Hotel, Torrey
685	RT	UT 72 in Loa, UT
721	LT	UT 10
769	LT	UT 31 in Huntington, UT
816	BR	US 89 in Fairview, UT
845	LT	US 6 W/B
859	Ramp	I-15 N/B
865	Ramp	US 189/Exit 263 in Provo, UT
894	LT	US 40 in Heber City
911	Ramp	Stay on US 40/I-80 W/B
925	Ramp	UT 65 Exit 134
925	RT	UT 65
944	LT	UT 66

958	LT	Ramp I-84 W/B
964	Ramp	UT 167/Exit 96
964	RT	W 4300 Road N
964	LT	Old Highway Road
968	RT	UT 167/Trappers Loop Road
977	RT	UT 39
979	RT	Remain on UT 39
1028	LT	Remain on UT 39/UT 16 N/B
1046	LT	UT 30
1068	LT	US 89/Logan Highway
1108	LT	US 89 in Logan, UT
1108	RT	UT 30 W/B
1127	LT	I-15 S/B
1133	Ramp	I-84 W/B
1222	Ramp	ID 81/Exit 228
1222	LT	Yale Rd (Go under freeway)
1222	RT	ID 81 W/B
1241	LT	US 30 W/B
1279	RT	Hankins Rd in Twin Falls, ID
1280	LT	E 3900 Rd N
1281	STOP	CK PT #2 Snake H-D, Twin Falls
1283	BEC	Addison Ave. W/B
1284	Join	US 30 W/B
1331	Ramp	I-84 W/B
1422	Ramp	Eagle Road/Exit 46 in Boise, ID
1422	RT	Eagle Road N/B
1429	RT	ID 44
1431	LT	ID 55
1541	BL	US 95 S/B in New Meadows, ID
1588	RT	ID 71 in Cambridge, ID
1628	LT	OR 86 in Oxbow, OR
1694	RT	Airport Road in Baker, OR N/B
1699	RT	Medical Springs Hwy/ OR 203
1737	RT	Main St./ OR 237 in Union, OR
1758	RT	Pierce Rd
1759	RT	OR 82

2014 Three Flags Classic
Turn-by-Turn Route
July 1, 2014 Version
Page 2 of 2

1775	LT	OR 204 in Elgin, OR
1817	BR	OR 11 N/B
1829	BEC	WA 125 N/B
1832	LT	Myra Rd in Walla Walla
1832	RT	Dalles Military Road
1833	RT	Kelly Pl
1833	STOP	CK PT #3 Hampton Inn
1833	RT	Dalles Military Road
1834	LT	WA 125 N/B
1835	LT	Ramp to US 12 E/B
1880	LT	WA 261 W/B
1910	LT	WA 260 W/B
1941	RT	WA 17 N/B
1981	FYI	Arrive Moses Lake
2023	RT	US 2 E/B
2027	BL	WA 155 N/B
2056	FYI	Arrive Grand Coulee
2108	LT	WA 215 in Omak, WA
2113	BEC	WA 20 W/B in Okanogan, WA
2144	FYI	Arrive Twisp, WA
2320	RT	WA 9 N/B
2292	FYI	Arrive Canadian Border
2292	CONT	Hwy 11
2329	BR	Ramp toward Hwy 7
2330	LT	Horne St
2330	RT	Glasgow Ave
2330	RT	Hwy 7 E/B
2359	BL	Hwy 9 N/B
2363	LT	Esplanade Ave
2363	STOP	Finish Harrison Hot Springs

Here is a link, courtesy of Michael Lawson, that provides a Basecamp version of the 2014 Three Flags Classic route that you can download.

Go to https://drive.google.com/file/d/0B_qCHt2ssqWzTmZYWjdvTEkweIU/edit?usp=sharing

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.thevmmc.com



**2014 Three Flags Classic
Where and When***

Start: Tucson, Arizona
Hotel: Tucson Doubletree Reid Park, 445 S Alvernon
520-881-4200
August 28: Optional Touch-the-Fence Breakfast Ride
August 28: Mandatory Check-in, Noon to 7PM, AST
August 28: Send-off BBQ 4PM to 7PM, AST
August 29: Start 3AM to 6AM, AST



Checkpoint #2: Twin Falls, Idaho
Snake Harley Davidson
 2402 Addison Ave. E
www.snakehd.com
 Aug. 30: Open 11AM-8PM, MDT
 Aug. 31: Open 6AM-Noon, MDT

SNAKE HARLEY-DAVIDSON
 Twin Falls, Idaho
www.snakehd.com

Checkpoint #1: Torrey, Utah
 Red Sands Hotel, 670 E Highway 24
www.RedSandsHotel.com (435) 425-3688
 August 29: Open Noon to 8PM, MDT
 August 30: Open 6AM to 9AM, MDT

Checkpoint #3: Wall Walla, Washington
 Hampton Inn, 1531 Kelly Place
 1-509-525-1398
 August 30: Open 6PM-8PM, PDT
 August 31: Open 6AM-8PM, PDT
 September 1: Open 6AM-9AM, PDT

Finish: Harrison Hot Springs, BC
Location: Harrison Hot Springs Resort
www.harrisonresort.com (866) 638-5075
Sept. 1: Finish Open Noon to 9PM, PDT
September 2: Banquet

** NOTICE: Times subject to change. Last-minute road conditions (fires, detours) determine final route, timing, locations and other logistics. The TFC committee will endeavor to keep the arrangements as shown here, but unanticipated factors may dictate changes we simply can not predict at this time.*

SCMA Ride Application - 2014 (page 1 of 2)

Use this form for mailed-in ride applications and for TFC ticket resales.

Member Information: (You must be a member of the SCMA).			
Note - If this data is different than your member profile check this box.			<input type="checkbox"/>
Last	First	M.I.	SCMA Number
<input type="text"/>			<input type="text"/>
Address		Date of Birth	Male/Female
<input type="text"/>		<input type="text"/> <input type="text"/> <input type="text"/>	<input type="checkbox"/>
		mm dd yy	
City	State	Country	Zip/Postal Code
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Home Phone:	Cell Phone:	E mail	
<input type="text"/>	<input type="text"/>	<input type="text"/>	
Rider	(check one)	Passenger	
<input type="checkbox"/>		<input type="checkbox"/>	
Emergency Contact Information:			
Name	Phone	Email	
<input type="text"/>	<input type="text"/>	<input type="text"/>	
Motorcycle Information:			
Motorcycle Make:	<input type="text"/>	Model:	<input type="text"/>
		Year:	<input type="text"/>
		Trike:	<input type="checkbox"/>
License Plate:	<input type="text"/>		
Ride Information:		(Check one)	Rider Fee: (Check or PayPal)
Application Date:		<input type="text"/>	(mm/dd/yyyy)
<input type="checkbox"/>	USA 4 Corners	\$125.00	<i>Special note for 2014 Three Flags Classic riders that are buying someone else's ticket. Please convey this information directly to Steve Shulman who is handling the record changes for all ticket resales. Please email this form to him at Steven1050@aol.com or text him/call him at 949.769.1726</i>
<input type="checkbox"/>	Best 15 US Roads Challenge - 2014	\$60.00	
<input type="checkbox"/>	California Adventure Series - 2014		
<input type="checkbox"/>	California Mission Tour	\$75.00	
<input type="checkbox"/>	California Parks Tour	\$75.00	
<input type="checkbox"/>	Three Flags Classic - 2014	\$275.00	
Mail To:	SCMA P.O.Box 487 Norwalk, CA 90651		

SCMA Ride Application - 2014 (page 2 of 2)

Required For Three Flags Classic Only.

Customs Information - Please provide your name below as it appears on your Passport.
This information is given to US Dept. of Homeland Security and Canadian Customs.

Name

Last

First

M.I.

Suffix

Citizenship

Date of Birth

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--

mm	dd	yy

Your Tee Shirt Size

Small ___ Medium ___ Large ___ XL ___ 2XL ___ 3XL ___ 4XL ___



AEROSTICH
SINCE 1982
Equipment for Riders

2014 Traveler's Award: July Update

As of July 1, two riders have completed 10 of 10 rides, one rider has completed 9 of 10, five riders have completed 8 of 10, one rider has completed 7 of 10, five riders have completed 6 of 10 and five riders have completed 5 or less rides.

Sign-up has closed for this year's award. Our 16 qualifying events for 2014 are:

1. January 16, SCMA Charity Soup Run (*Cancelled. No replacement event. All riders receive credit.*)
2. February 8, SCMA Sweetheart Ride
3. February 23, PMC Poker Run
4. March 1, SCMA Banquet Day Ride (*Rained Out. No rain date. All riders receive credit.*)
5. March 15-16, Shamrock's St. Patrick's 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. June 27-29, AZRatPack Alien Abduction Ride
11. July 13, SCMA Dog Days of Summer Ride
12. October 4-5, SCMA Grand Tour
13. October 11, BMWCOSEC Park 'n Ride
14. October 26, SCMA Cemetery Tour
15. November 22, SCMA Turkey Run
16. December 21, SCMA Winter Solstice SS1000

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 without substitutions.

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 was easy for current SCMA members. Sign-up was at any event through the March 15 St. Pat's Day Run through Mitch Friedman, Traveler's Award Chairman. For an annual fee of \$20 you are registered 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 each qualifying event.
- Report to the Traveler's Award Chairman (TAC) at the start of each event 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, may schedule and announce a replacement event that requires participation to receive credit. You will receive qualifying credit if a replacement event is not scheduled.
- 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.

Traveler's Award Chairman (TAC)

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



Mitch

A Grand Slam Ain't Just a Big Breakfast Anymore

The SCMA Board of Directors has approved a new award. The Grand Slam requires completing all SCMA riding events in a single calendar year:

- USA Four Corners Tour (or USAFC True X)
- Three Flags Classic
- Best 15 US Roads Challenge
- California Mission Tour
- California Parks Adventure Tour
- Traveler's Award, Gold Level (13 qualifying events)

Every year the board will authorize a suitable trophy, certificate and other merchandise that suitably marks this important long distance motorcycling achievement.

All events must be completed in strict accordance with the rules for each event. All miles of the event

must be completed on a motorcycle, trike or motorcycle with sidecar. In the event of a conflict of meaning or terms, the more strict interpretation shall prevail.

All events must be completed in the same calendar year and proof of completion must be mailed to SCMA no later than December 15 of that qualifying year.

Only SCMA members can compete for the award and all must be current during the entire year.

Ron "Gonzo" Gonzalez will administer the SCMA Grand Slam during 2014. Gonzo can be contacted via email at: GonzoCrossUSA@gmail.com



tourmaster

EVERYWHERE WEAR

TRANSITION SERIES 3 JACKET

Armed with the all-season Transition Series 3 jacket, you can take on just about whatever the weather holds in store.

- Serious all-weather three-quarter-length design
- Tough 600-denier Carbolex® and ballistic polyester shell
- Phoslite® reflective panels and rear triangle increase nighttime visibility
- Waterproof and breathable Rainguard® barrier
- Collar anchor snap secures collar flap when open
- Waterproof zippered shoulder, chest, sleeve and rear-exit vents
- Pipeline Ventilation System provides cooling airflow
- Durable two-way main zipper closure with dual wind flaps
- Soft microfiber-lined collar and cuffs
- Adjustable sleeve take-up straps
- Removable, CE-approved armor at shoulders and elbows
- Articulated triple-density back protector
- Quilted zip-out liner with 100-gram Polyfill insulation
- Two vertical zippered chest map pockets
- Internal media pocket and sleeve key pocket
- Dual-zippered fanny pack
- Adjustable waist belts
- Jacket/pant zipper attachment

APPAREL · LUGGAGE · GLOVES · BOOTS

Check out all our videos at youtube.com/helmethouse. For more information see your local dealer or visit tourmaster.com. Cortech and Tour Master are registered trademarks of Helmet House. ©Helmet House, Inc. 2012. Always maintain, inspect and wear protective motorcycle riding gear. No gear can offer complete protection from all situations. Obey all speed and safety laws. Riding and alcohol or other drugs don't mix.

SCMA's Premier Events

USA Four Corners Tour/USA Four Corners True X Tour *(an AMA "Extreme Grand 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. Over 290 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 in a single calendar year. 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 at the Embassy Suites in Santa Ana, California in early March of every year. The 2014 event was March 1. The 2015 event has not yet been scheduled.

SCMA's Help Wanted

1. **Ride Chairs for 2015.** Start thinking about the 2015 riding calendar. Are you ready to jump in as volunteer? How about designing and presenting one of our one-day or weekend rides? Do you have a dream route or idea that you would like to share with your fellow riders?
2. **Newsletter Editor.** Hey, its been fun but now its time for someone else to have fun. Are you committed to the idea that a club runs on information and want to be the person to facilitate the flow? Consider the possibility.

If you are interested in these volunteer possibilities, call or email or talk to Blake Anderson or any member of the SCMA board of directors

Sell It Here...

2010 Goldwing \$17,500, 8000 miles, Honda warranty until 2019. Loaded: ABS, XM, Nav, extra lights and more. Bike is in San Francisco. Scott Reiner. reiner49@cox.net

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.

Our General Membership Meetings

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

Coco's Restaurant

306 N Azusa Ave. (near Badillo Road)
Covina, CA

1 mile north of I-10 or 2 miles south of I-210 use Azusa offramp.

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:

- 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)

July

- 12 SCMA Board Meeting, Coco's Covina, 8am
- 12 SCMA General Membership Meeting, Coco's Covina, 10am
- 13 **SCMA Dog Days of Summer Ride***
- 19-27 BMWCOOSC Central Rockies Tour, Hotels/Camping
- 26 AZRATPack, Annual Sedona Ride

August

- 9 BMWCOOSC, Ride to Cold Spring Tavern
- 16 SCMA Board Meeting, Coco's Covina, 8am
- 16 SCMA General Membership Meeting, Coco's Covina, 10am
- 23-24 BMWCOOSC, Big Bear
- 28 Touch the Fence Breakfast Ride, Tucson to Nogales
- 28 Three Flags Mandatory Sign-in, Tucson Doubletree, noon to 7pm
- 28 Three Flags BBQ,
- 29 Three Flags Start, Tucson 3 to 6pm

September

- 1 Three Flags Classic Finish, Harrison Hot Springs, BC
- 2 Three Flags Classic Banquet, Harrison Hot Springs, BC
- 20 SCMA Board Meeting, Coco's Covina, 8am
- 20 SCMA General Membership Meeting, Coco's Covina, 10am

Other Riding Events in 2014...

- **Oct 4-5 Grand Tour, SCMA***
- **Oct 11 Park 'n Ride, BMWCOOSC***
- **Oct 26 Cemetery Tour, SCMA***
- **Nov 15 Turkey Run, SCMA***
- **Dec 21 Winter Solstice Saddle Sore 1000 Challenge, SCMA***



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**

Rained-out events are credited to the rider unless a rain date has been calendared and announced well in advance of the 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.

Articles, letters or materials printed in this or any other SCMA publication are the opinion of the authors or contributors and are not 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, but we ask for 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 \$600 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.