

LETTER FROM THE CHAIRMAN

Hello everyone,

Last weekend your Board of Directors and Ride Chairs met for an all day session to plan for 2016 and beyond. We covered many topics, perhaps too many, as we opened the door for examination of all that we do.

On the International scene we continue to have one of the best rides available in North America, our well-known Three Flags Classic. So many of you commented on the fun you had this year during this 40th Annual ride. Rodney Chew, Chair of the 2016 TFC, has made "fun" the basis to his planning the 2016 Classic. From the early reports of his plans it appears that his committee is well on its way to provide us some old time fun!

On the National scene our riders are having fun riding the USA Four Corners Tour and the Best 15 USA Roads Challenge. I have reports of how riders met other riders while on the road. I personally met up with the Beaupre brothers from Edmundston, New Brunswick. They were heading south from Blaine to San Ysidro. It was fun to have lunch with them, hear their stories, and give some advice on circumventing

Continued on Page 2

Upcoming Events:

General Membership Meeting (GMM)	Nov 7
Turkey Ride	Nov 14
Thanksgiving Day	Nov 26
No Membership Meeting in December	

September's Articles

Letter from the Chairman	1
2017 TFC Chair Needed	4
SCMA Historian	5
Cemetery Tour	6
2015 Turkey Ride	9
Turkey Ride Flyer	11
2015 Bit Nippy 1000	12
Blazing Saddles	13
2016 TFC Report	17
"Fashion" Helmet by Snell	24
Surprise Meeting	28
Best 15 in Triple Crown	31
Notary Signature Requirement	34

More Great and Useful Information About Your Club and Rides

SCMA Flickr	29
Three-Month Schedule	30
Best 15 US Road Challenge	32-33
Wheels on the Road	35
Travelers Award Update	36
Want Ads	37
SCMA Premier Events	38

Continued from Page 1

LA traffic!

Regionally we're having fun visiting the twenty-one Missions and twenty-four National Parks all part of the CA Parks Adventure and CA Missions Tour. Our monthly rides are taking us over interesting roads throughout Southern and Central California, Utah, Nevada and Arizona. We had the fun Alien Invasion Tour visiting notable "Atomic" and "Space" oriented sites on a 2-day ride through Arizona and New Mexico. We had an exciting adventure with hail and snow on a Grand Tour over the California Sierras, and a great time drinking hot chocolate at the Santa Monica start of our Sweet Heart Ride. Each of the monthly rides has been fun with the roads and sites we visited and with the social activity oriented around a fun destination.

A number of our riders were combining opportunities, while riding the TFC, to get Blaine and San Ysidro checked off for their Four Corners. Some worked in a Best 15 and/or visited a CA Parks or Mission, all with the intent of qualifying for a Triple Crown. How fun is that!

The group of us that met last Sunday keyed in on that theme of "fun" and we're looking at ways to make the monthly rides fun. We are looking at variations to our rides, coordinating with our Affiliated Clubs, and considering scheduling a General Membership Meeting (GMM) into one of our rides destinations....all to in the hopes of attracting more of our SoCal members to want to join in and have a fun weekend on their motorcycle.

Your Board and Ride Chairs are striving to keep our SCMA meaningful to you. They execute stewardship by managing our resources to ensure these great rides are appealing and attainable by our membership. You can help with this stewardship by introducing the SCMA to your friends and neighbors who ride. I encourage you to bring a friend, old and young, to our monthly rides and introduce them to the SCMA style of a monthly ride. With time we can introduce them to the fun of distance riding and the adventure of riding a Premier Ride.

As we continue our operations we find that help is needed. We need help to coordinate our Publicity; someone to place ride notices on various M/C websites. We need help from individuals to chair a monthly ride. We could use a few extra hands on committees. Your stories for the monthly newsletter are most welcome as it introduces our readers to new adventures. None of these tasks are over demanding, so

SCMA Board of Directors

Chairman
R "Gonzo" Gonzalez
949.433.0761
Chairman@sc-ma.com

Vice Chairman
Open

Treasurer
John Mickus
818.893.7409
JDMickus@gmail.com

Recording Secretary
Lori Anttila
562.598.5832
lori.anttila@gmail.com

Referee-Risk Manager
Insurance Coordinator
Rodney Chew
602.705.4902
scmariskmanager@gmail.com

Member Services Director
Mike Barber
310.345.3595
membership@sc-ma.com

Mail us at
SCMA
PO Box 487
Norwalk, CA 90651-0487

Email Us at:
admin@sc-ma.com

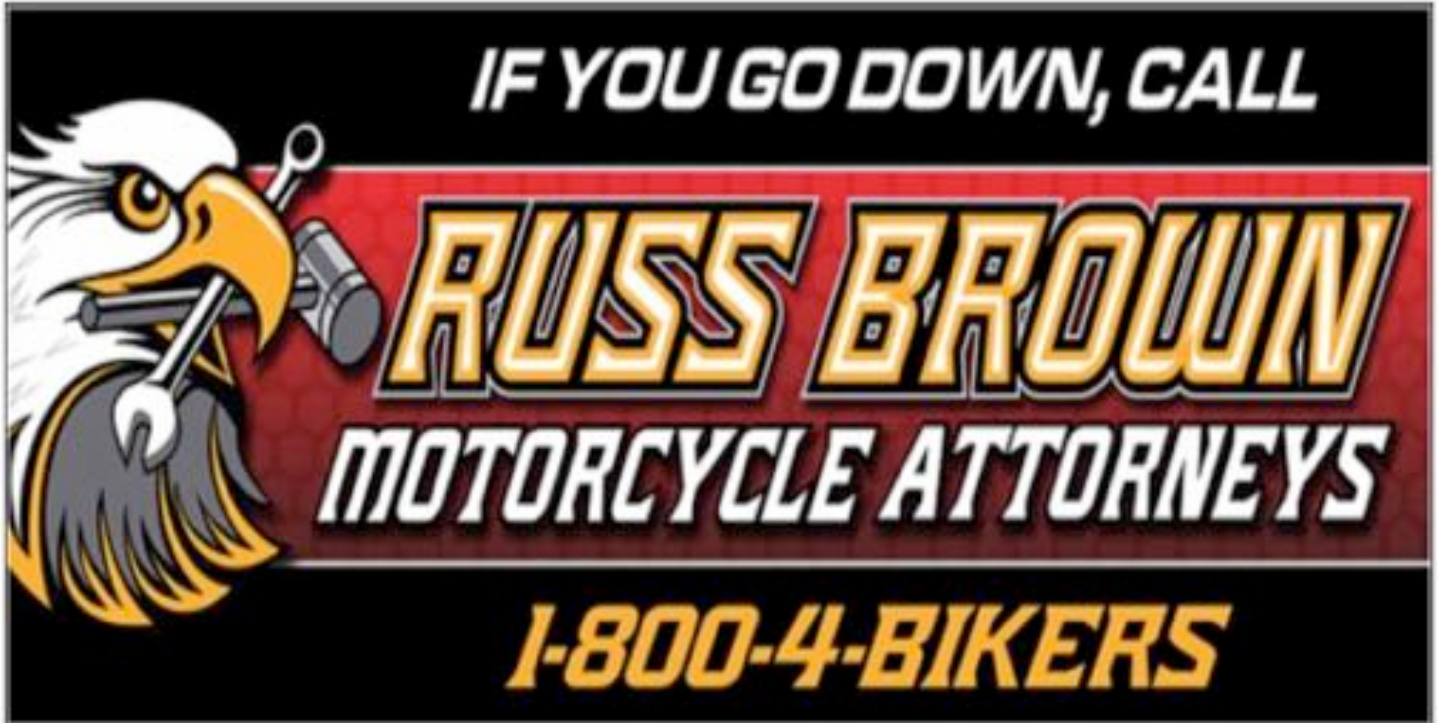
continued on Page 3

Continued from Page 3

please consider giving me a call to discuss your helping to continue providing our membership with fun riding opportunities.

This past TFC renewed and established many friendships. I look forward to that occurring in our regional, monthly rides. Join us at these monthly rides and the monthly General Membership Meetings and share in the fun we have.

Ride Safe.....Ride Long,
Gonzo



IF YOU GO DOWN, CALL

RUSS BROWN

MOTORCYCLE ATTORNEYS

1-800-4-BIKERS



Would You Like To Chair The 2017 Three Flags Classic

In discussions with many of the TFC riders, there have been ideas floated about what the 2017 Three Flags Classic should be.

Perhaps the biggest idea voiced by many was that we should return to the roots of this ride, and honor its title of "Three Flags", by actually starting or finishing in Mexico.

Another idea was that we should start in Canada in 2017 and head south.

Yes, there are many good ideas floating out there and the Board of Directors would welcome your proposal(s) for consideration.

We hope to receive proposals from a number of you with some excellent ideas for a fun 2017 TFC event. The proposal selected by the Board would of course come with the expectation that, if your proposal is selected, you shall be the chair of the 2017 Classic.

The really nice thing about chairing 2017 is that, thanks to our past and current ride chairs, we have a full spreadsheet itemizing tasks that need to be accomplished, a full list of vendors previously used, and a list of great people that can help you with various aspects of ride planning, start/finish management, and execution of the event. In other words, you don't have to "reinvent the wheel".

Please contact me to discuss your ideas and your questions.

949.433.0761 or Chairman@sc-ma.com

Below are items to include in your proposal.

Proposal for 2017 Three Flags Classic

Name of Chairman:

Start Location:

Finish Location:

Route overview (very general):

Activities (if any):

Potential committee sources:

Please submit your proposal to Gonzo at Chairman@sc-ma.com

All proposals shall be presented to the Board of Directors for consideration.

SCMA Historian Asking For Information

by Barbara Fox #10194

To SCMA Members,

Dannie and I have been SCMA members since 1978. Of course with children, fulltime housework and a fulltime job, I wasn't as active all the time as he has been, so many of you may not know me nearly as well.

We have thrown very little away over the years, and as things go along someone will ask what did SCMA do in the past, how were the meetings run, how long has the club existed, and so many other things. Sometimes we have the answers, other times the answers are from fuzzy memories, and sometimes I will run across documentation in our boxes of material.

To the best of my recollection when Dannie first found out about SCMA and Three Flags he came home saying that SCMA was a "cover" organization (for lack of better term), made up of a lot of local clubs, but also open to any motorcyclist, so that the total membership was about "9 or 10 thousand people." Members who didn't belong to a local club were called "outriders."

In recent years I read and re-read bylaws, many sets of which look like they were written, re-written, revised, and some not finished. When I was on the Board under Blake Anderson's chairmanship, we determined that SCMA started in about 1968. But how, by whom, other than Joe Usatin, the Father of Three Flags, and why, where? I can recall the name of about 10 local clubs who were member-clubs, but were there more than 10?

What concerns me most of all is that there is a long, solid history to the organization and I think it would be sad if it got lost forever. I have become dedicated to getting it all down on paper and/or electronic storage as best I can.

This past month I have contacted three other "long-timers," asking for their input. One of these is "The Father of Four Corners," if I may put a label to it. Some are like me/us, and have held onto old paper newsletters, ride maps, pins, pictures, jackets, T-shirts. While I have yet to organize our boxes of stuff, I am planning to meet with these old friends to compare notes and try to piece it all together so that the history does not become lost forever.

I reach out now to all members. Long-time members, if you have anything to contribute from those early years, please give me a call. I don't want to "take" your materials, but may ask you to copy something and send it to me. Or perhaps we will arrange to meet, photograph papers, items, share stories, and get it recorded. If anyone has a wealth of knowledge about putting the history down on CD's or DVD's I could sure use the help, since I am a techno-ditz.

A happy techno-ditz, but a techno-ditz, none-the-less.

Thank you,
Barbara J. Fox
SCMA Member #10194
Phone: 805-890-8392

Editor's Note: SCMA has a wonderful history built upon years of great rides and awesome members. Now is the time to collect as much information as we can before it becomes lost through the passing of time. Please contact Barbara to provide her with your knowledge of our SCMA's past. Thank you Barbara for taking the lead on this invaluable project!

2015 Cemetery Tour

by Gonzo #25051

photos courtesy of Dannie Fox #10193

How does Steve Howe come up with these great rides ??? The 2015 Cemetery Tour was going to prove most interesting! Along with the route sheet, Steve handed out a "Coroner's Report". Riders had to locate the cemeteries and find the answers to questions asked on by the "Coroner". We found the answers and bolded them in this story.

Fourteen riders arrived at Hell's Kitchen located in the very small town of El Cariso on Ortega Hwy at the top plateau of the northern most Trabuco Ranger District of the Cleveland National Forest. El Cariso has a bit of cowboy history to it as, at one time, El Cariso was the hideout for an outlaw gang of horse rustlers. In 1857, a shootout between the gang and a large posse ended with the death or capture of most of the gang.

While enjoying breakfast we discovered the famous condiment bar...in a COFFIN !! Steve always picks the right place for this Halloween Month Ride.

The "Fast Movers" of the group began to depart. Dan and Sharon Hilton were the first ones to check in and take off on their solo ride. Soon after that, Jim Bullen, Nick Balogh, and Dave Gougen were on their way. It was close to 8:30 am when Larry Mollet finished breakfast and he took off on his search for the cemeteries.

The last group of riders led by Steve were Dean Sarrocco, Mike Wolfberg, Dannie Fox, Norm Barnard, Mike



L to R: Mike Barber, Dean Sarrocco, Mike Wolfberg, Steve Howe, Norm Barnard, Gonzo.



Gonzo the "Editor" taking notes ☺

Barber and Gonzo (riding sweep) departed at 9:15. Our first destination Cemetery was Radec Cemetery. The first leg of the tour took us around Lake Elsinore, south on I-15 to CA-79 east to Radec (Cedar spelled backwards). The cemetery here is now reserved only for indigenous burials. But it contained the burial site of the Tripp Family. Samuel V. Tripp was a pioneer who was **born in New York** settled in the area, and died in 1895.

Our next destination was the S. Francis

continued on Page 7

continued from Page 6

Chapel cemetery in Warner Hot Springs. Riding the dirt road up the hill to the chapel was fun ☺ . We parked our bikes next to the chapel and hoofed for a par 5 to the cemetery location. It was here that we learned that the grave marker for Robert Lavato Sr showed he had **served in the Navy**. We also found out that the Cupeños Indian Nation occupied this area before the Spaniards arrived in 1795. Former California Governor John Downey purchased the Warner Springs Ranch in 1880, to graze cattle and sheep herds. In 1892, after years of disputes with the Cupeños living at the ranch, Downey sued to evict the Indians. In 1894 after Downey's death, the U.S. Supreme Court ruled against the Cupeños. The eviction order came in 1901 and their exodus two years later became known as the "Cupeño Trail of Tears. (from Wikipedia and plaque at the cemetery)



Dean Sarrocco, Norm Barnard, Dannie Fox, Mike Wolfberg, Steve Howe and Mike Barber at Mission Santa Ysabel and 'Royal Flush' grave marker

Our next destination was Mission Santa Ysabel 13 miles further on CA-79. There we found that the **Royal Flush on the grave stone of Carl John Coulters, Sr.**

Next up was a ride on a road I had not previously ridden – Mesa Grande Rd. This road was, in my humble opinion, the highlight of the tour. It provided riders with good speeds through ranches, grazing fields, into curves and twisting ascents and descents, and tree covered roads. It was an absolute delight to ride it back to CA-76 near the "Hideout Saloon" on Center Loop just off

the highway.

Once on CA-76 we hightailed it for 25 miles into Mission San Antonio de Pala Cemetery in the small town of Pala. We were looking for the burial site of the Scott/Bow family and found that **Teresa lived the longest** (to age 47). We took a photo of our group at the replica of the original Mission Tower that was destroyed in torrential rains in 1916 (obviously not a drought year in CA).

We made a pit stop at the Pala Casino gas station and found a rider that was really into the spirit of Halloween! Trailer being pulled was dressed to look like a coffin !!



Continued from Page 7

Our final leg of cemetery visiting began by heading west on CA-76 to Mission San Luis Rey, one of the missions on the California Missions Tour. It was here that we found the crypts of the Franciscan Priests who staffed the mission during its history. **There was one chilling crypt however, whose body was born in this century, but whose soul had not yet gone** its way into darkness. (muttered to the sound of eerie owls at the strike of midnight!).

Our "mission" completed, and with empty stomachs, we headed off to the Hunter Restaurant in Oceanside at the



west end of CA-78. And this stop was the spookiest of all our locations !!

This location was a cemetery in previous years. A plaque outside the restaurant reads "Dedicated to the memories of those who were buried" Employees at the restaurant have reported apparitions, strange sounds, items being moved, and other unexplained paranormal occurrences! Wow !!! What a great place to have a lunch and end a fantastic ride!!

The seven of us in Steve's group had a fun time at lunch wisecracking,

talking about the ride, and wondering what we need to do to get more of our members to join us in these fun monthly rides.

We did find out an interesting tidbit about the fast moving 7 riders who had departed before us. It appears that they arrived at Hunter's within a few minutes of each other, came in to the restaurant separately, but ended up sitting with each other. The waitress said they also were having a good time but seemed to be in a hurry. "How did you know they were in a hurry?" I asked. The answer I received from her? "They kept their helmets on while eating! 😊" Hmmmm, just dedicated fast moving riders I guess....

Hats off to Steve for another great adventure!

2015 Turkey Ride (San Diego Red Hot Riders)

By Ron Farkas, VP RHR & Gonzo

This year's Turkey Ride is being hosted by the Red Hot Riders of San Diego and will offer regional members an opportunity to ride through canyons, mountains, ridges and desert of southeastern San Diego County. **(Flyer on page 11)**

The RHR's will start you off at the Mainstream Bar & Grill in Poway where you can order breakfast. From the center of Poway (The city in the country), the route will start by climbing into the east county and catching a bird's eye view of the El Capitan Reservoir then drop down into Lakeside, passing the rodeo grounds and onto I-8 for a short ways to Harbison Canyon. Harbison Canyon will take you near the City of Crest and head east as you pass the Sycuan Casino while viewing multiple horse ranches among the rolling hills of San Diego's east county. As you continue east, you will enter Cleveland National Forest and begin riding south. You'll pass through Dulzura, Barrett Junction, and the road that leads to a border crossing at the sleepy town of Tecate, Mexico. You'll finally turn north toward Campo, home of the Pacific Railway Museum, (www.psrn.org) giving us some memories of the railways' efforts to reach the west.

As you head past Cameron Corners and look for the final turn, you will arrive at the entrance to Golden Acorn's Casino and Travel Center.

BTW, hang onto your helmets as it can get pretty windy out here. The large wind turbines east of the Casino can attest to the power of those winds!

Riders are welcome to ride solo or join in with the group ride that will be arranged at the start.

The RHR's will keep to the venue of finishing at a casino where we'll enjoy lunch and draw poker chips from a hat. These chips will range in values of \$1, \$5, \$25 and \$100. It will be your call to cash the chips or play the casino slots/tables!

I (Gonzo) personally will be heading to Poway on Friday for a motel stay and a nice dinner. At the end of the ride I may consider staying at the Hot Springs Spa that Ron Farkas has listed below ☺.

Check out the flyer on page XX for all the details.

Motels near the start and finish:

West of the start:

La Quinta Inn San Diego Scripps Poway
2-star hotel · 3.3 mi from start
Address: 10185 Paseo Montrail, San Diego, CA 92129
Phone:(858) 484-8800

Ramada Poway

2-star hotel · 1.1 mi from start
Address: 12448 Poway Rd, Poway, CA 92064
Phone: (858) 748-7311

East of the start:

Best Western Poway/San Diego Hotel
3-star hotel – 1.4 mi from start
Address: 13845 Poway Rd, Poway, CA 92604
Phone: (858) 748-6320

Hampton Inn & Suites San Diego-Poway

2-start hotel – 2.3 mi from start
Address: 14068 Stowe Dr, Poway, CA 92064
Phone:(858) 391-1222

After the finish ...If you want to make a weekend out of it....

.....The new Jacumba Hot Springs Spa & Resort is the place to go when you need to get away from it all. Take a break from the stresses of your everyday life, and relax in our world-renowned, naturally heated mineral spring waters. Many people have referred to the hot

Continued on Page 10

Continued from Page 9

springs as, "...magical, mystical healing water" for the soothing effect on the stiff joints and aching muscles they have experienced. The waters at Jacumba Hot Springs Spa & Resort will leave you feeling relaxed, refreshed and rejuvenated. In the stress-filled world we live in today, who couldn't use that?

<http://www.jacumbaesort.com/>

44500 Old Hwy 80 Jacumba, CA 91934

[Directions \(619\) 766-4333](tel:6197664333)

COMFORT X SAFETY
THE 2014 TOURING LINE
25% OFF*
FOR SCMA MEMBERS
CONTACT MEMBERSHIP SERVICES AT
GONZOCROSSUSA@GMAIL.COM

INFINITY GORE-TEX® X-TOUR GORE-TEX® X-FIVE WATERPROOF X-RIDE WATERPROOF

TCX
FOCUS ON BOOTS

*DISCOUNT TAKEN FROM REG. T CXBOOTS.COM

*The Southern California Motorcycling Association
Proudly Presents*



*Turkey Run
2015*



Saturday, November 14th

Hosted by The Red Hot Riders of San Diego



Check in and ride route
8:00 to 9:00a.m.
Mainstream Bar and Grill
13385 Poway Road
Poway, CA 92064

Enjoy riding through scenic southern
San Diego County roads finishing at
Golden Acorn Casino
1800 Golden Acorn Way
Campo, CA 91905



Entry fee \$20./pp
The fee includes 1 free draw from
the Casino Chip bucket.
Chip values as high as \$100.



For further information
Check out sc-ma.com
or email GonzoCrossUSA@gmail.com



SCMA - Home of the 3 Flags Classic, Four Corners USA Tour, California Adventure Series, and 15 Best Roads Challenge

2015 Bit Nippy 1000



All you hard core long-distance motorcycle riders, this is for you. And Novice Riders too. Keeping with the New Mexico tradition, the NIPPY SERIES, we have another serious ride for you to partake in. Starting from Albuquerque, New Mexico at 6:00AM on November 7, 2015, please join us for an awesome group Saddlesore 1000, called the 2015 BIT NIPPY 1000. That's a 1000 miles, on your favorite bike, in less than 24 hours, for you that don't know.

Ride with us through some very challenging roads during the sunny day and divided highways by the very dark night, ending back in Albuquerque. Heck, you may see some incredible meteors fall as you ride. Sunset is at 17:06 and Moonrise is at 02:55 with only 14% visible to finish the ride. If that's not enough, Bob Hall, winner of the 2001 Iron Butt Rally will be riding with us on the ride – on his original R1100RT that he rode to win the 2001 Iron Butt Rally. Come see if you can stay up with him, or not, and take a leisurely ride through some very fun, scenic, and challenging roads. **Contact: Rex LeGalley – (505) 280-8900.**

There is a \$47.50 non-refundable fee to cover your official Iron Butt Association Saddlesore 1000 certificate and plate backer – to commemorate your awesome, and most likely, a bit nippy, 1000 mile ride!

Logistics:

Saturday, November 7th – 5:00 AM: Breakfast and riders meeting at the Village Inn, 840 Juan Tabo Blvd NE, Albuquerque. Routes will be handed out at this time, and paperwork completed for your Saddlesore 1000.

Saturday, November 7th – 6:00 AM: Riders are free to leave once paperwork is completed!

Sunday, November 8th – Riders must return to the Village Inn before 5:00 AM to qualify for their Saddlesore 1000! YES, you read that right, 5:00 AM (Due to the time change from daylight to standard time).

****[Click Here to Register!](#)****



Editor's Note: Printed by permission of Rex LeGalley,

BLAZING SADDLES RIDE

By Dan Burt #24998

The sign up for the ride was from 7AM to 8AM at Malcolm Smith's Motorsports in Riverside. There were 8 riders signed up for the ride. Steve Howe was handling the signup and ride fee duties.

After the 8AM cutoff, Steve Howe, Mike Barber and I (Dan Burt) headed out for the ride. We followed the route sheet through Riverside, onto CA-38 into Big Bear City and took CA-18 east out of Big Bear and headed down the mountain. Traffic was light and the morning was bright and sunny (good to be on a motorcycle).

The route sheet stated that CA-18 would become CA-247 Barstow Road. The route sheet did not state rather to take CA-247 to the right or to the left. As it turns out we should have gone to the right for just a few yards and then to the left onto Barstow Road. Unfortunately, we took the right and stayed on it for about 34 miles looking for the road to Main Street in Barstow. Finally we did the "unthinkable" and stopped at a service station to ask for directions. We reversed our route 33 miles and finally turned onto the correct CA-247 to Barstow; only suffering about a 1.5 hour delay ☹.

We stopped for fuel, coffee and a nature break in Barstow. The route sheet called for LT on Main Street, RT 1st North and LT on Old California- CA-58 West and LT on Irwin Street.- South. After riding around looking for Irwin Street, we just gave up and rode to the I-15 West on-ramp and then took the CA-58 exit to get back onto the route. (When I got home and studied the map, I learned that the route sheet had the LT on Irwin Street out of sequence. The route should have been to LT on Irwin Street then LT on CA-58 west. *Another delay!*)

We continued on CA-58 west about 80 miles and took Exit-151 for Tehachapi Blvd West. We fueled up here, but now it was after 3:00pm. Per the route sheet it was another 180 miles to the La Quinta Inn in Visalia. It was about half that distance if we just took CA-58 west to CA-99 north into Visalia. The decision was not to take any of the Kernville portions of the route. Each of us had ridden the CA-155 route before. We also missed the ride over the mountain past the Wind Generators that Dennis had planned. Maybe I will get to do this on another ride; but given we were three "old riders" we opted for the shorter and quicker route to the hotel.

We arrived at the La Quinta Inn in Visalia around 5:00PM. There we met Dan Hilton and Pat Veth from San Diego who had arrived earlier. The group decided to get together for dinner at 6:00pm at the nearby Applebee's just a short walk from the hotel.

The hotel had an excellent indoor hot tub so I (Dan Burt) took advantage of it while Steve Howe, Mike Barber, and Dan Hilton went for dinner. I was able join them later, as they were apparently "slow eaters". After dinner Dan, Mike, and Steve indicated that they were not following the route sheet home as they had other plans. I stated that I was going to follow the route sheet (assuming it was correct) for the ride home. The hotel rate included a breakfast. When I arose in the morning, Steve Howe, and Mike Barber were just mounting up to leave. Dan Hilton had left earlier. We said our

continued on Page 15



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

Victor McLaglen Motor Corps
www.thevmmc.com

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



Continued from Page 13

good byes and I returned to eat breakfast.

I left the hotel and headed west in CA-198 for 26 miles. It had rained the night before, so it was cool and the roads were damp and wet in some spots. Otherwise it was a beautiful, crisp morning. (Good to be riding a motorcycle).

The route then headed south on CA-41 for 52 miles calling for a RT turn on Cholame Valley Road. CA-41 comes to a T-intersection at this point, and the RT on Cholame Valley Rd is just a few yards after the T-intersection right turn on CA-41. It is also a small road sign. Needless to say I rode right past it. My GPS indicated that I had passed the road so I made a u-turn and headed back. The Cholame Valley Rd sign is much easier to read coming from the other direction.

The route sheet called for following Cholame Valley Road for 5.1 miles and it then BEC Cholame Rd for 10.4 miles and then RT at Parkfield Café 0.4 miles and then RT onto Vineyard Canyon Road for 21.2 miles. I never did locate the Parkfield Café, and after riding back and forth on Cholame Road three times, looking for Vineyard Canyon Road, I just decided to follow the road sign that said 19 miles to San Miguel as I knew that would take me to the Hwy 101 and I would just head home. After turning on this road, and going about a quarter of a mile I past a sign that said this was Vineyard Canyon Road!..... Despite my difficulties I must admit that this was a really cool stretch of back-country roads. Great landscapes, cows, horses, birds, etc. *and best of all, absolutely no cars.*

I was then miraculously able to follow the route sheet the rest of the way. The route called for heading east out of Paso Robles on CA-46 for 22 miles and then RT on Bitterwater Rd for 31 miles. This is truly a back county road providing curves, hills, sharp right and left turns, and again just great country; *Again, not a single car.* But the road is not maintained very well so you need pay close attention to the road surface. I passed herds of cows, buffalo, sheep, lamas, and horses. By this time it had started to rain/mist a little, so I did have to slow down a bit.

A LT onto CA-58 east for 31 miles was next on the route. It was uneventful until I started up the mountain portion of CA-58. Anyone who has ridden this stretch of highway is aware of the many sharp twisties going up and down as you traverse the mountain. Just add to that rain/mist, and either fog or low cloud cover, and it makes for a very "dicey" ride. I decided to turn on my hazard blinkers and keep my speed between 20mph and 30mph until I arrived at clear roads again. The route then took a RT on CA-33 for 9.6 miles and then LT onto Midway Road for 4.3 miles with a LT onto CA-119 east for 15 miles. Near the I-5 on ramp I stopped for fuel and coffee.

Again there was a small error in the route sheet as the next item on the route was RT Exit 172 I-5/CA-126. The route sheet omitted the need to continue on CA-119 and then RT onto I-5 south towards exit 172. Fortunately the RT becomes obvious as you approach the I-5 on Ramp.

The route then called for ending up at the BMW Motorcycles of Santa Clarita. I arrived at the BMW shop at about 2:20pm to find the shop was closed and did not appear to have any BMW Motorcycles. I looked in the front door and all I

continued on Page 16

Continued from Page 15

could see was several Indian Motorcycles. So I just got back on my bike and headed home.

Despite my several miscues, it was a great route and I truly enjoyed riding with Steve and Mike. I plan to ride the route again in the near future, but the next time I will have the route loaded to my GPS, so I will have the friendly GPS voice to guide me ☺.

The logo for Aerostich features the word "AEROSTICH" in a large, bold, black, sans-serif font. Below "AERO" is the word "Equipment" and below "STICH" is the word "Riders", both in a smaller, black, serif font. To the right of "AEROSTICH" is the text "SINCE 1982" in a smaller, black, sans-serif font. A green rectangular box is positioned to the right of the logo, containing the website address.

<http://www.aerostich.com>

The logo for Russ Brown Motorcycle Attorneys features a bald eagle with its wings spread wide, perched atop a stylized motorcycle. The text "RUSS BROWN" is written in large, bold, yellow, sans-serif letters with a black outline. Below it, "MOTORCYCLE ATTORNEYS" is written in white, sans-serif letters with a black outline. At the bottom, "FREE BREAKDOWN AND LEGAL ASSISTANCE FOR MOTORCYCLISTS" is written in bold, yellow, sans-serif letters with a black outline, and "1-800-4-BIKERS" is written in white, sans-serif letters with a black outline.

RUSS BROWN
MOTORCYCLE ATTORNEYS
FREE BREAKDOWN AND LEGAL ASSISTANCE FOR MOTORCYCLISTS
1-800-4-BIKERS

2016 Three Flags Classic is Alive!

Hey y'all, Rodney Chew here. Hope everyone made it home safely from the 40th and had a great time. It was great to see all of you!! Here in Arizona our best time to ride is starting. The temps have broken and our Canadian friends are returning to enjoy the weather. I will soon put LED Christmas lights on my BMW. I've heard of the snows starting to fall up north. I hope you folks can get a great last ride in before shutting down.

The Planning for the 41st 2016 TFC is furiously going forward. Thanks for the enthusiastic emails about the start/end and to all the members offering to volunteer. I am aware you all want more news, more news. From here forward I will reference our ride as 16TFC to save valuable space in our publications and email blasts. Please know I have all your emails and will be back to you shortly!

I have asked Chris White to be my ride Co-Chair and Canadian Coordinator. He graciously accepted (little did he know what he was getting into. oops). Chris and I have been in communication since the 40th completed. Chris is currently in New Zealand on a planned trip, obviously involving motorcycles! Wish I could be there! I am fortunate to have Chris, an avid rider and knowledgeable source for the TFC. Chris will have many responsibilities that he will draw volunteers to assist with. If you emailed me to volunteer I have shared them with him. You have seen links to Chris's website in SCMA newsletters if you haven't been there give it a browse. Chris will be back in the northern hemisphere in late November. www.cwrides.com



At the moment I have some important details to resolve before the 16TFC planning can branch out into broader tasks for volunteers to get involved. Lets do it this way. I will keep updating this list as items are finalized:

2016 41st Annual SCMA Three Flags Classic, Tombstone, AZ to Kimberley, BC, CAN

Start: Tombstone, AZ to Kimberley BC, CAN

Date: Friday Sept 2, 2016 – Monday Sept 5, 2016, Banquet: Sept 6, 2015

Approximate Mileage: ~ 2100mi/3380 km

2016 Ride Co-Chair/Canadian Coordinator: Chris White

2016 Vendors & Promotions Coordinator: Victor Castaneda, AZRatPack

2016 TFC Social Media Director Victor Castaneda: AZRatPack

2016 TFC Forums/General Advisor: Miles

Announcements will be made as others join the committee

Tombstone accommodations/venues secured: Announcement soon

Art/Production Company: Selected, will be revealed later

continued on Page 18

continued from Page 17

Registration starts: Jan 1, 2016

Ticket Limit: Hoping Not

16TFC will soon be on Facebook and other social media. Social media junkies stay tuned.

I am not going to present the entire list of details. It would waste the space we have here to present information. I can only say I am working with a 12-tab spreadsheet that can make your eyes bleed.

October 21st, 2015: Met with the artists that are working with us for the 16TFC. The concept of Tombstone and Kimberley is an exciting challenge. Some members have already offered some entertaining ideas of what a Tombstone and Kimberley belt buckle would look like. Hmmmm. The production company will be responsible for producing all the swag for our ride. The organization chosen has a genuine excitement for swag and have presented me with current trends and concepts that are available. I am excited to see



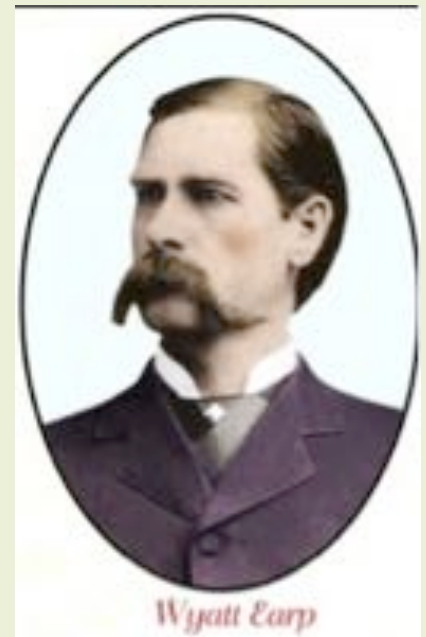
what they will present and will share "SOME" with you, as we get closer. I may send out a poll now and then when choices are available. You can cast a vote. Stay tuned!

Contest:

What will the 16TFC logo look like? Think you can guess what it will be? Guess the closest to what the logo will look like you can win a \$50 gift card. What you have to do? Send an email to the 16TFC Chair with your best description of the logo.

What matters? Shape, division, placement, what will be on it, what is happening, how will the countries be represented? You get the idea? Send me a description, 20 sentences or less. Simple generalities will not help your submission. Chris White and I will determine the winner when the final logo is accepted. Good Luck!

Stay tuned in, the curtains will start to open as we get closer.



continued on Page 19

continued from Page 18



If you're curious what past years looked like click on this link (these are belt buckles):

<http://cwrider.com/?s=belt+buckles&submit=Search>

*** This contest is NOT available to SCMA board members and their families, TFC Chair or Co-Chairs, El Presidente of the AZRatPack, employees or friends of the company producing the swag. You must be a current SCMA member. Ties will be resolved by the SCMA Board of Directors. An absolute tie will be resolved by simple drawing of numbers.*

October 23rd, 2015: In Tombstone today to meet with the Chamber of Commerce and Hotel facilities that may be used for 16TFC. The meetings have gone well and locations have been identified/secured to accommodate our event. Many of you travelers know Tombstone does not have any high-rise hotels, quite honestly, THANK GOODNESS! So we will be utilizing a number of facilities in the area. There will be a central location to accomplish our starting event. The news is we do not have any conflicts with the any events planned in Tombstone for Labor Day weekend (many). We are locking down our locations and activities we are planning. Announcements will be made soon. I will meet with the Mayor of Tombstone soon to discuss the nature of our event (you can imagine?)

You all know what happens at the start location. We gather get checked-in and then EAT. Well you maybe doing more (still in planning). What I can

continued on Page 20

continued from Page 19

reveal is there will be a BBQ, a real Arizona BBQ. At this time I am searching for a great BBQ company to come and cook for us. You know what I'm gonna write ~Stay Tuned !!



Side Note: In a 2 day trip to Tombstone/Sierra Vista I met 15 Canadians and a rancher from Amarillo, TX at the Crystal Palace. The rancher, John and his buddies schedule poker matches in cool old west locations. They dress in period garb and will play for an entire day. The Crystal Palace set up a table for them to play. They flew in a day before on a private turbo-prop and will play poker for a day then fly home. In 2015 it was cool to just sit at the bar and meet people. You could imagine the Crystal Palace must have been pretty high-energy place in the late 1800's.....Sweet! My thanks to John for lunch and great conversation at the Crystal Palace.

The ride from Sierra Vista to Tombstone is a nice motorcycle road. It made me think about the days when the sound of horse walking/running took you over the terrain. A much different experience today, 4500rpm at 75mph is still glorious.

Looking for Information:

Looking back through the years of belt buckles you may have noticed the 1998 23rd annual belt buckle. According to the official register the 1998 ride went from Tijuana, Mexico to Penticton, BC, CAN. If you look closely at this buckle you should notice a number of things: a: The mascot on the bike is the Kimberley Man b: The start/end destinations are not specified.



Can anyone shed some light on what happened that year? I have checked with my resident experts and they instantly figured there was a conflict. Can anybody add more? Please don't guess. The answer will be posted in the next 16TFC newsletter article.

continued on Page 21

continued from Page 20



Does everyone know Reuben Friesen?

Reuben has been assembling maps of all the 3FC routings for all 40 years of the ride. He has put together generic routing based on the start/end and checkpoints for the all the years but he really wants the exact routings. Here is what he has for the last 40 years.

He is looking for the pages from the ACTUAL passports that show the turn-by-turn information. Please lend Reuben a hand. You can use your phone to take pictures of the pages and email them to Reuben at 12Shoe@gmail.com

3 Flags of the Past

Many of you may not know that the 3 Flags has been one of the big challenges on motorcycles over the ages. You can find references to it being done on Excelsior motorcycles going back to the 1920s. Do you think there was an Interstate-5 back then? Here is something that might interest you. (Image provided by John Hately Thank You!)

The background research says this is circa 1962. Only 250 Dreams were brought into the US. It is unclear whether they were ever sold to the public. It is thought some got out to special people and the rest exist today in a lost corner of a Honda warehouse. The bikes are estimated to be worth 20-25k\$ today. Can you imagine what the ride was like back then? It went from Osoyoos, BC, CAN to Tijuana, MEX. Not much of a windshield or highway pegs, nice jacket he's got there!! It certainly was a DREAM. Given the chance I would not hesitate to ride one in today's TFC.



16TFC Chairman's Ramblings

With so much information to pass on it's hard to just have a few paragraphs to ramble.

In the last few years of TFCs I have been impressed with the amount of club stewardship evident at the event. The open welcoming of people to our event is always evident in the comments we get from people coming to the TFC for the first time or returning.

As you all know I am one of the AZRatPack from Arizona. For the past three years we have brought new first time participants to every TFC. We assist in preparing them whether it be riding skills or equipment for the year leading up to the ride. We ride with them start to finish. It is a great experience to see the smiles on their faces at

continued on Page 22

continued from Page 21

the end, exclaiming, "I did it !!"

I am encouraged to see the membership bringing new riders to our event. I know that many other members have also done so in 2015. Thank you to all of you! What is clear to me is the TFC is about a great group of people that share their event every year with those daring enough to come.

In my brief contact with the many of you I have asked: What is the most memorable experience you remember in all your TFC rides. Without question finishing my first TFC is top of the list, here's a couple more:

"I remember Joe Usatin cheering everyone coming off the ferry in Nanaimo"

"I finished and all those people were cheering for us at the end"

Wow what an adventure! I arrived friendless but right away found many. I arrived clueless but was quickly offered survival lessons... Most of all I learned that Long Distance riding and its population are having the best time on the planet. Count me in again! Candace Hartley-Hately

When I finished my first TFC a welcoming committee was there and some people dear to me congratulated me! So cool!

Bravo to all of you for making the TFC what it is!!

Leading up to 16TFC we will take looks back to what TFC was and how it was done. Till next time!

Rodney Chew

Chair, 2016 41st Annual SCMA Three Flags Classic

602-539-9717 3flagschair@sc-ma.com mrlinc@aol.com

Being cool is
just the beginning.

BMW Motorrad
USA
Authorized Dealer

BMW
The Ultimate
Riding Machine®

2015 BMW R nineT

Irv Seaver BMW
607 W Katella Ave Orange, CA
714 532-3700 IrvSeaverBMW.com
Between the 55 and 57 freeways



Effective August 1, 2015 Russ Brown Motorcycle Attorneys became the official SCMA's official exclusive attorney firm.

Russ Brown, the original motorcycle lawyer who rides, founded Russ Brown Motorcycle Attorneys in 1975. His lifelong passion for riding naturally led him to help fellow bikers who were being taken advantage of in personal injury cases. As his attention to bikers' rights and participation in political debates propelled him into the limelight, he became a legal resource for riders all across the U.S. In 2013, Russ was honored to become the first lawyer ever to be inducted into the Sturgis Motorcycle Museum Hall of Fame.

Today, Russ & his law partners Chuck Koro & Jim Romag (Brown, Koro & Romag, LLP) are leaders in the field of motorcycle accident law—both as personal injury litigators and as consulting motorcycle experts to many of the best attorneys in the country.

We welcome Russ Brown Motorcycle Attorneys to the family of the Southern California Motorcycling Association!

The Fashion Accessory That Could Save Your Life

by Tammy Mathews, SCMA #33732
Women On Wheels California Ambassador

Many Women On Wheels® members live by the motto "all the gear all the time", but what do you really know about the quality of your gear and its ability to protect you?

Take your helmet for example; while it provides shelter from the elements and may even be a stylish accessory, how do you know which helmet will best protect your beautiful brain? What's the difference between a DOT helmet and a Snell certified helmet, isn't it just a marketing gimmick? And how often should you replace your helmet?

The ladies of Northern California WOW chapter Gold Country Riders (GCR) went in search of these answers and more. We didn't have far to ride on a cold, wet January morning since thankfully we are privileged to have in our backyard the only Snell independent testing laboratory in North America. Thanks to GCR member Dee Dee Gray for coordinating the outing; and thanks to the knowledgeable scientists at Snell for being kind enough to open their facility on a Saturday. Not only did they give GCR members our own private tour they also, over the course of two hours, demonstrated each of the rigorous tests a helmet has to pass before it receives a coveted Snell certification, and they answered every question we could possibly ask.



visor.

First, why wear a helmet?

We learned from Snell Director of Education Hong Zhang that "the primary purpose of a helmet is to manage energy so that if you have an accident all that energy is managed by the helmet and not your brain".

So how do you determine how well a helmet can manage energy? "Well unfortunately it isn't easy" shares Hong. "It's not something as a consumer you can determine by looking at the thickness of the helmet, the weight, what it's made of, or even the price tag. The only way one can tell is through extensive testing".

That's where Snell comes in. The Snell Foundation prides itself on the fact that they don't make helmets. They make helmets safer. They do this by developing rigorous testing standards and serving as an independent testing laboratory to ensure the manufacturers meet these stringent requirements. Through a series of high tech tests, each helmet that enters the Snell lab is put through its paces. To receive the much-sought-after Snell certification, a helmet model in a specific size range must meet all

the criteria in every single one of the following tests: impact protection, retention system, rotational stability, outer shell and face shield penetration and chin bar impact. My favorite test was the "buckshot test" which is meant to simulate debris that is hurled at a rider's

continued on Page 25

continued from Page 24

Because of their standards, "Snell certified helmets manage energy between 40% to 110% better than a standard DOT approved helmet" shares Hong. In fact "The Snell standards are so high that many of the helmet models tested do not make the cut" says Hong. "And those that do pass continue to be tested on an ongoing basis for as long as the model is sold."

To ensure the integrity of retests, Snell procures helmets from online and local stores and not just from the helmet manufacturer directly. This guarantees Snell tests the same helmets you and I ultimately purchase and not just hand selected ones the manufacturer believes to be of the highest quality. According to Hong "If at some point down the road a previously certified helmet fails the battery of tests, the model has to be recalled. If

you're interested in learning more about each of the demanding tests, please check out the Snell YouTube video found at <http://youtu.be/DCyFJT74wQg>

So what's the difference between a DOT helmet and a Snell certified helmet? "DOT standards are maintained by the Department of Transportation and are the minimum standards a helmet manufacturer must adhere to" says Hong. "DOT certification is done on the honor system. The helmet's manufacturer determines whether his helmets satisfy DOT and then claims the qualification for himself. There are no reporting requirements and the government provides very little spot

checking to ensure the standard is being adhered to". The DOT standards are substantially more lenient than the Snell standards and therefore the protective qualities of a DOT helmet are not as strong. For more information on the differences check out

<http://www.smf.org/docs/articles/dot>



The tour was truly fascinating and there were so many tips shared and questions addressed during the two hours it's impossible to share them all, but here are the top eight.

1. Fit: Fit is very important when it comes to your helmet. Hong shared that "Most riders wear a helmet that is too large. A helmet should fit snugly." For this reason Snell encourages riders to wear the helmet in the store for at least 3 to 5 minutes to ensure the helmet

is comfortable and does not have pressure points. Online helmet purchases should only be made after ensuring proper fit.

2. Care: Proper care will extend the life of a helmet. If you're riding in the heat be sure to let your helmet air out after the ride. When your liner needs to be cleaned, use mild hand soap, hand wash the liner and air dry it. "It is important that you NEVER use a blow dryer or place the liner in the dryer. Extreme heat will damage the foam and cause it to break down" shares Hong. Hair products can also damage a liner.

continued on Page 26

continued from Page 25

A thin helmet sock or Buff (www.buffusa.com) may help keep your liner clean longer and extend its use.

3. **Storage:** When not in use, do not rest your helmet on your mirror, handlebars or other hard surfaces. Pressure on the inside of the helmet will cause the liner and the foam shell to breakdown, creating a weak spot in the helmet and impacting its ability to fully protect you.
4. **Damage:** If, while wearing the helmet, the helmet comes into contact with a hard surface or you've been in an accident wearing the helmet, the helmet must be replaced immediately.
5. **Myth buster:** Contrary to urban myth, dropping a helmet does not mean the helmet needs to be replaced. The damage to the helmet actually occurs if your head is in the helmet when it collides with a hard surface since the collision compresses the foam shell.
6. **Replacement:** The helmet liner and foam shell break down over time impacting the helmet's ability to manage energy properly and decreasing its protective qualities. When this happens the helmet should be replaced. As a general rule a helmet should be replaced at least every 5 years.

7. What types of helmets are not certified?

- While modular helmets pass the DOT standard unfortunately they do not currently provide the impact protection required to be Snell certified. Additionally, the locking mechanisms don't stay latched during the high impact Snell tests and this failure point could result in neck injuries during an accident. For those of us that prefer this style of helmet it's important that we put pressure on manufactures to improve the helmet safety.
- Helmets with built in, flip down sun visors, have not been submitted by manufacturers to be tested. Manufactures are currently reducing the thickness of the foam in the brow area so that the visor fits in the helmet when the visor is in the retracted/stowed position. Unfortunately, this reduction compromises the ability for the helmet to manage energy and results in inferior protection for the rider. If you love the sun visor feature as much as I do, I encourage you to reach out to your favorite helmet manufacturer and request they improve protection these helmets offer.
- Half helmets, AKA beanie helmets do not meet the Snell standard since they do not provide coverage for all the impact areas (back of the head) and offer adequate protection.

8. **So how can you tell if your helmet is Snell certified?** The Snell certification is often located under the helmet liner. You can also consult the

continued on Page 27

continued from Page 26

certification list found on the Snell website at <http://www.smf.org/cert>.

The Snell tour was enlightening, educational and entertaining. After spending an afternoon with these knowledgeable helmet protection experts it's clear that the folks at Snell are extremely dedicated to our safety. Admittedly, I road home sad and nervous that my current helmet isn't Snell certified. But I had the strong conviction that a Snell label is the only "designer label" required for my next helmet. So the next time you visit Northern California, skip the typical tourist traps and treat yourself to a Snell tour. It will not disappoint you, in fact the knowledge you gain may just save your life.

"I have been on this tour 3 times and continue to learn something new each time. Snell Certified helmets is all I have and will ever buy, I believe it gives me my best chance in case of an accident. Without a functioning brain, why bother." Dee Dee Gray SCMA #38359

"Love this tour. The staff is so committed to educating the riding population on the impact of a poorly selected helmet that they opened for us and provided the tour on a Saturday. Great information and education; highly recommend folks seek them out on a trip through Sacramento."

~ Janet Davidson SCMA #24836



"The work the Snell Memorial Foundation does to keep us riders safe is phenomenal. If your travels bring you to Sacramento take time to visit Snell, you will be impressed and enlightened on how helmets are tested." ~ Sue Childress SCMA #38548

About Snell: Established in 1957 after the tragic death of racecar driver Pete "William" Snell, the Snell Memorial Foundation has been a leader in helmet safety both in the United States and around the world. For over 50 years, the Snell Memorial Foundation, a not-for-profit organization, has been dedicated exclusively to head protection through scientific and medical research, standards development, helmet testing, and public education.

Surprise Meeting



Gonzo meeting Tom Hewitt who is wearing a 10 Annual Three Flags Classic buckle

The October Board Meeting/GMM had ended. We were doing a bit of socializing before departing Marie Callender's Restaurant in West Covina when, glancing up at an approaching stranger, I saw that he was wearing a USA4C baseball cap.

It definitely was a USA4C cap and the design on the front was a USA4C design; just not the design that SCMA currently has on our USA4C caps.

"I recognize the cap, but I don't recognize the person under it," I exclaimed with a smile. "Whoa, I recognize that hat....it goes waaayyy back in time," said Dannie Fox, USA4C Chair.

With introductions we discovered our new friend was none other than Tom Hewitt. Not only was Tom sporting an early era USA4C baseball cap, he was also wearing a 10th Annual Three Flags Classic Buckle!!

Tom isn't riding on two wheels any more. He traded those puppies in for a fast moving, all red, Slingshot 3-wheeler!

We look forward to seeing Tom more in the future and hope he will attend our monthly meetings and rides.



SCMA is now on Flickr

At the end of the 40th Annual Three Flags Classic the SCMA has launched its Flickr Photosite. The first event posted are the photos taken at the 3FC.

To see the 2015 3FC Flickr photos iclick on this link: <https://flic.kr/s/aHskkAsRVt>

If you search Flickr for SCMA our site should be found.

We hope you enjoy all the photos ! You can download images you like from the site.

Follow us on Flickr to get notifications when new images are posted.

We have also setup a facility for you to share your photos with us. Once we receive them we will filter them and post them on the Flickr site for all to see.

Please select your 5-7 best photos you would like to share. Please DO NOT blanket send ALL your images. Please send images of people having fun. **

To UPLOAD your pics click on or go to this link: <https://dropitto.me/scmaphotos>

then enter this password: ThreeFlagsClassic (case sensitive)

Please follow the instructions and NOTE: The upload for 2015 Three Flags Classic photos will end Nov 15, 2015.

Would you like to see more fun photos and information about this year's 3FC? Well check

out Brian Hooker's fun, fun website: www.brianhooker.com/3Flags2015

also check out: [AZRATPACK 3 Flags Posse pics by Victor Castaneda Jr](#) ,

and Chris White website www.cwrides.com and Mike Barber at [View Album](#)

If you have 2015 3FC websites or links to pics you would like to share please send the information to the editor, Gonzo @ gonzocrossusa@gmail.com

Lets Share all the Fun !

** By sharing your images with the SCMA you are granting the SCMA permission to use your images on any SCMA media; published or electronic. Submitting your images does not guarantee that any or all of your images will be used on our sites/resources. If you have any questions or concerns contact the SCMA Chairman for clarification.

**Three-Month Running Calendar (plus one)
(qualifying *Traveler Award Events in Red)**

November

- 7 SCMA General Membership Meeting, 9am, Marie Callender's
- 14 Turkey Ride
- 26 Thanksgiving Day

December

- 19 ~~Almost Winter Solstice-Cancelled~~
There will be no General Membership Meeting in December

Happy Holidays to All

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 for last-minute changes before a ride.

COMFORT X SAFETY
THE 2014 TOURING LINE
25% OFF*
FOR SCMA MEMBERS
CONTACT MEMBERSHIP SERVICES AT
GONZOCROSSUSA@GMAIL.COM

INFINITY GORE-TEX® X-TOUR GORE-TEX® X-FIVE WATERPROOF X-RIDE WATERPROOF

TECX
FOCUS ON BOOTS



2015 Triple Crown and Best 15 US Roads Challenge

Befitting for 2015, the Board of Directors approved the inclusion of the Best 15 as a qualifying ride for the Triple Crown Award.

The Board acknowledged the traditional intent of the Award was to recognize those riders who accomplished riding three of the majors in a given calendar year (i.e., Jan 2015 thru Dec 2015). In 2008 riders qualified for the Triple Crown if they completed the Three Flags Classic, USA Four Corners, and the CA Parks Adventure. At the time those rides were the only Major riding events sponsored by SCMA.

The idea of the Triple Crown, initially proposed by **Mitch Friedman** (#24102) who joined the SCMA in 2007, was championed by **Jan Staws** and other key members of SCMA and was first awarded in 2009. At some point the Missions Tour was added to the list of major events and included as an option to the CA Parks Adventure to qualify for the Triple Crown.

In the spring of 2011 SCMA added the Best 15 to its roster of major events. Our first finisher's that year were **Kathy and Larry Lamarche** of Kamloops, Canada. Since inception, the event has only had eleven members, who have successfully finished the event sixteen times, a testament to the difficulty of the ride.

In acknowledging the mileage involved in completing the ride, and the inherent challenge incurred when riding each of the 15 roads, the Board unanimously approved, beginning with 2015, to include the Best 15 USA Challenge as an option to the Parks or Missions tours. Either of those three can be combined with the USA Fours Corners and Three Flags Classic to qualify for the Triple Crown.

To be eligible for the 2015 Triple Crown Award, awarded at the 2016 Awards Banquet, riders must complete the USA Four Corners, Three Flags Classic, and either one of the CA Parks Adventure, CA Missions Tour, or the Best 15 USA Roads Challenge.

Good luck to all in your pursuit of the 2015 Triple Crown!



Join Us and Ride the



Southern California Motorcycling Association's

15 Best US Roads



**Entry is \$60.00 and ride must be completed between Jan 1 & Dec 15.
For Information and Rules Visit:
www.sc-ma.com and Register On-Line.**

For more Information,
Contact Bob Roger, Chairman, 15 Best US Roads at (330) 857-8131 or rsroger03@gmail.com



2015 Best 15 US Roads Challenge



We are offering the Best 15 US Roads Challenge for the 5th 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 2015 list of roads is the same as the 2013 list.

You can tour all 15 in any order, any direction and at any time during 2015. 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. All 15 rides must be completed in the same calendar year (i.e., Jan 2015 to Dec 2015).

Beginning this year, 2015, the Best 15 qualifies for the Triple Crown as an option to the Parks Adventure or Missions Tour.

1. U.S. 212 & WY 296, Beartooth Pass Highway and Chief Joseph Highway, Red Lodge, MT to north of Cody WY*
2. California 1, Pacific Coast Highway, Monterey to Morro Bay**
3. U.S.12, Lolo Pass, Lewiston, Idaho to Lolo, Montana
4. "Cherochala Skyway" & "Tail of the Dragon", Tellico Plains, TN to Deal's Gap to Chilhowee, NC
5. Going to the Sun Road, Glacier National Park, Montana.
6. U.S. 550, "Million Dollar Highway", Montrose to Durango, Colorado
7. Blue Ridge Parkway, Any continuous 150 mile segment
8. Washington 20, Concrete to Omak
9. Virginia 16, "Back of the Dragon", Tazewell to Marion
10. Ranch Roads 335, 336 and 337, "The Twisted Sisters" or "The Triple 3", Texas***
11. U.S. 16A, Custer to Mt. Rushmore and then to Keystone, South Dakota****
12. Kancamagus Scenic Byway and Mt Washington Auto Road, RT118 east from Warren, NH, to east on RT112 North Woodstock/Lincoln NH becomes the Kancamagus Hwy, to Conway NH, north on RT16 to the Mt Washington Auto Road.
13. U.S.191, Springerville to Three Way, Arizona
14. Utah 12, Torrey to Bryce Canyon Turnoff
15. U.S. 50, "The Loneliness Road in America", Ely to Carson City, Nevada

SCMA Rides, Events,
Communications and Resources

SCMA's USA Four Corners Tour
Dannie Fox, Chair
usa4c@sc-ma.com

California Adventure Series
Dennis Even, Chair
dennis_even@sc-ma.com
661.298.0000

2016 Three Flags Classic
Rodney Chew, Chair
3Flagschair@sc-ma.com

SCMA Best 15 Roads Challenge
Robert Roger, Chair
rsroger03@gmail.com

Travelers Award
Mitch Friedman, Chair
mitcho399@gmail.com

2015 Awards & Appreciation
Banquet
R. "Gonzo" Gonzalez
GonzoCrossUSA@gmail.com
Mike Barber, Co-Chair
innovations3@earthlink.net
Pat Julien, Co-Chair
pjulienavi@earthlink.net

SCMA Newsletter
Publicity Director
R. "Gonzo" Gonzalez
GonzoCrossUSA@gmail.com
949.588.5433

Quartermaster
Alan Hirst
310.753.2603
ozhirsty@hotmail.com

Ride Chief
Steve Howe
562.298.6236
steve_howe@sc-ma.com

Sunshine Lady
Phyllis- Hatke-Shaw
951.677.3644
pshaw2003@verizon.net

Notarized Signatures Required !!!!



Our new Risk Manager, Rodney Chew, has perhaps the most interesting position in our Association. His task is to ensure that our rides are properly insured. Currently we are insuring rides through the American Motorcycling Association (AMA) who provides us the opportunity to be insured and provides the rules and guidelines to ensure that our waiver and release of liability (ROL) process is as robust as possible. This ROL process, in fact, is one of the cornerstones of the structure that allows us to offer great motorcycling events and challenges.

AMA requires all participants in an event to supply a notarized ROL unless there is a starting point sign-in where a Board member is a witness to the ROL such as we have at the Three Flags Classic and at the Travelers Award rides.

This means SCMA requires a notarized ROL when registering for Four Corners, 15 Best, Parks, and Missions. When preparing your registration forms for any of these four major events, please take the blank ROL (in color) to a Notary

Public. Fill in the form as follows:

Charter Name: Southern California Motorcycling Association

Location: Norwalk, CA

Sanction #: use the appropriate Sanction Number

Four Corners is 44723,
15 Best is 44724,
Missions is 44725,
Parks is 44726).

Date(s): 01Jan2015-15Dec2015.

Print and Sign in the presence of the Notary, and obtain their notary documentation to be submitted with your application. Your notary is your witness when the appropriate notary documentation is submitted.

An alternative to having your signature notarized is to have your signature witnessed by a Member of the Board.

We understand the inconvenience this creates, and share the pain. Thank you for your understanding, patience and participation.



Wheels on the Road



By Gonzo #25051

Check out the TFC photos on Mike Barber's Picassa Photo site:
<https://picasaweb.google.com/lh/sreDIR?uname=118085165278786462832&target=ALBUM&id=6193774274888491585&authkey=Gv1sRgCP7FpZyX59vW1gE&eat=email>

CA Parks & Missions Passports USA4C Photos/Receipts Best 15 Challenge

2015 is winding down and our Ride Chairs would like to remind you that, in order to be designated a finisher, you must submit your evidence of completing these rides before the December 15th deadline.

We Want Your Stories !!

We are always looking for Articles from our riders that showcase their travel experiences or events, unique perspectives about equipment, or maybe your account of a ride.

Please send your story to "Gonzo" at GonzoCrossUSA@gmail.com

YAAAYYYY !!!!

Membership Cards have been produced !!!!!
 Mailing of Membership packages has begun.
 280 TFC riders received their packages upon TFC check-in at the Wyndham Hotel.
 Each weekend we will be mailing out approximately 50 packages.
 (.....hmmmm, at that rate, it's gonna take a lotta weekends to finish!)

Routes of Past Three Flags Classics

Reuben Friesen could use your help in collecting information on Three Flags routes of the past.

If you have information on routes from past years please contact him at:

3fc-history@sc-ma.com

WHO WAS THAT GUY ??

The winner of the Pole Position, the #1 Rider for the 2016 Three Flags Classic was Tim Wannamaker. This was Tim's first time on a TFC and he wins the Grand Prize.....how cool is that ??

PUBLICITY Chair

We need help to post monthly ride announcements into various riding websites. This is a task that would involve about 5 hours a month. Please contact Gonzo.

2015 Travelers Award: August Update

Everyone not registered for the TA is still welcome to ride each event although not qualifying for the Traveler's Award. Currently we have three members with all 13 rides completed, two with 12, one with 11, one with 9, and one with 5 rides completed.

1. January 11, SCMA Charity Soup Run
2. February 14, SCMA Sweetheart Ride
3. February 22, PMC Poker Run
4. March 7, SCMA Banquet Day Ride
5. March 14-15, Shamrock's St. Patrick's Day Run
6. April 3-5, AZRATPack Alien Invasion Tour
7. April 25-26, PMC Greenhorn Ride
8. May 23-25, SCMA Grand Tour
9. June 21, SCMA Summer Solstice Ride
10. July 18, SCMA Dog Days of Summer Ride
11. October 3-4, SCMA Blazing Saddles
12. October 10, BMWCOOSC Park 'n Ride
13. October 24, SCMA Cemetery Tour
14. November 14, SCMA Turkey Run
15. December 19, SCMA Almost Winter Solstice SS1000 or an SCMA Traveler's Award ride.

Award Levels

Bronze Award

7 completed events* earns a Traveler's Award Pin. The last day to enter and qualify for this award is June 21st.

Silver Award

10 completed events* earns a pin and a specially designed trophy. The last day to enter and qualify for this award is April 3rd.

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 cannot be used for the Platinum "Suite 16" award level. It stands alone without substitution

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" cannot be substituted. That level will still require all

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 rider's sheet and the release of liability form 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 a 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.

-- Mitch Friedman

Traveler's Award Chairman
(TAC):

Contact Mitch at
(310.345.9799
mitcho399@gmail.com



Mitch

SCMA's Help Wanted

Ride Chairs for 2016. Start thinking about the 2016 riding calendar. Are you ready to jump in and help administer it? 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? Make start and finish arrangements, design the route, pre-ride it to prove it, create a flyer and manage the sign-in at the start.

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



SCMA's Help Wanted (cont'd)

Publicity Chair: List upcoming rides in M/C websites, social media, and other venues.

Membership Services Committee: Assist in registering members and handling member support. Become Director when and if interested.

Three Flags Historian: Collect stories of past rides and assemble the history of the Three Flags Classic.

Sell it here !!

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

1996 Harley Davidson, Yellow, S1 Lightning, 982 miles, \$4500, Pierre SD, VH muffler, Corbin seat, stock muffler and seat incl. Will be in CA in December.



Contact: billysnsd@pie.midco.net

GMM SCHEDULED FOR NOVEMBER !!

The next General Membership Meeting will be the at **9:00 AM on November 7th** at:

**Marie Callender's Restaurant
3117 Garvey North, West Covina, CA**

Please join us at the November General Membership Meeting and hear 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.

2008 Kawasaki Concours 14 ABS, Neutron Silver, 18040 miles, 1 yr Transferable Factory Extended Warranty, Many Extras. San Diego Always garaged, Never dropped. Asking \$7375

Contact: StevieConcours14@aol.com



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". Starters shall receive a numbered towel, pin, hat and t-shirt. Certified finishers receive a plaque, patch and finisher's decal. 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 planning for the 2015, 40th Annual Three Flags Classic is gaining momentum. The ride will finish in Victoria, Vancouver, British Columbia. The ride will be 5 days in duration (anniversary rides are always longer than normal year rides. Stay tuned !! A lot of exciting things are happening and its shaping up to be a doozey of a time !!!

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. Dennis Even is chairing this event.

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 2015, 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. Bob Roger is chairing this event in 2015 and can be contacted at rsroger03@gmail.com

The SCMA Triple Crown Award

Imagine completing the USA Four Corners Tour, the Three Flags Classic AND either one of the California Adventure tours or Best 15 Challenge in a single calendar year (Jan to Dec of the same year). It is a rare achievement--completed 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 Triple Crown Winner. Gonzo will be chairing the selection committee in 2014.

The SCMA Grand Slam Award

Complete the USA Four Corners Tour, the Three Flags Classic, California Parks Adventure, California Mission Tour, The Best 15 US Roads Challenge and the Travelers Award Gold Level in a single calendar year. Gonzo is the event chair.

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. The next banquet is March 7, 2015.

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 the SCMA News. Newsletters are circulated electronically and posted on the SCMA website. Send written correspondence to: Southern California Motorcycle Association, PO Box 487, Norwalk, CA 90651-0487

Email Newsletter submittals to:
GonzoCrossUSA@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 the 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. For more information go to

www.sc-ma.com, applications and other resources. Links to all our affiliated clubs are there also.

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 and \$50 for two years. Want ads are free for regular members. Sponsoring corporate membership is \$600 per year and includes a 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.



We Want to
Hear From
You Contact
Us:

Chairman
@sc-ma.org

or

ViceChairman
@sc-ma.com