



Proudly Serving the Long Distance Riding Community Since 1968

SCMA NEWS

LETTER FROM THE VICE CHAIR

Dear SCMA Members,

Since 1978, I have been an active member of SCMA with my husband Dannie when we rode our first Three Flags Classic (TFC). Shortly after Dannie got me a 1979 BMW R65, the smallest bike possible, and taught me how to ride.....and I've been riding ever since. As time went on I was either actively participating in events with Dannie or I was busy raising my family. In 2005 I switched over to a Ducati 620 Monster, a sweet little lightweight that I can maneuver by myself around the other 4 bikes in the garage.

In 1987 I became more involved and was the TFC Publicity Chair. Then I got quite involved in raising a family as well as continuing my other passions of football, planes and stock cars; all of which were secondary to playing classical piano. In 2011 I got involved again and was the Recording Secretary for TFC Chairman Joe Mandeville, then again in 2012 for TFC Chairman Gaylord "Huey" Ward. In 2012 I was asked by Blake Anderson to be the SCMA Recording Secretary and fill a vacancy on the Board of Directors. In 2015 Gonzo

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Upcoming Events:

General Membership Meeting (GMM)	Jan 9
Soup Meet	Jan 10
Rain Date (Soup Meet)	Jan 17
GMM/BOD	Feb 6

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asked me to become the SCMA Historian and I began compiling a history of our wonderful Association.

My time in SCMA has covered thirty-seven years of participation and leadership. To become the Vice Chair of the SCMA is particularly exciting to me as I see the opportunity to join forces with Gonzo in re-establishing SCMA's regional presence. I very much would like to see some of the activities of the past rejuvenated for the benefit of our members and affiliates.....our "riding families".

But to do so is going to be a tough challenge. Our world in SoCal has drastically changed. Today, to go on any ride outside of the greater LA Basin, requires most riders to travel at least one hour to get to the start. Population density has altered the riding landscape from what it was in the 70's and 80's. Attracting new members, in their 30's and 40's, is extremely difficult given the current economic conditions of lower incomes, high expense of owning and operating a bike, and family raising responsibilities; not to mention the explosion of soccer, baseball and a myriad of other youth activities requiring a mom and dad's involvement.

It would be wonderful to see our long-time members, who may not ride anymore, come out to join us at a start or finish of a ride, or at one of the social events; whether they be on 2, 3, or 4 wheels, we'd love to see our long-time members being part of our events and sharing their history with us. I think the involvement of our early members contributes to our camaraderie and cultural history.



I look forward to working with Gonzo, members of the board, and ride chairs in developing our regional presence and creating opportunities for our regional membership and affiliates to participate in the enjoyment of riding and share in the camaraderie with fellow members and affiliates.

-----Barbara Fox, Vice Chair

SCMA Board of Directors

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

Vice Chair
Barbara Fox
805.890.8392
ViceChair@sc-ma.com

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

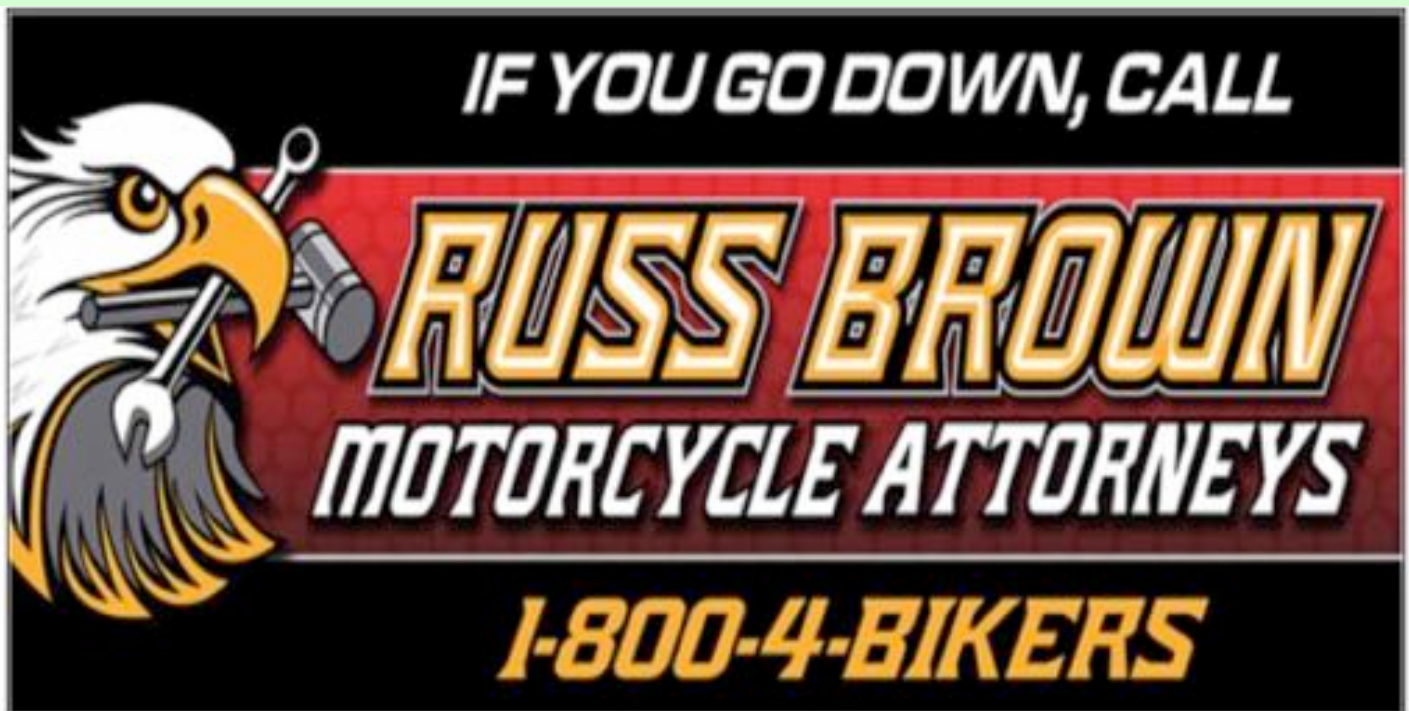
Email Us at:
admin@sc-ma.com

SCMA USA4C In the Maine News

There are many reasons that we ultimately decide upon as to why we must ride a USA Four Corners Tour. Most of the reasons center around thoughts such as: something to do, the challenge, doing it in shorter time, visiting family, seeing more of the country, or visiting the Madawaska Four Corners Park and meeting Joe and Diane LaChance. The reasons are endless....but the primary one is that we ride the USA4C for the pure joy of doing it.

Two of our SCMA riders, brother's in law, recently completed a Four Corners Tour. Below is a link to their story from Presque Isle, Maine.

<http://www.wagmtv.com/content/news/County-man-and-brother-in-law-complete-Four-Corners-Motorcycle-Tour-327774711.html>



We Need A Chair For 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 or Barbara Fox at ViceChair@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 Turkey Ride

by Gonzo #25051
photos courtesy of many

Many SCMA members were looking forward to this ride as it looked like it would be a lot of fun. The Red Hot Riders of San Diego had graciously accepted the offer to chair this year's ride and they decided to run it through the southern San Diego Hill country.

About six of us rode down to Poway Friday night and stayed at the Best Western on Poway Rd. John Cooper (IBR finisher) and I arrived around 3:30pm Friday and

checked in. Later we rode over to Stater Bros and picked up some beer, chips and Salsa. Then we stopped at Panda Express and picked up some meals for take out.

Back at the Best Western we positioned ourselves poolside, and began enjoying our dinner, chips/salsa, and washing it down with our favorite brew. Shortly later Dannie and Barbara Fox (the two foxes) arrived and volunteered to assist with the beer tasting. Soon Steve Howe (Ride Chief) arrived and the party was in full swing. Dan Hilton also arrived for a nights stay.



We all met at breakfast in the BW lounge and then were soon individually on our way to the Mainstream Bar and Grill, four tenths of a mile west on Poway. When Cooper and I turned south onto Community Drive, we immediately right-turned into the shopping center (where Ms. Garmin said Mainstream was located), but couldn't find the place. Stopping at the Shell station (also in the shopping center) we looked at all the shops in the inverted "L" shaped center and couldn't spot the Grill. So we decided to check out the other side of Community Rd and headed back the way we

came in between the Bank and the Auto Zone store. Fortunately, Community Rd is a one way at this exit and we had to make a right turn to the next intersection....lo and behold.....there was the Mainstream Bar and Grill, at the end of the inverted "L" with bikes parked out front. From the Shell gas

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2015 SCMA Turkey Run



Special Thanks to the Red Hot Riders MC

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station the AutoZone building had blocked our view to the Mainstream. We also noted SCMA banners in the back parking lot and saw a few of the Red Hot Riders there; so Cooper and I headed to the back and joined in on the morning gathering and registration with Ron Farkas.

Registration for the ride was a load of fun. There were 19 riders and 21 attendees. Darlene Fong and Alan Hirst rode down to support the event but had to return to LA for an appointment and couldn't go on the ride. During registration the group exchanged a ton of jokes, quips, laughter, photo taking, and money collecting....just a good bunch of Red Hot Riders and SCMA camaraderie.

We got to meet President Karen Butterfield, Vice President Ron Farkas, Treasurer Scott Simerson, Secretary Christine Rochefort, photographer Bob Bencivenga, and members Arlette Bruce, Pat Veth and Joel and Libby Keller. There was an excellent showing of SCMA guys and gals including Larry Mollett, Norm Barnard, Jim Bullen, Steve



Howe, Mike Barber, Dannie and Barbara Fox, Dan Hilton and John Cooper (I'm sure I've missed a few names).

Around 9:10 AM registration was closed and those of us that hadn't departed formed a line behind Red Hot Rider's President, Karen Butterfield, and followed her red Ducati ST4s (with stuffed Toy Turkey) out of the parking lot and onto Community Rd.

We headed south to Scripps-Poway Parkway and 5 miles later got onto SR-



67. Via Mapleview St. and Lake Jennings Park Rd we were soon on I-8 heading east. My anticipation was building as we passed through Alpine. Within 4 miles we exited I-8 and then rode Harbison Cyn Rd for 4.6 miles making a left turn onto Dehesa Rd.

So far at this point I came to the realization that the name Red Hot Riders was not for the lovely ladies that ride with the club.....'tis because once these RHR's get on the road they don't believe in conserving the rubber on their tires! We moved fast through these hills barely giving us newbies time to take in the sights of the hills and valleys. But it was a good feeling to be leaning into the curves at very good speeds, especially once we got onto Lyons Valley Rd and Honey Springs Rd.

Unfortunately the tail end of the group (where I was at) missed the turn at Lyons Valley Rd where photographer Bob was waving to us. Realizing our error we turned back about ¼ mile later, but by then there was no way we were ever going to

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catch up to Karen.....she has ridden these roads numerous times and knows every twist and turn. Plus, she's on that Red Hot Ducati ☺.

Upon reaching Honey Springs Rd we came upon Christine, and a couple of other RHR riders, waiting for us to lead us the rest of the way to the Casino. While we were waiting at the intersection, Mark Sovern and Charlene arrived and then came Ron Farkas in his pickup truck. He took photos of the group and then Christine lead us onward, continuing the fun ride through the southeast San Diego Hill Country.

At this time in the ride Mike Barber was in front of me, and he was about 5 bikes back from Christine. I had fallen back a tad (I was riding Sophia, my Harley Road King, and not the Triumph SE) but still had the group in sight. There was a slight hill and then a



descending turn to the right when, as I came over the hill, I saw that I had fallen a bit more behind. Mike could still be seen through the tree branches but then I saw a pickup truck pull out behind Mike. Darn!! If I had kept it tighter the truck would have seen us and we all would have kept in a group.

That was the least of my concerns! Approaching the truck we could see that it was fully loaded with furnishings....none of which appeared to be strapped down! The bed of the truck had iron rails extending upwards a little above the cab and were connected with cross members in the front, middle, and rear. On the very top of all the furnishings was a



mattress laying flat across the load under the connecting cross members. "Oh great!!" I thought. I could just see this mattress being caught by the wind, flying off the truck, and hitting me or another rider behind me and causing a serious accident! My imagination then went to the headlines on the San Diego Tribune, "Red Hot Riders lead SCMA Chairman to a cold crash!!!"

I dropped back about 6-8 car lengths and kept my eye on the mattress. The road was a two-lane

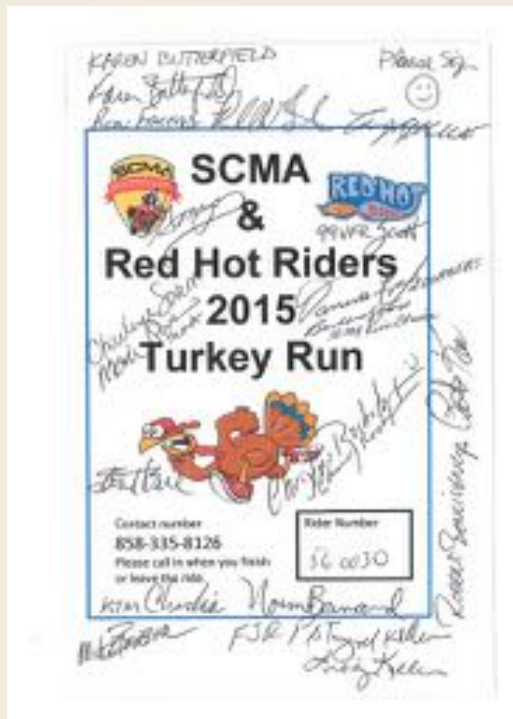
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road that followed the terrain's hills and curves. We were riding at about 30-45 miles per hour when, about 5 minutes later, the front of the mattress did indeed flip over. Fortunately it caught the middle cross bar and held. We still had about 3.5 miles to go for our left turn onto SR-94 and I was hoping for two things: the mattress would hold, and the truck would do a right turn.



At about 2 miles from 94 the end of the mattress started sliding over the tailgate. Now the only thing holding the mattress was the top, center-cross member!! We kept well behind to afford us a dodging opportunity and finally reached SR-94 where the driver turned on his right turn blinker !!! My two hopes were realized !!



Off we went east on 94 for about 35 miles heading for the Campo Indian Reservation and the Golden Acorn Casino. Along the way we passed through the small towns of Dulzura, Engineer Springs, Barrett Junction, Potrero, and Campo. Just before Potrero we passed the SR-188 turnoff for Tecate....only one mile away from the border. At last we reached the left turn onto Church Rd, 4.5 miles from the casino.

Four miles later we crossed Old Highway 80 and entered the casino grounds; I realized I had been here once before tanking up on gas. About 10-12 bikes were parked in front of the casino and a group of RHR's and SCMA'ers were welcoming us to the finish. What a great ride! Now it was time for a good lunch and drawing for that \$100 chip!

The Acorn Casino arranged a long table for 16 of us. Although they were a very small casino/truck stop, they

were very accommodating to our group. We also were fortunate to have arrived a tad early before a few busloads of travelers arrived. The casino's special was a prime rib plate for \$7.77....what a deal!! Many ordered from the menu but I and a few others enjoyed the prime rib....I just couldn't pass it up ☺.

First on the agenda was a toast to the Red Hot Riders for chairing a great event! After finishing lunch, SCMA stickers and pins were passed around to all

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riders. The RHR presented me, as SCMA Chairman, with a RHR baseball cap...pretty cool...but I'm not sure if it makes my ego look bigger 😊.

Then the drawing of the poker chips! The bag of poker chips was offered to each rider for them to draw a chip. The rule was to NOT show it until the last person drew her/his chip. Once everyone had a chip, we held it in our closed hand, outstretched over the

table. Then on the count of three we opened our hands and displayed our chips. Pete Kass, sitting right next to me, won the \$100 chip! Pete was an invited guest of Norm Barnard.....it's just amazing how "Newbie Luck" seems to always prevail.

Here's another good story for you. John Cooper arrived early, but couldn't stay for lunch. So the RHR offered him the bag for his draw and John drew a \$25 chip. He takes it into the casino and plays the Blackjack table and ends up leaving with a \$100 !!! Now how is that for some luck. Actually, I believe those winnings were accomplished with skill; John is a mathematician.

After autographing a route sheet, the group then reassembled in front of the casino for photo sessions. Everyone had a great time and all were expressing thanks to the RHR's for making it such a wonderful day. Mike Barber and I decided to head back to LA/OC as it was only 1:30pm. Ron Farkas advised us to take old Highway 80, paralleling I-8, all the way to where it passes under I-8 well past the Border Patrol check point. Had I seen a map of the road before had I would have continued on Old 80 until it connected with CA79 and then taken that to I-8. Looking at Google Maps I can see that it would have been a sweet way to start the ride back to LA/OC. Later I heard from SCMA member Mark Sovereign that he and his wife Charlene rode with the RHR's on the route but continued on to Julian. They had a great ride enjoying the hilly roads and mountain/valley views.

A week later, while at the International Motorcycle Show in Long Beach, SCMA members were still commenting on the fun time they had on the 2015 Turkey Ride!

Thank you Red Hot Riders of San Diego.....y'all done good 😊



My First Three Flags Classic

By Candace Hartely-Hately, #39825

I finally got to the bucket list item titled "Three Flags Classic". My bike was packed, aired, oiled, farked, polished and sparkling clean; a month early. I wondered if the other 299 Three Flags riders found it hard to concentrate on much else. On departure day, I was so antsy that I left my headlight on in the morning twilight, stalling my surprise bon voyage ceremony while my bike charged. I'm pretty sure I was the only one who did that.

Then, riding into San Diego, I stopped feeling alone. Riders were everywhere, smiling and waving and filling up the

parking lot with more than just machines on two wheels. The party was on. It was like looking for zombies in a movie. Some people appeared quite normal but the



sliders on their boots gave them away, or they turned to reveal a Three Flags map on the back of their shirts. Others were more obvious with wild helmet hair, leaning their heads into their Harley Davidson bag full of goodies. Every single rider offered

a smile, or shared a story or even just nodded in understanding at me lugging my gear down the hallway.

By the end of the next morning's Mariachi party and "Touch the Fence" ride, three groups had graciously offered to let me ride with them. This was astounding to me, and a glimpse into their Texas sized hearts. They had no idea if I was capable or prepared to get to Canada or even if I were a real zombie, but they were willing to let me tag along.



I was pulled into a line of twelve other ladies also riding solo for a picture (that was awesome!), and one of them introduced me to a group whose bikes I admired most - bikes covered in

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stickers from interesting places. That group of Klim clad riders definitely knew how to go far and get back again. They agreed to let me join them and although I felt out of place with my little 650, my soft luggage (what was I thinking?) and my average riding clothes, no one seemed to care. I wondered if anyone else was too wound up to sleep and, like me, got completely dressed for the ride, laying on the bed to wait for the 2:45 alarm.

In the stark hotel parking lot lights, we tossed our ride cards into a box held up like Simba on the rock in the Lion King and then fought the urge to take off at speed into the lead. It was certainly the coolest place to be that very early Thursday morning. Some of the Three Flags riders started with me at 3am, while others may have only seen me smiling in a hotel lobby, or handed me the salad tongs in line at the banquet.

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Some shared time at check points, gas stops or ferry rides with me. Some may have never seen me at all but maybe missed me on the way up the stairs to the finish checkpoint or sat with their back to me as the bagpipers marched into the hall at the finish banquet. All of them share the memory of the roads, the sunrises, the rivers and lakes, the bridges and ferries, and the feeling of freedom. We have far more to share than the awesome pins, stickers and finisher buckle.



I am honored to have made friends with the AZRATPack who shared their entire adventure with me, putting up with my struggles with my kickstand, and always wanting to ride too fast. Even riding home, I was saved by two Three Flaggers from Arizona who picked my bike up after I dropped it (Gasp! Was I the only Three Flagger who did that?) in front of Mission Santa Cruz.

Like an ISDT pit crew, they dismantled and reassembled my bark buster and throttle assembly so I could catch up with my group.

As I sit writing on my iPad seated on my bike in the garage (I know I'm the only Three Flagger doing this!) I wish you safe travels, great adventures and see you in Tombstone for next years Three Flags Classic.

-----Candace Hartley-Hateley



Iron Will

By Oleda Cooper

The Iron Butt Association—what a clever name! Hundreds of men and a few women get on high-powered motorcycles and ride, ride, ride. But having endured my first initiation ride, I think a more appropriate name would be the “Iron Will Association”.

Let me tell you why.

When my oldest son John, a long-time member of the IBA, called me in the spring with a ridiculous proposal that I ride 1000 miles on the back of his motorcycle, I was speechless. I had once ridden on the back of his motorcycle one mile, but that was when he was in high school.



Granted, I had received a similar request a long time ago and the results had been enjoyable. My daughter, a new doctor in Kansas, called, “Mother, how would you like to ride a bicycle 150 miles?”

I hadn't been on a bicycle since I taught her and her siblings to ride one, and I had never ridden more than a few blocks. She said her nurse could get a free helmet if she could recruit three riders for her team. Reluctantly, I said I'd think about it. The next week she brought me a three-speed Wards bike for my birthday, and I started training every weekend.

That small, tremulous beginning lasted 15 years, and before we stopped riding, four more of my children, their spouses and their children had joined us. The year I was 70, my goal was to raise \$7000 for the Multiple Sclerosis Society; I exceeded it by \$200.

Now I am 82, with arthritis, osteoporosis and MDS (severe anemia), but John rarely asks me for anything. In fact, I thought this might be just what our relationship needs.

I was right; after I said I'd try it, John began planning routes, north, south, east and west

from our former home, Platte City, Missouri, depending on weather and road conditions. I began getting a text or email from John every few days. When his brother and sister decided to join us, John was ecstatic.

The rest of the family did not share his enthusiasm. The doctor who had gotten me into MS150's asked me if I had lost my mind. Her brother who lives in Florida flew in to see me off, perhaps because he feared I wouldn't survive the ride. A granddaughter for whom I provide childcare was close to a panic attack, begging me to text her every time we stopped.

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Almost weekly I received an article of armored clothing for the ride. Even the doctor's daughter bought me boots. But all of the clothing, preparations and John's enthusiasm could not ease the sense of unease I felt as June 13 approached. The crazy dreams I was having nightly turned to nightmares in the week before, but I summoned my name for the ride—Iron Will, and I didn't even tremble when the two men lifted me onto John's bike.

As we rode out of the parking lot, making three right-angle turns on which the Honda leaned sharply, I was almost paralyzed with fear. But when we got on the interstate, I was able to relax a little. By the time we got to our first fuel stop, 200 miles north, I even began to enjoy the ride.

At every stop John was like an over-protective parent, insisting we stay on schedule: "We lost a couple of minutes on that last stop; we have to make it up here."

While my daughter and I couldn't wait to take off some of those clothes, especially that heavy helmet, except at lunch, John took nothing off. "Every hour we save will be an hour of darkness we won't have to ride in," he said at every stop.

The first 250 miles of I-29 was a route I had traveled at least a dozen times this year—in a car, of course! Then, when we left Iowa and entered South Dakota, the scenery was even more monotonous. Endless green fields stretched for miles on both sides of the highway. The only diversion was the occasional photo shoots by the two on the other motorcycle. If this hadn't been a timed ride, a more scenic route should have been chosen.

But it was a timed ride, and I couldn't believe how fast the time flew and how far it was to North Dakota. At the turn-around at Hankinson, North Dakota, I asked if we could stop at the Welcome to North Dakota sign down the highway to take a picture of it with all of us and a copy of the local newspaper. "It will have to be quick!" our leader said, and we drove south eight miles, illegally crossed the median (the sign was on the other side of the highway). After three quick shots we drove back across the grassy median and headed for Platte City, 500 miles south.

Dinner was forgotten; all we wanted was to see the Platte City sign. Getting off of the bike was becoming more difficult and getting back on was almost impossible for me. In fact, because of the



mounting problem, at the last stop I elected to stay on the bike.

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Although I wasn't sure my knees could take the last 100 miles, I had no pain in the butt. Yes, you should rename it—the Iron Will Association.

The interview John conducted at the end of the ride summed it up for me. He asked, "Was there anything about today's ride that you didn't expect?"

My answer: "It was fun. I didn't expect it to be but it was." (The camaraderie with family was more than worth the aching knees.)

My daughter, who was standing nearby said, "I second that. It was fun. I expected it to be grueling, and it was, but it was fun."

A grinning John took heart from our statements and asked, "Would you do it again?"

Both of us gave a resounding "NO!"

Editor's Note: Oleda is John Cooper's mother. John is an IBR finisher, and a member of SCMA. We applaud Oleda's determination to complete this ride.....she is an inspiration to all of us.

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January Soup Meet With Membership, Ol' Time Members, and Affiliates

It is amazing how ideas begin to fly in the air when conversations get shared between SCMA members. That is exactly what occurred in October with a planning session attended by members of the Board, Ride Chairs, Affiliate presidents, and a few involved members.

At that Planning Session, we all agreed that SCMA Regional activities were in need of an overhaul. We did come up with a new structure for the Traveler's Award, but we still felt that we didn't have a venue that would appeal to our 500+ members in the greater LA Basin.

Barbara and Gonzo had often talked about SCMA of the past and how various affiliates would hold family "get togethers" in some distant park and riders all over the basin would travel there on bikes, in cars, or RVs and would have a hoot of a time. We felt that the current times and economic conditions may not facilitate such a monthly event (Park Fees alone are barriers to many) we felt there would be some way to pull off a good ol' get together!

A few weeks ago Rodney Chew, SRRRA member for many years, mentioned that it sure would be great if the Life members and other old time members could somehow find it interesting to come out to the rides just to hang out and tell us newbies all about the fun they had in the past.

Somehow, the idea jelled between Rodney's concept, Barbara's wish for a big social get together, and the SCMA's annual charitable Soup Run.

So here is our concept (drum roll please):

Why not hold a Soup **Meet** (not a Run)? Let's have a destination where the ride is getting to the Meet and then getting back home!

Why not invite all the local members to ride (2-3 wheels) or drive (3-4 wheels) to a meet point where we can have a good old time of just hanging out with each other and getting to know folks?

Why not invite the Affiliates to come on out and join the group to show their presence to the Basin's membership and heighten SCMA member's awareness of the Affiliate clubs and their activities?

Why not encourage all our older members, who may not ride on 2-wheels anymore, to get into their 4-wheels and come on out

Continued on Page 20

Continued from Page 19

and give us newbies the opportunity to meet them? (4-wheelers are good!) We think this type of event could be held periodically and would be a great opportunity to build upon the SCMA traditions and culture.

But we need some help!!

Where can we hold it that would allow 50-100 members to congregate, have some BBQ hot dogs and cokes, be able to move around and meet others, and enjoy the outdoors in January?? And what to do if it rains??

Entry fee would be 2 cans of soup for charity and we could offer Dogs & Soda for cost. Just keep it simple!

Dennis Even has suggested Balboa Park. Barbara has suggested a VFW or some public hall to mitigate the possibility of rain. Gonzo thinks it should be held in the valley with easy access from freeways.

Anyone got some ideas?? Please email or call Barbara at ViceChair@sc-ma.com or 805-890-8392 or Gonzo at Chairman@sc-ma.com 949-433-0761.



AEROSTICH

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<http://www.aerostich.com>

Equipment for Riders

Membership Package Travails

By Mike Barber #26168

This has been an extremely rocky road that Gonzo and me have been riding!

At first, the road was just full of twists and turns with the challenges we faced in getting the membership card printer to accept our membership rosters and print new membership cards. I finally figured out what was causing the printer to shut the system down and destroy the files. But once that was solved it seems new hiccups are emerging with getting the system to accept our database-generated rosters.

The next challenge was getting labels addressed. Avery software is not necessarily the most compatible of software. Although I got about 500+ labels printed I am still challenged with printing out individual addresses. The system wants to do a complete page of 10 whenever I want to print only one label.

Our real heartbreaker came from our own US Post Office. Gonzo had taken the first batch of envelopes to his local post office in El Toro and they determined that the 6.5 X 9.5 envelope size exceeded the standard of 6 X 9 and would require an additional \$1+ in postal fees. That would cost over \$800 !! According to the postal clerk all we needed to do was change to a smaller envelope and fees would be reduced.

So Gonzo and I changed about 200 larger envelopes to the smaller 6 X 9 size.

On his next trip to his local US Post Office, Gonzo was told that because of the pin the envelope would have to be hand stamped, thereby categorizing the envelope as Parcel Post; and cost would be close to \$5 per envelope!! Holy mackerel Bat Man!! That would cost us over \$4,000 to mail everything! So back we were taking pins out of about 200 envelopes after we decided that we couldn't incur such an expense.

This got me to thinking that something was just not kosher with Gonzo's neighborhood PO. I went over to my PO in El Segundo CA, gave the clerk the envelope with the pin in it, and asked for pricing. The response? Cost was \$.71 standard postage plus \$.22 for hand stamping. Total postage cost came to \$.93 for US addresses and \$1.21 for Canadian addresses! How in the world can two separate post offices have such different answers?

With that information from the El Segundo PO I promptly mailed about 250 envelopes. Gonzo is bringing the 200 he has back to my place and we're going to replace the pins previously extracted. With those into the mail we will be left with about 100 membership packages remaining to be labeled, packed, sealed, and mailed.

This project started out being perceived as an easy project, one that would take a few weekends. As of today, it has taken close to three months to get the first packages in the mail! That said, I really think we'll have the last of the packages out by 2nd week of December and then we'll be working on the recent new and renewal memberships.

We hope you will enjoy your membership package and most especially the new membership card that Steve Shulman successfully brought about ☺.

-----Mike Barber, Membership Director



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



CA Parks Adventure Tour

by Dennis Even #23038

Since the opening of the CA Adventure – Parks Tour, this event required riders to visit all 24 National Parks located in California. Beginning with 2016, the CA Adventure Parks passports will be updated to contain 25 National Parks locations within the state. However, to qualify as finishers of this event, riders will only be required to visit 24 of the sites within the calendar year (January to December 15th).

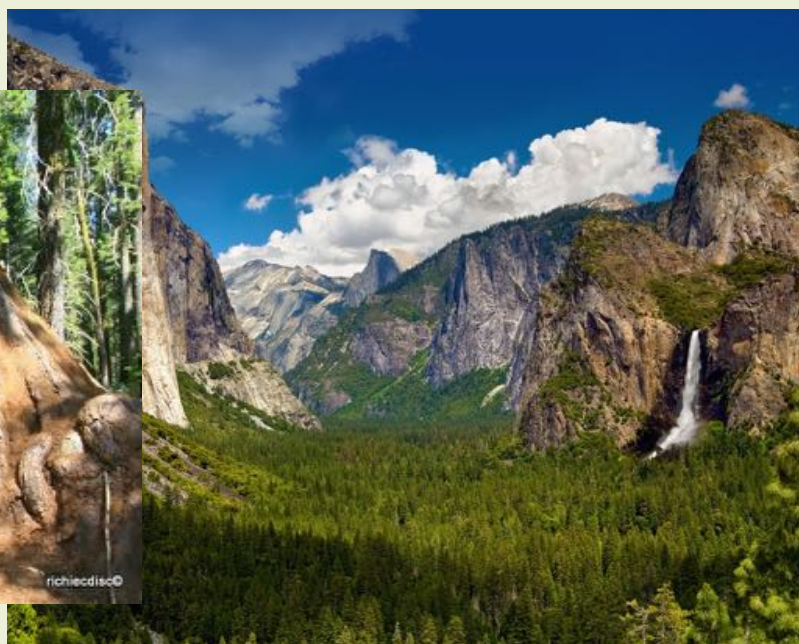
Caesar E. Chavez National Monument (established in October 2012) is being added to the tour's passport. The Monument is located in Keene, Kern County, and is operational year round. Please visit the Park's official website for the latest information.

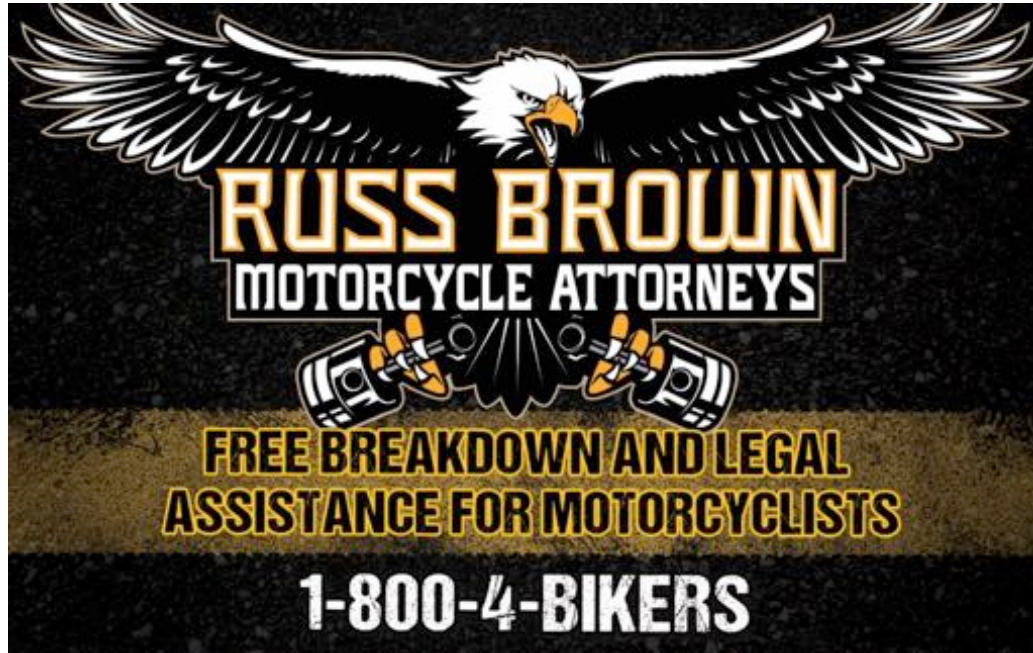
Many of our riders have experienced difficulty in accessing two of the NP's – the Eugene O'Neill NHS and the Devil's Postpile NM. O'Neill is a challenge due to its restricted access and limited operating hours. Devil's Postpile is only open beginning in June and closing at the end of October; but even then, surprise storms often close the site.

We are establishing a "24 of 25" option for riders to offer them flexibility in dealing with the operating schedules of the various parks. You will be declared a finisher if you visit and obtain a park stamp and photo at any 24 parks out of the 25 parks listed.

We highly suggest, before you visit any of the Parks, you should visit each park's official website for additional information and call the visitor centers to confirm road conditions and operating hours. Official website URL's for each park can be found on each of the respective pages in the passport.

The CA National Parks are great locations to visit and learn about the fantastic wildlife and natural life that exists in this great state. Many of our riders have taken up this challenge with camping gear on their bikes and have enjoyed visiting sites on weekends throughout the year. All agree that they learned a lot after visiting the National Parks, Monuments and Historic Sites located within California!





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!



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)

December

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

Happy Holidays to All

January

9 SCMA General Membership Meeting, 9am, Marie Callender's
10 Soup Meet – Charity Drive
17 "Rain Date" Soup Meet – Charity Drive

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
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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. "Cherohala 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

Interested in viewing a different type of online motorcycle magazine? Cost is free and no spam! Check out the below link. <http://www.theroadhawgs.com>

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

2016 TFC NEWS

Rodney will be releasing an eBlast when he has new information on 2016 developments to pass on to us.

SCMA has a Facebook !!

Reuben Friesen has re-established the SCMA fb account.

Please click on the link below and join in with other SCMA "friends".

<https://www.facebook.com/groups/scma.main/>

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: November 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 15 rides completed, one with 14 rides, two with 13, one with 10, and one with 7 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, BMWCOSEC 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 (all 15 rides)

Complete all 15 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 "All 15" award level. It stands alone without substitution

We are offering a new "Triple Crown Bonus". If you complete the Triple Crown in 2015, 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 "All 15" cannot be substituted. That level will still require all 15

How to Sign Up

Signing up was easy for current SCMA members. Sign-up was at any event through the June 21st Summer Solstice through Mitch Friedman, Traveler's Award Chairman, and still qualify for the Bronze Award. 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)

Facebook Cmttee: support Reuben Freisen with maintaining SCMA fb page.

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.

GMM SCHEDULED FOR JANUARY !!

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

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

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.com

or

ViceChairman
@sc-ma.com