

Proudly Serving the Long Distance Riding Community Since 1968



# SCMA NEWS

## CHAIRMAN'S LETTER

Hello everyone,

This month's newsletter is loaded with information of upcoming events. Please take the time to note the following articles on forthcoming events and/or actions the membership is being requested to take.

The **SCMA Bylaws** have been revised and are available on the website for your review. Please take the time to mail in your ballot to accept or reject the revision.

April is the **All Members Meeting** for nomination of Vice Chair, Secretary, and Treasurer. Please attend the meeting to make your nominations or mail in the nomination form provided within this newsletter. The nomination form shall also be placed on the website.

The **Three Flags Committee** has identified checkpoint locations and hotels for riders to begin making their reservations. The turn-by-turn route is being drafted.

The **Antelope Valley Riders** chaired this years Sweetheart Ride giving our regional riders an exciting route in the

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### Upcoming Events

Awards and Appreciation Banquet	Mar 12
Shamrocks' St. Pat's Day Ride	Mar 19
April Fool's Day +1 Ride	Apr 2
Parks/Missions TA Ride	Apr 9
Annual Members Meeting	Apr 23

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Angeles Forest ending with a great BBQ in the desert outskirts of Lancaster.

Flyers for upcoming rides are displayed herein. Please note that two of the flyers are NOT Traveler's Award events and are so annotated. We are placing them in the newsletter to support an affiliate club or a meaningful charity. We now have a full complement of **15 Traveler's Award** rides scheduled for the year.

Page 16 has a link to an online talk show presenting information about the SCMA. This show is live streamed worldwide and attracts a large audience.

The **Annual Awards Banquet** is right around the corner on March 12<sup>th</sup>. This is a fun event where our riders get to meet old friends and join in recognizing our riders who have accomplished so much. We'll also be presenting our appreciation awards to a number of our members who have worked to make 2015 a success. This year we'll be presenting Dannie Fox with the Grand Slam Trophy for 2015. Dennis Even will be receiving the Legacy award for his years of service to SCMA. We have a surprise award to present to one of our members.....it's gonna be a lot of fun! Please mail in your reservations immediately so we can place the food order next week.

Riding season will soon be upon you if you haven't already taken the bike out for a spin. Now is the time to seriously look at the year's schedule and work in one or two of the Premier Rides we offer and aim to attain the **Triple Crown**. Those of you in the regional southwest should look at the Traveler's Award and join in on the fun for an award at next year's banquet.

Ride Safe.....Ride Long,

-----Gonzo

**SCMA Board of Directors**

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

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805.890.8392  
ViceChair@sc-ma.com

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

**Email Us at:**  
admin@sc-ma.com



# SOUTHWEST Regional News Section

pages 3 – 23

To help our readers track and group the large amount of information provided in this newsletter, we have grouped the articles into Regional, National, and International sections. This section contains info on Traveler's Award rides and local events.

## Membership Packages

*By Mike Barber #26168*

We finally received the resupply of pins and tri-folds. Deliveries will resume in March.

Unfortunately we are unable to deliver packages to approximately 120 members, as their profile doesn't have a mailing address. In addition to that we have had about 40 returned packages as undeliverable with no forwarding address.

If you have not received a membership package please access your profile and update your postal mailing address. Then send an email to [membership@sc-ma.com](mailto:membership@sc-ma.com), with the subject: Membership Cards, so we can do a check on our deliveries.



# SCMA Annual Meeting

## Officer Nominations

### April 23<sup>rd</sup> 2016

SCMA has six-members on its Board of Directors. Three are elected each year to a two-year term. In even-numbered years the Vice Chairman, the Treasurer and Secretary are elected. In odd-numbered years the Chairman, Membership Director and Risk Manager are elected. The location for the Annual Member's Meeting, to be held in the greater Los Angeles area, will be announced in March.

The mid-year elections for 2016 then are for:

**Vice Chair** – In absence of the chair, or in the event of his/her inability or refusal to act, the vice chair shall assume the duties of chair. The Vice Chair will fill committee and ride chair positions when vacant and other duties as directed by the Chairman

**Membership Services Director** – The membership services director shall maintain membership lists, respond to members' requests for assistance, review all applications for membership, provide monthly list to the board of the names of new members, provide members with membership certificates, and perform such other duties as the board may from time to time determine.

**Treasurer** – The treasurer shall have charge and custody of, and be responsible for, all the funds and securities of the corporation; receive and give receipts for monies due and payable to the corporation from any source whatsoever, and deposit such monies in the name of the corporation in such banks or other depositories as shall be selected by the board of directors, and in general perform all duties incident to the office of treasurer.

**NOMINATIONS** are now open until the Annual Meeting scheduled for April 23<sup>rd</sup> at 9:00 am. Any current SCMA member can nominate any other current SCMA member. Self-nominations are acceptable but require three seconds at the Annual Meeting.

Nominations can be made at the Annual meeting or by e-mail to chairman@scma.com. **E-mailed** nominations must be received **by 8pm, April 22<sup>nd</sup>**.

Nominations can also be made by mailing nomination forms to:

SCMA - Nominations

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PO Box 487  
Norwalk, CA 90651-0487

**Paper** nominations must be received in the Norwalk PO Box **by 8:00 am, April 22nd.**

**BALLOTS** will be available in May or earlier for download from the SCMA website and will appear in the newsletter.

Only paper ballots are acceptable for the election and must be received at the Post Office Box by 8:00 am June 17th.

The ballots will be opened and counted in public at the June 18th General Membership Meeting (GMM) by the Election Committee, observed by member witnesses, and supervised by the Chair of the Election Committee. The newly elected officers will be announced at the meeting, posted to the website, and posted in the June/July Newsletter.

The newly elected Directors will assume their responsibilities after the close of the June 18th Board meeting and no later than July 1<sup>st</sup> 2016.



# 2016 NOMINATION FORM

**Member making the nomination:**

Name \_\_\_\_\_ Member #: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Member being nominated for Vice Chair:**

Name \_\_\_\_\_ Member #: \_\_\_\_\_

**Member being nominated for Treasurer:**

Name \_\_\_\_\_ Member #: \_\_\_\_\_

**Member being nominated for Membership Services Director:**

Name \_\_\_\_\_ Member #: \_\_\_\_\_

**Self-Nomination: For Position of \_\_\_\_\_**

Name \_\_\_\_\_ Member #: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Three (3) "Seconds" for Self-Nomination:**

Name \_\_\_\_\_ Member #: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name \_\_\_\_\_ Member #: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name \_\_\_\_\_ Member #: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Scan and email to: [chairman@sc-ma.com](mailto:chairman@sc-ma.com) (Must be received by 8pm April 22<sup>nd</sup>)

or mail to: (Must be in PO Box by 8am April 22<sup>nd</sup>)

SCMA - Nominations  
PO Box 487  
Norwalk, CA 90651-0487.



Effective August 1, 2015 Russ Brown Motorcycle Attorneys officially became SCMA's 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'S Affiliated Clubs

Antelope Valley Riders

[www.avts.av.org](http://www.avts.av.org)

AZRatPack

[www.azratpack.com](http://www.azratpack.com)

BMW Club of Southern California

[www.bmwcosc.com](http://www.bmwcosc.com)

BMW Club, South Coast Riders (aka South Coasters)

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

Pasadena Motorcycle Club

[www.pasadenamc.com](http://www.pasadenamc.com)

Red Hot Riders of San Diego

[www.redhotriders.com](http://www.redhotriders.com)

Shamrock Road Riders

[www.sc-ma.com/shamrock.htm](http://www.sc-ma.com/shamrock.htm)

Victor McLaglen Motor Corps

[www.thevmmc.com](http://www.thevmmc.com)





# SCMA Bylaws Update

The board of directors has approved a revision to the bylaws to be placed before the membership at large for approval.

The revised bylaws can be viewed from the website at

<http://sc-ma.com/wp-content/uploads/2016/02/Bylaws-Rev-01-17-BOD.pdf>

or

<http://sc-ma.com/uncategorized/4023> and click on [Bylaws Rev 01-17 BOD](#)

The revision has the changed wording lined out and in red. New wording has been highlighted in yellow so you can easily view the changes that were made.

The SCMA Bylaws follow the format prescribed by the State of California. As such, they are general in nature. Specific and detailed operating rules are not stated in the these bylaws per se, but will instead be addressed in the Association's Policies and Procedures Manual currently under development.

Approval of the Bylaws will take place at the Annual Members Meeting. Your ballot of approval or disapproval would be appreciated. Please complete the below form and submit to: SCMA – Bylaws, PO Box 487, Norwalk, CA 90651

## SCMA Bylaws Ballot

I have reviewed the February 2016 revised SCMA Bylaws as posted to the SCMA website, and vote as follows for acceptance of the revision:

( ) Aye

( ) Nay

Member Name: \_\_\_\_\_

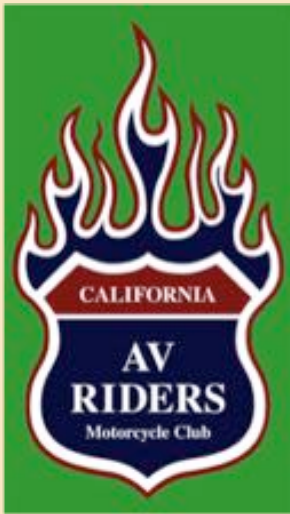
Member #: \_\_\_\_\_

Signature: \_\_\_\_\_

Please mail to: SCMA – **Bylaws**  
PO Box 487  
Norwalk, CA 90651

or scan and email to: [chairman@sc-ma.com](mailto:chairman@sc-ma.com)

## 2016 Sweet Heart Ride Antelope Valley Riders



Eight o'clock Saturday morning and the staff at the Agave Room in the Angeles National Golf Club in the outskirts of Sunland, escorted us out to the patio courtyard where we would greet our riders, complete sign-ups, and enjoy breakfast while socializing.

Thirty-one riders signed up for the day's event and, although riders could immediately depart after signing in and receiving their route sheets, about 20 enjoyed a delicious breakfast prepared by the Agave Room's excellent cooks before departing. A hard corps, socializing group of about 10 riders, left the dining room around 10am.

After departing Angeles National, riders



rode north onto Little Tujunga and throttled through the climbing and descending twisties offered by that canyon road. Ending at Soledad Rd, riders then headed east towards Acton and onto the eastbound leg of Sierra Hwy skirting south of

Palmdale. They then skirted northwest around Palmdale Lake on Barrel Springs Rd and rode up to Elizabeth Lake Rd.

Heading east for about 8 miles riders then headed southwest onto Bouquet Cyn Rd towards the Bouquet Reservoir and skirted around the east side of the reservoir onto Spunky Cyn Rd enjoying more mountain twisties before coming out upon San Francisquito Cyn Rd and heading north.

Back on Lake Elizabeth Rd they then headed west towards the Lake and



continued on towards Lake Hughes. Passing by the famous Rock Inn many bikes and riders hanging out at the Inn were noticed. The road's named changed to Pine Cyn Rd in Lake Hughes and about 6 miles later, at Three Points, it made a sharp left to continue on in the north foothills heading towards Gorman.

Ending at Hwy 138 (Lancaster Rd) riders then headed east to 245<sup>th</sup> where Lancaster Rd left CA138 and rode through the gorgeous desert. Temperatures were in the high 60's and low 70's, perfect for desert riding!

Staying on Lancaster Rd, we rode through Fairmont and the Poppy Reserve and continued towards Lancaster. Eventually the road became W Ave I and we rode that to 30<sup>th</sup> north to W Ave H and 7 miles

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later arrived at the Cycle Barn.

Here is where the BBQ fun started for everyone. The Antelope Valley Riders had set up a BBQ and tables for all to enjoy hamburgers and pulled pork sandwiches. At the Cycle Barn we had the opportunity to view a number of older bikes, two classic Excelsior Henderson motorcycles, and a backyard of about 100 bikes available for parts pulls. The Cycle Barn is a rare motorcycle store. It is a place where owners of bikes from the 70's thru the 90's can find used parts to repair their aging street and dirt bikes.

The Cycle Barn also had a few restored bikes for sale. Perhaps the most noteworthy of all the bikes was a 1985 Gold Wing, in top condition, originally owned and ridden by Joe Usatin. Seeing that particular bike, and imagining it being ridden on the early Three Flags Classic Tour that Joe started for SCMA, was a real treat.



We all enjoyed the BBQ, chatting it up around the tables, strolling around viewing the bikes out back, and viewing Gold Wings from the 80's being worked on and restored. It was a great day and loads of fun!

The event ended around 2 pm with Gonzo presenting Doug Hoffelt, President of the AVR's, with \$300 in cash, the proceeds from the signup. Doug promptly announced those proceeds, plus cash received from the raffle, would be donated to Rides 4 Kids!

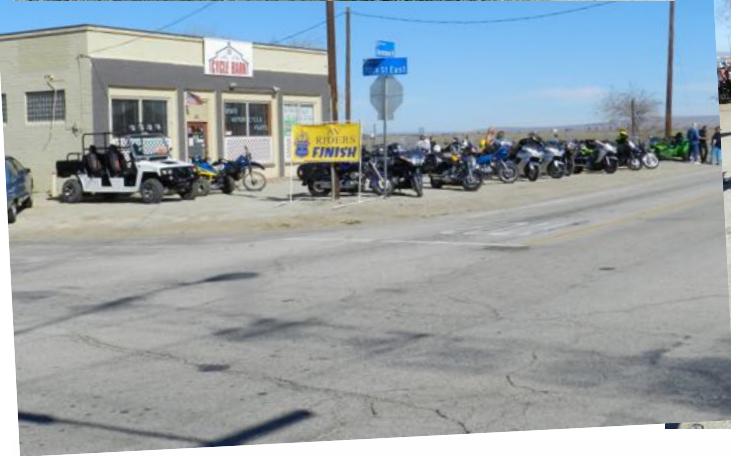
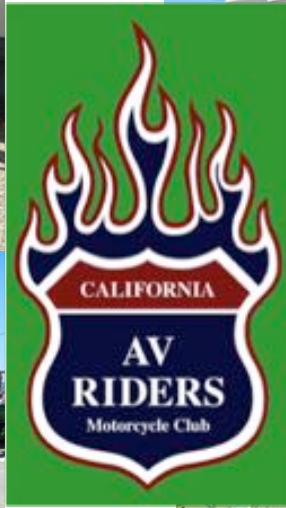
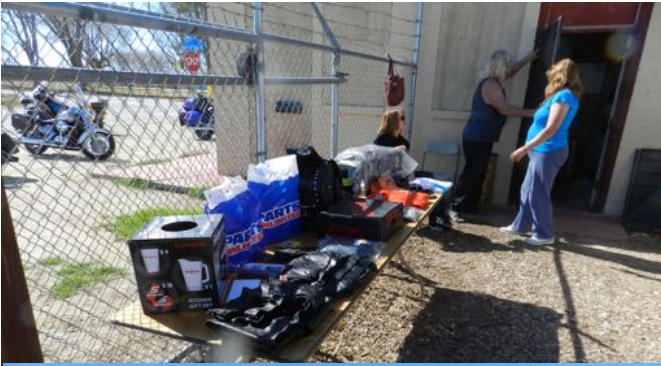
Thank you all for participating and making this event a fun success.

Thank you Antelope Valley Riders for setting up a great event.

Y'all done good !!!

Irv  
Seaver  
BMW





**AEROSTICH**  
SINCE 1982  
<http://www.aerostich.com>  
*Equipment for Riders*

## SHAMROCK ROAD RIDERS

The Shamrock Road Riders began as a sub-organization of the *Desert – Shamrock Motorcycle Club*. In the years before 1980, Shamrock Road Riders coexisted as a group of road and dirt riders. The loose knit organization applied to the AMA for their charter in 1981 and to the Southern California Motorcycling Association to schedule road rides.

The calendar of the events with the dirt riders and road riders might have 5 events per month, scheduled in a busy year. Christmas Parties, Picnic rider, Poker Runs, Camping trips as well as the overnight rides were on the agenda. Riding shirts and jackets were covered with patches, logos, pins and tags. When attending an event, the most riders in club dress would gain a trophy for the club.

Shamrock rides and meetings were a motorcycling social function, with 50/50 drawings, couples supporting the event with potluck meetings, and coffee and pastries made for the riders at the start of an event. “Bozo” awards were awarded at meetings for fun, likely to someone who dropped a mirror from their bike or missed a turn and got lost on a ride. Those times of the past, like now, are changing as our elderly riders with experience and age retire from riding.

Today we have a roster of 15 riders working to keep the Shamrock Road Riders alive! 2016 Shamrock Road Riders have a small calendar of events,

**March 19-20** Saint Patrick’s Day with SCMA,

**May 15-22** Week wandering in CO & UT

**October 8-9** Overnight Dinner run to Pahrump, NV



Les Gullery (Treasurer), Greg Harris, David Hawker (front), Huey Ward (back) Joel Briggs, Dennis Even (President)

The Shamrock Road Riders get together for day rides as time and calendars permit. The Shamrock Road Riders have for some time maintained an AMA Charter and many of our members are active committee personnel within the SCMA. Membership is funded by \$20.00 dues per year, collected in the first quarter of the year. Club “T” shirts and Pins are shared by active members. Most Shamrock road riders have high mileage road experience riding the Three Flags Classic and the USA Four Corners. All Shamrock Road Riders like to see their fellow riders out on the road on whatever motorcycle they have.



Presents

ST PATRICK DAY RIDE  
**ST PATRICK DAY RIDE**  
March 19 -20, 2016  
Saturday & Sunday



**START: 07:00 - 08:00**

**CRAZY OTTO'S DINER**

19132 Soledad Canyon Rd.  
Canyon Country, California

**ENTRY FEE: \$20.00**

Travelers Award Event  
Sanctioned Event  
All Motorcyclers Welcome



**START: CRAZY OTTO'S DINER - Canyon Country**

**FIRST DAY END: Hollister, California**

**FIRST DAY OVERNIGHT: SAN BENITO INN - 660 San Felipe Road  
Hollister, California, 95023-2805,  
Phone: 831/637-9248 Fax: 831/637-4584  
Group rate under the "SCMA"**

**SECOND DAY FINISH LOCATION: CRAZY OTTO'S DINER - Canyon Country**

For Information: (661) 251-8148  
Shamrock Road Riders - c/o LES GALLERY

**165 Really GOOD MOTORCYCLE MILES**

AMA  
37th Annual  
**AMA Sanctioned POKER RUN**

Hosted by  
**Calabasas Motorcycle Club**  
Leading the way for 109 years.



**SUNDAY  
March  
13th, 2016**

**9-10am START \$5.00 per rider**  
**Start at Sagebrush Cantina in Calabasas**

5 manned checkpoints through scenic mountains, canyons, and backroads! **Finish approx. 4:30pm**

Route sheet available at start. Call 626.807.9268 for INFO

*The Southern California Motorcycling Association  
Proudly Presents*



**Aprils Fools  
Day + 1  
Ride**



**Saturday, April 2**

*Hosted by Red Hot Riders of San Diego*

Enjoy riding with the San Diego **Red Hot Riders** through scenic twisty roads from local mountains to the desert with stops at Dudley's Bakery in Santa Isabell, down more twists to Christmas Circle in Borrego Springs for photos then on to our highlight of Galleta Meadows viewing the amazing giant sculptures!

Ending with Lunch in Borrego Springs.



Meet-up  
Mainstream Bar and Grill  
13385 Poway Road  
Poway, CA 92064  
Check-in and ride route  
8:00 to 9:00 am  
Entry fee \$15.00



For further information  
go to: [sc-ma.com](http://sc-ma.com)  
or email [GonzoCrossUSA@gmail.com](mailto:GonzoCrossUSA@gmail.com)

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



# Norwalk Centaurs

Two years ago, Steve Howe convinced Mike Barber and me that we had to ride to the Yuma Prison Run. His persistence overcame our reluctance.....after all, it is Yuma. And Yuma is known for reaching temperatures as high as 120-degrees!

But his persistent positive arguments of supporting a children's charity convinced us we had to go. It has since become a favorite riding story of ours retelling the fun we had. We purchased cool riding gear from vendors, we had great meals, we watched the Victor McLaglen Motor Corps do their fantastic show, we saw awesome custom bikes, listened to what would be beautiful Rock 'N Roll music with another 5 years of practice, and were at the head of the line on the run to the prison!

While at the prison, Mike and Steve met up with a lovely young lady and would not allow me to get a selfie with her!

The Centaurs have been around since the early 50's. The Yuma Prison Run has a unique History to it that will possibly lead to a future story. It also goes back to 50's.

I know very little about the Centaurs. But I do know that they support charities and this particular event contributes to the Children's Burn Camp. I intend to find out more of this motorcycle club and give you a better history about them.

In the meantime, their Yuma Prison Run is **NOT a Traveler's Award** event. But we are displaying their flyer herein to give them support. It is part of our mission to support local charities and those local organizations that also do the same.



Steve Howe, Mike Barber and I plan on riding to the event and camping out at the fairgrounds. Anyone interested in joining us is welcome. Just bring your tent and sleeping bag.

Once again, we're gonna have a good time in the Arizona desert!

**NOT an  
SCMA  
Traveler's  
Award  
Event**

# Norwalk Centaurs M/C

presents the **55<sup>th</sup>** annual  
**Yuma Prison Run<sup>TM</sup>**

Yuma County Fairgrounds - Yuma, Arizona

MARK YOUR CALENDARS...**NOW!!**

FRIDAY, SATURDAY & SUNDAY **APRIL 15, 16, 17 - 2016**

THIS EVENT IS OPEN TO ALL MOTORCYCLES



**DONATION**

Adult  
Age 7-12  
6 & under

**Mail In \***

\$25.00  
\$12.00  
**FREE \*\***

**At Gate**

\$30.00  
\$15.00  
**FREE \*\***

\* Mail In registration accepted thru March 30, 2015

\*\* **Park entry only.** Meal and run pin not included

At Gate - Cash only, no checks or charge

**NOT an  
SCMA  
Traveler's  
Award  
Event**

## SCHEDULED ACTIVITIES

LIVE MUSIC & DANCING featuring

The Sam Morrison Band & Tommy and The Drifters

FAMILY BINGO • BIKE GAMES

50/50 DRAWING • RIDE-IN BIKE SHOW

VICTOR McLAGLEN MOTOR CORPS & DRILL TEAM

ESCORTED PROCESSION TO TERRITORIAL PRISON MUSEUM

SATURDAY'S DINNER • BBQ Chicken / Tri-Tip

with all the fixins catered by Yuma Youth Hockey League

**FAMILIES ARE WELCOME** CHILDRENS ACTIVITIES

SPONSORED BY THE CHRISTIAN MOTORCYCLE ASSOCIATION

RIGHT OF ENTRY MAY BE REFUSED FOR ANYONE AT ANYTIME

NO OFFICIAL START

**Please see reverse side for registration and camping information**

Run Pins guaranteed to the first 2500 entrants

visit us on the web: [www.yumaprisonrun.com](http://www.yumaprisonrun.com)

**Camping Fees** - Tent and open air camping is included with your paid donation. Motorhomes and RV's will be placed in a separate area with a separate drive-in entrance. Some electrical hookups are available on a first come first served basis. There will be no additional charge. Space is limited.

**Paid donation includes** - Entry into the park, all entertainment and activities, catered dinner on Saturday evening and one raffle entry. Run pins are guaranteed to the first 2500 entrants.

All participants under the age of 18 must be accompanied by a parent or legal guardian.

**SIGN-IN AT FAIRGROUNDS** PLEASE, NO EARLY ARRIVALS  
Registration Opens: 10:00am, Friday April 15, 2016  
Registration Closes: 5:00pm, Saturday April 16, 2016

**ADDITIONAL RUN INFORMATION:**

Huey (661)245-3932  
kent610@sbcglobal.net

**VENDOR INFORMATION:**

Mark S. (818)414-5008  
mark.nmc@sbcglobal.net



**NOT an SCMA Traveler's Award Event**

**Directions to Fairgrounds:**

2520 E. 32nd Ave, Yuma, AZ.  
From Hwy 8 -- Exit on 3E Ave • South to 32nd Ave • Right to Fairgrounds  
From Town -- North on 32nd Ave from 4th Ave for 2 miles • Left into Fairgrounds

Expedited sign-in for pre-registered guests. Quicker, more efficient.

----- website entry -----

PLEASE PRINT CLEARLY **MAIL-IN REGISTRATION FORM** ONE ENTRY PER FORM

First \_\_\_\_\_ Last \_\_\_\_\_

Address \_\_\_\_\_

City, State \_\_\_\_\_ Zip \_\_\_\_\_

Club Affiliation \_\_\_\_\_

If Entry is a Teen or Child, state age as of 04/15/2016: \_\_\_\_\_

Adult \$25.00  
Teen (7-12) \$12.00  
Child 6 & under FREE\*\*

\*\* entry includes admission to park only

I enclose \$ \_\_\_\_\_ as payment for my entry

One entry per form. Please make photocopies for additional family and guests.

Make check payable to: NORWALK M/C

MAIL TO:

NORWALK M/C - YUMA 2016  
PO BOX 59028  
NORWALK, CA 90652-0028

PRE-REGISTRATION CLOSES ON 04-01-2015  
NO REFUNDS or SUBSTITUTIONS AFTER 04-04-2015

# CA Parks Adventure Tour Rules Update

by Dennis Even #23038

The California National Parks Tour challenges riders to visit all the National Parks in California. There are now 25 National Park sites stretching from Cabrillo National Monument on Point Loma in San Diego to the Lava Beds and Redwoods in northern California. The 25<sup>th</sup> and newest park, Caesar Chavez National Monument, was created October 2012 and is located in the Kern County town of Keene.

The challenge is to ride to each park within a calendar year (Jan 1 – Dec 15) and document that visit with a photograph, and a stamp from the visitor center, in your SCMA Passport. Details of the challenge requirements can be found on the SCMA website: <http://sc-ma.com/rides/california-parks-adventure>

Two national parks in California keep limited hours or have weather shortened seasons – the Eugene O'Neill NHS and the Devil's Postpile. The Eugene O'Neil NHS consists principally of guided tours of the playwright's former home. Visitors are not able to go directly to the home but must schedule a shuttle trip/tour with the NPS from the Museum of the San Ramon Valley.

The NPS does not keep to a fixed opening/closing calendar for the Devil's Postpile National Monument. That calendar is driven by the weather. The Park generally opens sometime in June after the winter snows can be cleared but can close again, without notice, before the end of October.

**To accommodate the partial schedule at these two parks, the California National Parks challenge only requires the rider to obtain stamp/photo certification from one of these two parks.** Satisfactory completion of this challenge then will have 24 validations; 23 of the other parks and then a 24<sup>th</sup> from either **Devil's Postpile NM, OR the Eugene O'Neil NHS.**

*We highly suggest, before you visit any of the National Parks, you should look at each park's website for additional information and call the visitor centers to confirm road condition and operating hours. That website can be found at [www.NPS.gov](http://www.NPS.gov)*



*The California 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!*

# Runnin' To Vegas Aerostich Pop-Up Event

by Gonzo #25051

Just before riding the 2014 Three Flags Classic to Harrison Hot Springs, I decided to acquire an Aerostich Road Crafter's 2-piece riding suit. I spent hours agonizing over whether to buy a one piece or two-piece Road Crafter, a Darien, or their leather Transit.

Life would have been so much easier if they had a local store so I could go there and get fitted....but such was not the case. Ultimately, I made my decision and they prioritized my order so I could have it in time for the start in Tucson (yes, they really are very responsive to their customer's needs!)

So it was with great excitement when I saw they had scheduled a pop-up event in Vegas....4.5 hours away via atop a Trophy SE. Running there would allow me to make contact with one of our Three Flags Classic sponsors (a free suit is raffled off each ride), visit a riding buddy of mine, and have lunch with another friend.

Final result? I got to suit up in all 5 of their product lines, got to sit on the bike with the suits on, received a full description of the pros and cons of each one from Kyle Allen, and was able to make a decision and place an order.

For instance, did you know that the Road Crafter is highly water resistant but the Darien is waterproof? The reason is because the Darien is unlined allowing it to be stitched for waterproofing. Road Crafters are lined and can't be proofed stitched. Which is why they have introduced the new one-piece, unlined, Road Crafter that is completely waterproof!

That said, I've been in some horrendous rainstorms in my old water resistant Road Crafter and it never leaked!

My Darien should arrive within 3 weeks!



To help customers select their suit the Pop Ups have all styles and sizes available for fitting.

## March Awards Banquet – Saturday, March 12<sup>th</sup>

This year's Awards Banquet promises to be the best yet !!

It will be held at the **Irvine Wyndham, at 17941 Von Karman Ave, Irvine, CA.**

This recently renovated hotel presents a 270 person capacity ballroom for our use. This well appointed and well lit ballroom will be for our dedicated use allowing us much "breathing" room between tables, great visibility to the center stage and its dropdown screen. The high ceilings further lend to the "Great Room" feeling!

This ballroom is located on the second level easily accessible by elevator or you can walk up the stairs along the glass wall and admire the view.

The lobby for the ballroom is where we'll enjoy a "meet and greet" before the evenings banquet. Hors d'oeuvres will be available along with a no-host bar for your pleasure. The lobby is roomy for all to congregate and offers a view to the hotel's entrance lobby below.

Parking is complimentary and the Wyndham has reserved a block of rooms at a discounted rate. (see on flyer next page)

Our Master of Ceremony, Jim Kingdon, promises to be a big improvement over last year's MC. So c'mon out to the event and see the awards being presented, have some laughs, and applaud our award recipients, especially our Grand Slam Award Recipient and our Legacy Award recipient(s).





**SCMA Annual Awards and Appreciation Banquet  
March 12, 2016  
Highlighting the achievement of the  
Triple Crown Award Participants**



**CA Adventures or  
Best 15 Challenge**



**USA 4 Corners  
Motorcycle Tour**



**Three  
Flags Classic**

**When:** Saturday, March 12, 2016  
5:00-6:45 PM Registration and Social Hour  
7:00 PM Dinner  
7:30 PM Program

**Where:** Irvine Wyndham Hotel  
17941 Von Karman Ave, Irvine, CA 92614  
Hotel reservations call (949) 863-1999  
**Mention SCMA Awards Banquet for special rates  
\$149 plus tax for single; \$149 plus tax for double**  
Parking is complimentary, Breakfast 20% discount  
**Cutoff date for block rate is February 12, 2016**

**Banquet:** Cost is \$50.00 per person.  
**Cut off date for banquet reservations is March 4, 2016**

Come one, come all. Everyone is invited to enjoy an evening of camaraderie with fellow motorcyclists.

Participation in motorcycling events is not necessary.

Membership **NOT** required.

For more information refer to the Reservation Form on the website ([www.sc-ma.com](http://www.sc-ma.com)) and in this newsletter. Or contact Gonzo at [Chairman@sc-ma.com](mailto:Chairman@sc-ma.com), or call 949-433-0761.

**NO** ride is scheduled for the morning of the Awards Banquet.



**SCMA Annual Awards and Appreciation Banquet  
March 12, 2016  
High lighting the achievement of the  
Triple Crown Award recipients**



**CA Adventures or  
Best 15 Challenge**



**USA 4 Corners  
Motorcycle Tour**



**Three  
Flags Classic**

**\$50 per person**, Payment by check or Money Order, please complete the following and enclose payment to:

**SCMA Banquet  
C/O AVI, Ms Pat Julien  
531 Main St. #133  
El Segundo, CA 90245**

1<sup>st</sup> Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_  
Zip Code \_\_\_\_\_ Email Address \_\_\_\_\_

**Dinner Choice:**  Sliced NY StripLoin  Chicken French  Veg Lasagna

**2015 Events Completed:**  
 USA Four Corners  
 Three Flags Classic  
 Best 15 Challenge  
 CA Parks Tour  
 CA Missions Tour

2<sup>nd</sup> Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_  
Zip Code \_\_\_\_\_ Email Address \_\_\_\_\_

**Dinner Choice:**  Sliced NY StripLoin  Chicken French  Veg Lasagna

**2015 Events Completed:**  
 USA Four Corners  
 Three Flags Classic  
 Best 15 Challenge  
 CA Parks Tour  
 CA Missions Tour





## 2016 1947 Indian Chief Raffle Bike Tickets



Donate now for a chance to win one of the most classic and recognizable motorcycles of all time: a vintage Indian Chief. With its muscular V-twin engine and deeply skirted fenders, the iconic machine has always stood apart from the crowd. This 1947 model is particularly notable. WWII ended production of Indian's civilian models, and when the war ended in 1946, Indian struggled to quickly return to the production numbers it had enjoyed during the war. The Chief was the only motorcycle offered in 1946 and 1947. The '47 carried over the '46's hydraulically damped girder fork that came from the military-bike development effort, but was the first to carry the chrome script "Indian" logo on the tank.

Raffle tickets are available for a donation to the AMA Motorcycle Hall of Fame, a 501(c)(3) non-profit organization. You can receive one ticket for a \$5 donation or five tickets for a \$20 donation. For full rules, see <http://motorcyclemuseum.org/RaffleBikeRules.aspx>

The drawing will be held at AMA Vintage Motorcycle Days in July 2016. You must be 18 years or older and a resident of the United States to win.

**Hold Shift Key and Click the Raffle Tickets Button  
to donate for a chance to win the Indian Chief**

1947 Indian Chief  
RAFFLE TICKETS

## 2016 Travelers Award For Presentation at the 2017 Awards Banquet

The 2016 Traveler's Award rides are open for signups. Registration is open thru May 14<sup>th</sup> after which the event is closed to be eligible for TA recognition, though you are welcome to ride each event without registering for the Traveler's Award. The below list of rides is a "work in progress" to be finalized when a member/Affiliate commits to chairing the ride.

1. Jan 10, Charity Soup Meet Reunion (SCMA)
2. Feb 13, SCMA Sweetheart Ride (AVR)
3. Mar 19-20, St. Patrick's Day Run (Shamrocks)
4. Apr 2, April Fools Day +1 (Red Hot Riders)
5. Apr 9, Parks/Missions Ride to Ventura (SCMA)
6. Apr 29-May 1, Alien Nuclear Experiment Tour (AZRATPack)
7. May 14-15, Greenhorn Ride (PMC)
8. May 28-30, Grand-Blazing Saddles Tour (SCMA)
9. Jun 10-12, 7 Sierras Passes (SCBMWRC)
10. Jun 24-26, Snow Date-7 Passes
11. Jul 23, SCMA Dog Days of Summer Ride
12. Aug 6, Soup Meet Reunion, Charity Event (SCMA)
13. Aug 13, Lebanon KS Summer Bash (Not TA event)
14. Oct 1, Park 'N Ride Rally (BMWCOSE/SCMA)
15. Oct 29, Cemetery Tour (SCMA)
16. Nov 12, Turkey Run (Red Hot Riders)
17. Nov 19, Toys Charity Event

### Award Levels

#### Bronze Award

7 completed events\* earns a Traveler's Award trophy or pin.

#### Silver Award

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

#### Gold Award

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

#### Platinum Award (15 rides)

Complete 15 events with NO substitutions and earn everything already listed AND earn a \$100 discount certificate for the Three Flags Classic. Not planning on attending the Three Flags Classic? 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 awards. However, substitutions cannot be used for the Platinum "All 15" award level. It stands alone without a substitution

We are again offering the "Triple Crown Bonus". If you complete the Triple Crown in the current year, 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 listed qualifying events.

#### How to Sign Up

Signing up is easy for current SCMA members. Sign-up at any event through the May 14<sup>th</sup> PMC Greenhorn Tour through Mitch Friedman, Traveler's Award Chairman, and still qualify for the Bronze Award. For an annual fee of \$20 you are registered and will receive 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](mailto:mitcho399@gmail.com)



Mitch

**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.*



**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?

*If you are interested in helping us please call or email Steve Howe (Ride Chief) or any member of the SCMA board of directors*

**SCMA's Help Wanted (cont'd)**

**Facebook Committee:** 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.

**GMM SCHEDULED FOR February !!**

The next Board Meeting will be the at **9:00 AM on February 6th** at:

**Marie Callender's restaurant, 3117 E Garvey Ave N, West Covina, CA**

The February Board of Directors/General Membership Meeting will start at 9:00 am. Join us in meeting other members, Pioneer Members, and Affiliates 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.

2014 Triumph Trophy SE, \$15,500. Under 4500 miles like new condition. Standard Features - 134hp 3 cyl, 6+ gal tank with range over 250 miles, Electronic adj. suspension, ABS, Cruise, Elec. adj. windscreen, USB port, 12v sockets, Bluetooth, for pairing I-phone, I-pod, GPS.

Added features - Heated Grips, Top Box, Tank Bag Garmin Zumo 660 GPS, will include Sena Helmet Headset for making & answering Phone Calls or listening to music or XM radio.

Awesome touring bike, avg. 54 mpg, contact Dan at [vntgcycle@aol.com](mailto:vntgcycle@aol.com) or call [951-845 1485](tel:951-845-1485), Beaumont, Ca.



**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.*

**★ Harley trike - \$21000 (hayward / castro valley) ☒**

2007 Harley Classic with DFT trike kit installed. Kit uses independent rear suspension like a corvette and custom body work with large storage area (trunk). This trike is also equipped with an electronic hand shifter and reverse gear. Foot shifter is still working as well. Has less than 3,200 miles. \$35K invested. **Asking only \$21,000.**

Hard side bags and rear fender that were on the bike prior to conversion are also included.

Also separately for sale: Aerostich Transit jacket, size 48, worn only a few times, and matching pants, size 38S, never worn. Asking \$1200

Contact Larry Wong at: [unclescarey58@hotmail.com](mailto:unclescarey58@hotmail.com)

**Three-Month Running Calendar**  
*(Qualifying \*Traveler Award Events in Red)*

**March**

- 12 Annual Awards and Appreciation Banquet
- 13 Poker Run (PMC) (Not TA Event)
- 19-20 \*St. Pat's Day Ride – (Shamrock Road Riders)**

**April**

- 2 \*April Fools Day +1 Ride (Red Hot Riders)**
- 9 \*Parks/Missions Ride to TBA (SCMA)**
- 15-17 Yuma Prison Run Charity Event (Not TA Event)
- 23 SCMA Board Meeting, 8:30am, Location TBA  
Annual Members Meeting - Nominations
- 29-May1 \*Alien Nuclear Experiment Tour (AZRATPack)**

**May**

- 14-15 \*Greenhorn Ride (PMC/SCMA)**
- 21 SCMA Board Meeting, 8:30am, Location TBA
- 28-30 \*Grand Blazing Saddles (SCMA)**

Here's what's on the road ahead. For more information, check the SCMA website [www.SC-MA.com](http://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  
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FOR SCMA MEMBERS  
CONTACT MEMBERSHIP SERVICES AT  
GONZOCROSSUSA@GMAIL.COM

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FOCUS ON BOOTS®

# National News Section

pages 25 – 36

This section has articles about the SCMA National Rides: The USA Four Corners Tour and the Best 15 USA Roads Challenge.



# USA Four Corners Tour Update

Welcome to the 2016 riding season and the USA FOUR CORNERS TOUR. There are a few changes in the Four Corners Tour this year. The fee has increased to \$145.00 to allow for the inclusion of a Four Corners T-Shirt in the starter package that riders have been asking for and to cover increased postage. This shirt will also be available for sale for anyone who wishes to purchase one.

So be sure and include your shirt size when filling out the web site application form. Also be sure and send your ROL (Release of Liability form) NOTARIZED AND IN COLOR to the Ventura, CA. Post Office Box (see below). Please include a contact phone number on your ROL. This makes it easier to get in touch with you when an "oops" happens.

Come out and tour this beautiful country and visit the four corners. Visit with Joe LaChance at the Madawaska Four Corners Park and see how Joe has transformed a dirt lot into a great thing of beauty that salutes Four Corners Riders. Joe can also sell you a finisher's paver that will allow you to commemorate your ride of a lifetime.

You have 21 days to complete the traditional Four Corners and 26 days to complete the "TRUE X". If you complete the True X in the time frame of the traditional Four Corners (21 days) you are singled out for a special place on the finishers web site.

Some riders also incorporate the SCMA's 15

Best Roads while doing the Four Corners Tour. That is quite an accomplishment. Better yet, combine those two with the Three Flags Classic during the Labor Day weekend and you will achieve "Triple Crown" status and be the recipient of a special plaque that



less than 10% or our riders have qualified for.

So when the snow melts, and the allure of the road beckons, come join the hundreds of riders who have finished one of the AMA'S most Extreme Rides.....THE SCMA'S USA FOUR CORNERS TOUR!!

Dannie Fox  
2016 USA Four Corners Chairman  
[\(805-889-5220\)](tel:805-889-5220)

USA Four Corners  
c/o Dannie Fox  
PO Box 4247  
Ventura, CA. 93007-4247

## Two Roads Diverged In A Wood (Part I)

by Chuck Jennings #42102

I realized several years ago that I wasn't

Two roads diverged in a wood, and I –  
I took the road less traveled by,  
And that has made all the difference.  
Robert Frost

taking the road less traveled by. Actually, I wasn't taking either road. I changed my life by taking up motorcycling and that has made all the difference.

I joined Memphis HOG in October of 2012 after purchasing my first bike, a Road King on the advice of past Memphis HOG Director, Walt Czynnik. Soon after, I realized how much I loved the feel of the open road and after completing several trips varying between 4 and 10 days, I began looking for a more epic ride.

Gene Cofer pointed out the [Southern California Motorcycle Association](#) and their "Four Corners" ride. I also discovered other rides that SCMA sponsors including [America's Best 15 Roads Challenge](#). The SCMA lists what they consider to be the best 15 roads in America and the challenge is to ride all 15 in a single calendar year.

I set out to ride these roads. Not necessarily to join the [select group of eleven people](#) who have completed the ride in the last four years as much as I honestly just wanted to experience these areas of the country that I had never seen before. And I wanted to do it on a Harley!

I started out on a 4-day trip with my wife Angie and we did the three Top 15 roads located in the Appalachians. The [Cherohalla Skyway / Tail of the Dragon](#), [Blue Ridge Parkway](#) and [Virginia's Back of the Dragon](#). We had a great time over

Memorial Day weekend! But as I started planning the longer trip to ride the 11 roads west of the Mississippi River, Angie bowed out saying that would be too much for her.

15 days, 8,850 miles and 20 states later, I have these memories to share.

I planned for the worst in weather but I was incredibly fortunate. Over the course of the trip, I only experienced significant rain on two of the days and excessive heat on two more. Eleven of the fifteen days were beautiful from dawn to dusk!

**Day One** was essentially an Iron Butt Challenge riding 980 miles from Memphis to Sioux Falls, SD with a slight detour into Minnesota so I could check that state off my list.

I travelled across South Dakota to the Badlands National Park and then on over to [Mount Rushmore's Black Hills](#) (Road 4/15), Deadwood and Sturgis. By the end of **Day Two**, I had completed Wyoming's [Devil's Tower](#).

**Day Three** took me through [Big Horn National Park, Chief Joseph Scenic Highway](#) and the absolutely incredible [Beartooth Pass!](#) (Road 5/15) Looking back,





**Continued from Page 32**

Beartooth was the most awesome part of the entire ride. I cannot wait to go back. Here are just a couple of pics, as well as the GPS image of the upper part of the road. I was thinking I was done with this awesome ride and then I looked down and saw that screen! Grinning ear to ear, I realized I still had several more chasms to ride around.

I arrived at the Harley Davidson store in Red Lodge, MT, got a shirt, and then turned around and rode this awesome ride once more before heading on over to Yellowstone. 100+ miles roundtrip.

On the northwestern entry to Yellowstone, I was greeted by five bison ambling down the road. I saw hundreds of bison, elk and deer in the park, but these five guys were up close and personal. I took a picture from several car lengths back, but I worked my way much closer. In a car, it is all "ooohs" and "ahhhs." On a bike, not so much! I tried once to ease by them like the cars were doing and the lead bull stomped at me and gave me a look that said, "Go ahead. Make my day." So I stopped and about an hour later, they eased off the road. After trying to pass that one time, I decided to just wait them out and continue praying they didn't turn around. I do a lot of work for the Shelby Farms Park

Conservancy and I will never look at their bison range the same way again.

After riding around the northern half of the National Park, I [headed north on US 89](#) and finished Day Three at Livingston, Montana.



**Day Four** was one of those miserable rain days I mentioned previously with heavy rain and temps that averaged in the upper 40s. This was not a big deal as I was totally prepared for the bad weather. Rather than taking I-15, I followed scenic roads to the [King's Hill Highway up to Great Falls](#) and then up through Choteau and Browning to get to Glacier National Park and the [Going-to-the-Sun Road!](#) (Road 6/15)

Riding from Great Falls to Glacier Park was the worst part of the entire trip. First, the road was completely washed out north of Choteau, so I was forced to take a 100+ mile, 2+hour detour. Then, as I was travelling west out of Browning, the road was under construction. That wasn't too bad as the pavement was grooved. But then the pavement ended. Keep in mind it had been raining hard all day long so now I am finding myself going through about 6 miles of slop. Mud. Clay. Potholes. When the sign said, "Pavement Ends" it meant "Welcome to the Blackfeet Indian Reservation! You

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**Continued from Page 33**

are going Muddin' son!"

I had that bike sideways more than it was straight and I honestly have no idea how I managed to not lay it down. All part of the Great Adventure!

Shortly after 5:00, I was able to start riding Glacier Park's "Going to the Sun" Road. The sun came out and the temps warmed up into the 70's.

Those next two hours

made me forget all about the earlier misery. This stretch through Glacier Park was a very close tie with Beartooth and the best road on the trip. Absolutely incredible! I Go Pro'd the entire road and five 17-minute clips can be found [here](#). I finished the day at a car wash in Polson, MT after a nice ride along the eastern shore of Flathead Lake.



*Editor's Note: Chuck's excellent story brought back many memories of riding the Best 15 in one trip. This year's Three Flags Classic will bring riders either onto or near at least 3 of the Best 15 roads. If you are riding the Three Flags and or the Four Corners, take a look at your riding plans for a way to combine the events for memories of a life time !!*



# Four Corners True X Ride, Part II

Documentation for an epic journey

by Mike Tomsu #42773

## Day 4 Lincoln to Lebanon to Laramie, WY

After the bike fiasco, I was ready to move on because I know I'm going to be in Lebanon this morning, so let's roll.

Lebanon, KS is important to this trip because it is the geographical center on the United States. There is a park and a chapel and some other buildings located there. The park itself is about a mile north and a mile west of Lebanon itself, so it certainly isn't hard to find. When I got to the park, I started thinking what I was going to use as proof that I had been there. I still had my rally cap with SCMA on it, so I took some duct

tape and created a crude number (057) on it and used that for my documentation of my visit to the park. See photos dated July 25.

I stopped at the (only) gas station in town, introduced myself and told them I'd be back a couple more times in the next several days. They knew about the Four Corners tour and said they'd be looking for me.

Back on the road again on Hwy 36 headed toward such garden spots as Athol, Agra, Philipsburg and Norton, KS. Thinking that I could make almost as much time on Hwy 36 as I could on the Interstate, I opted to stay in the prairie, hooking up again with I-80 near Julesburg, CO. I've always enjoyed riding in the

West, especially when you start getting into the mountains, but sometimes it seems like the mountains are forever in the distance. In this case, getting from Galesburg, CO to Laramie, WY seemed endless. The only bright spot on this endless plain is Sydney,



Continued on Page 36

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NE, home of Cabela's, World Class Outfitters. My daughter simply loves Cabela's. If she could, her entire wardrobe would be camouflage, with her fiancée's approval. I saluted Cabela's as I drove by.

Finally got to Laramie, WY and called it a day.

**Day 5 Laramie to Nampa ID**

I can see the mountains in the distance, but they aren't close enough to touch. The Great Plains continues to stretch on ahead. Rawlins, Rock Springs, Green River all appear and go by as I made my way across Wyoming. For me, reaching Evanston, WY is a high spot. It is the start of the mountain ranges; it's hilly with long sloping 5 and 6% grades and numerous runaway truck warnings and pull off ramps. This is great fun and it is a wonderful change from droning down the Interstate. This is what great motorcycling is all about.

I take I-80 to I-84 to bypass Salt Lake City. I'm gonna miss seeing my sister in SLC this time; maybe see her on the return trip from Blaine. I'm also in pretty familiar territory here because I lived in SLC for a time and worked from south of SLC to north of Ogden.

I pass Hill AFB and generally follow the contour of the Great Salt Lake. I cross into Idaho at Snowville which is barely more than a wide spot in the road but they have a gas station. I'm generally headed northwest, following the Snake River. The countryside is simply beautiful with the river, farms and homes along the hillsides, cattle in the fields. Idyllic.

Finally called it a day at Nampa, ID, just outside of Boise.

**Day 6 Nampa to Blaine, WA**

I got up early today, knowing that there were going to be some challenges ahead. I'm still crossing the Snake River back and forth as it meanders along the border between Oregon and Idaho. Again, simply beautiful country, most of which is National Forest land.

I finally reach the mighty Columbia River at Umatilla, WA and immediately think about Lewis and Clark and their historic trek across the country. They were true pioneers in every sense of the word and they were in uncharted territory every step of the way. On one of my previous trips I stopped at Fort Clatsop, OR and toured the fort there. Ft. Clatsop was the final stop on Lewis and Clark's expedition which ended at the Pacific Ocean. The beauty of this country is just stunning and the more I travel, the more I marvel at the variety of the landscape and diversity of the people.

I'm now on I-82 closing in on Yakima, WA and starting to see more and more traffic as I get closer to Seattle. The temperature is starting to climb again and I'm in 100\*+ weather once more. I haven't really talked much about the daily temperatures, but they are HOT!. Since I left Florida, the daily temperature has gotten up to no less than 95\* on any day. I continue to thank Mario Winkleman for creating this wonderful garment called LDComfort. With just this one garment hundreds and hundreds of motorcyclists can enjoy riding in comfort no matter what the temperature is. Without it, riding is a constant battle between trying to stay cool and being certain to stay hydrated. It is very easy on a hot day in the Southwest to drink a gallon of liquid, not sweat and still not urinate - which is a measure of how hydrated you are. The general rule is if you're not peeing, you're not drinking enough water.

Seattle is a sprawling metropolis with a latticework of interstates, lakes with Indian-sounding names and the usual summertime construction. As far as cities go, it's a pretty town, but the city pales in comparison to the smaller towns further north - Everett, Marysville, Mount Vernon, Bellingham. I understand that Seattle is one of the wettest climates in the country, but it certainly hasn't been on this trip.

I finally arrive at

**Continued on Page 37**

**Continued from Page 36**

Blaine, WA my destination for the past 6 days. I've traversed the country diagonally from southeast to northwest and travelled some 4000 miles. I'm a stone's throw away from Vancouver, BC and at the northwest corner of the country. See images dated June 27.

I find the post office and stop to take photos of the event. In the saddlebag debacle, I thought I had lost my SCMA towel and created an identifying replica with duct tape. I took pictures of the Post Office and the Blaine Police Department.

Since it is now getting late in the day, I decided to stay in Blaine and found a decent room, practically on the waterfront. Blaine reminds me of Maine with the typical seaside waterfront, boats in the marina or moored in the bay, the smell of the briny salt air and the evidence of the high and low tide marks on the rocks. It is quite picturesque and had I not been "on a mission" I would have stayed and taken more pictures. As it was, though, I hadn't had much to eat that day, was tired and wanted to get an early start to miss as much Seattle traffic as possible.

That night though, I was looking at maps and thinking about what to do next. The heat had been intense all across the US and especially hot near Salt Lake City with predicted temps around 116\*. I started looking for an alternative route and decided that rather than going back the same way, I would go east toward Spokane and hopefully find cooler weather nearer the mountains. I would be backtracking part of the way, but getting to Spokane via I-90, is a slightly more northern route.

**Day 7 Blaine to Missoula, MT**

I left Blaine reasonable early in an attempt to get through Seattle as painlessly as possible. The heat wasn't cooperating however and by the time I got through Seattle, the temperature was above 95\* and climbing. When I reached Spokane, it was a blistering 104\*, In heat this

intense, it is an advantage to have a face shield that closes completely because the heat blowing into your face feels like a blast furnace. I had been applying SPF 70 sunscreen, but it wasn't helping and between Spokane and Lebanon, KS I pretty well cooked my face to the point of being almost painful.

I had just gotten out of Spokane and crossed over into Idaho at Coeur d'Alene when the traffic came to a sudden halt. Making an immediate decision and having an exit directly in front of me, I got off the interstate and found a C-store just down the road. I had no idea why traffic stopped, but I knew that if I stayed in a traffic jam in this intense heat, I would be in trouble of getting overheated. Not much is more uncomfortable than sitting on top of an internal combustion engine, waiting on a slab of concrete which is almost as hot as the engine with no air moving through your motorcycle suit to keep you cool. I could see that a situation like that could get dangerous pretty quickly and that is why I decided to get off the highway.

At the C-store I got a sandwich and something cold to drink while I waited. After that leisurely lunch I got back on the bike and cruised around Coeur d'Alene. The traffic was still backed up and nothing had moved since I got off the highway. I went through town, looking for another entry ramp to get back on the freeway, but that exit was closed off as well. I talked with one of the people directing traffic around the closed off highway who told me that a semi had overturned between the two exit ramps and had released its cargo of BEES. Not much I could do about that situation, so I went back to the C-store, drank some more fluids, had a candy bar and waited. Finally I got bored waiting, went back to the guy directing traffic and asked if there was an alternative route around the backup. He gave me directions through town, around a recreation area, up through a residential neighborhood on the hillside. I was pretty lost at this time, but just followed the

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cars in front of me, thinking that they were going the same place as I was. Sure enough, the exit ramp appeared and I was off again, cooling myself in the thankful breeze.

After the episode with the bees, that mountains were a welcome sight and I enjoyed the (slightly) cooler and a the twisty Interstate. As I got closer and closer to Missoula, MT I was reminded of a rally I had gone on a few years ago. It was called the SPANK rally and it took me to an area known as Lolo Pass, just outside of Missoula. Lolo Pass is billed as 77 miles of twisty roads and it was every bit of that. Great riding.

Somewhere along the way I started having some pain in my left foot. At first it was just irritation but as it got later and later in the day, it started becoming more noticeable, then actually painful. I stopped to look at it, thinking I had gotten a rock in my boot or something, but there was nothing in my boot. By the time I got to Missoula, the pain was so great that I could hardly walk. I limped into the motel next to the truck stop and was able to get a room directly next door to the lobby. At that time it was no longer a concern that the room was actually an executive suite with kitchenette, two TVs a huge shower and several sofas. I just needed to get into that room and get my boot off to see what was going on with my foot. As soon as I got my boot and sock off, I realized what had happened and why. When I had gotten dressed that morning in Blaine, I had put on a pair of LDComfort tights, thinking that if I wet the tights like I did the shirt, the evaporation would cool my lower body as it did my upper body. So, I poured water down my shorts and let it run down the tights and into my left boot. I didn't think too much about it again until I started having the foot pain. Since the boots were GoreTex, they were waterproof and when the water ran down the tights into my boot, the water had no place to go, so my foot had been in water all day long, much like what happens when you stay in the bathwater or pool too long. The result? A classic case of what I called "Jungle Rot" - when your feet have been in water too long and they get so water logged that it actually becomes painful, as I had discovered. The only solution I could consider was to get my boots off, get my socks off and get the boot liners out to dry them off. Fortunately, only my left foot was affected. Had that happened to both feet, I would have been forced to stop for at least 24 hours to let my feet air out and dry out.

*Editor's note: Mike Tomsu completed the USA Four Corners True "X" Tour in 18 days. He kept a meticulous journal of his ride and has provided a condensed version for our readers.*

*His experience is an excellent read for members new to the Four Corners Tour. Whether doing the Box, or True X, his story will provide you all with an excellent insight to what to expect when undertaking this adventure.*

**Day 8 Missoula to Sheridan, WY**

My foot was still sore the next morning, but improving. The boot liners were pretty dry and I could walk without limping. I packed up, gassed up and headed east along I-90. The scenery was certainly more interesting than watching the endless corn and wheat fields of the Great Plains. I passed Butte, Bozeman and Billings, MT along the way. Somewhere past Billings, I realized that I needed gas and should have stopped in Billings. So, here I am in the high plains of Montana, looking for gas. The last two exits didn't have any gas and in fact looked deserted. This is the point where a fuel cell would have been most helpful and I wished that I had

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had it like I was promised, but that's another story in itself. I finally found gas at Crow Agency, an Indian outpost with fuel and supplies. That was a close call because if I had run out of gas, it was a long walk on a lightly traveled Interstate. I probably could have flagged someone down or a State Trooper might have picked me up, but I sure didn't want to take those chances, so I was glad to see that gas station in Crow Agency.

After the episode at Crow Agency, something in the back of my head was ringing bells. I knew I had been in this area beforehand was trying to remember the circumstances. Finally I caught the memory - it was on that same rally - the SPANK rally and I wasn't far from some of the very finest motorcycle roads in the country: Beartooth Pass, Chief Joseph Highway and Bighorn National Forest. The memories flooded back to me and I recall stopping at Sheridan, WY. The reason I remember Sheridan, WY was that the city had erected small statues on each corner of the obviously western town and each statuette depicted a western scene- riding a horse or roping a steer, etc. There was quite a bit of art around the city and I suspected that this was a pretty wealthy town to be investing in the art. I spent the night there.

**Day 9 Sheridan to Kearney, NE**

Had a wonderful sit down dinner in Sheridan - rib eye steak, salad, potato - all the fixings - and it was excellent. The steak was sizzling hot; the salad and potato were fixed to perfection and I left the restaurant fully satisfied. This was the first "good" meal I had had since Key West.

From Sheridan, I continued along I-90 through Casper, Scottsbluff, Torrington, and on to North Platte. I'm back in the Great Plains again and it's flat, hot and hot. This makes 9 straight days when the temperature is above 95\* and there is no indication that it's going to let up anytime soon.

My foot is back to normal and doesn't hurt anymore.

I finally called it a day in Kearney, NE. The days are starting to run together and I remember snippets of that specific day by the motel I stayed in that night. The Interstate is a great way to get from Point A to Point B, but it can be pretty boring sometimes.

I do know that I'll be in Lebanon tomorrow for Pass #2.





## 2016 Triple Crown and Best 15 US Roads Challenge

In 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 2016 thru Dec 2016). Beginning in 2008 riders have 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 then SCMA Chair **Jan Staws** (#9124) 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 (#24454) and Larry (#24455) 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 including 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.

In summary, to be eligible for the Triple Crown Award, awarded at the Annual Awards Banquet each March, 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 2017 Triple Crown!







**Southern California Motorcycling Association  
Best 15 US Roads Challenge  
Announcing the 2016 Collection**



We are offering the Best 15 US Roads Challenge for the 6<sup>th</sup> year. The challenge started spontaneously in the spring of 2011 when the American Motorcyclist Association published its Best 15 Roads article. Two riders took the challenge that year: Kathy and Larry Lamarche from Kamloops, BC Canada. For 2016, we have updated the list with three new roads and a route change to a fourth road.

For a list of the 6 rules of the ride please refer to the SCMA website: <http://sc-ma.com/rides/best-15-us-roads-challenge>

**In 2016 the Best 15 continues to qualify for the Triple Crown** as an option to the Parks Adventure or Missions Tour, when combined with the USA Four Corners Tour and the Three Flags Classic.

1. U.S. 212 & WY 296, Beartooth Pass Highway and Chief Joseph Highway, Red Lodge, MT to north of Cody WY\* <http://www.beartoothhighway.com> <http://www.motorcycleroads.com/75/676/Wyoming/Chief-Joseph-Scenic-Highway-Bighorn-Mountains.html>
2. California 1, Pacific Coast Highway, Monterey to Morro Bay\*\* <http://www.pashnit.com/roads/cal/Hwy1BigSur.htm>
3. U.S.12, Lolo Pass, Lewiston, Idaho to Lolo, Montana <http://www.motorcycleroads.com/75/185/Idaho/The-Lolo-Pass.html>
4. U.S.33, Elkins, West Virginia to Seneca Rocks on to Harrisonburg, Virginia. 100 mile ride. <http://www.motorcycleroads.com/75/656/west-virginia/us-33-through-the-shanendoah-valley.html>
5. Glacier National Park, Montana, Going to the Sun Road. <http://motorcycleroads.com/75/353/Montana/Going-To-The-Sun-Road.html>
6. U.S. 550, "Million Dollar Highway", Montrose to Durango, Colorado [http://www.motorcycleroads.us/roads/co\\_us550.html](http://www.motorcycleroads.us/roads/co_us550.html)
7. Blue Ridge Parkway, Any continuous 150 mile segment <http://www.blueridgeparkway.org>
8. Washington 20, Concrete to Omak <http://www.motorcycleroads.com/75/634/Washington/Highway-20-Washington-Pass.html>
9. Big Bend NP, U.S.385 into north gate, out west gate on TX118 to FR170 to Presidio\* 120 mile ride. <http://www.bigbendnationalpark.com>
10. Ranch Roads 335, 336 and 337, "The Twisted Sisters" or "The Triple 3", Texas\*\*\* <http://www.hillcountrycruising.com/the3s.html>
11. U.S. 16A, Custer to Mt. Rushmore and then to Keystone, South Dakota\*\*\*\* [http://www.motorcycleroads.us/roads/sd\\_us16a.html](http://www.motorcycleroads.us/roads/sd_us16a.html)
12. "Kancamagus Scenic Byway/Mt. Washington, Lincoln, New Hampshire to Mt. Washington Summit\*\*\*\*\* [http://www.motorcycleroads.com/Routes/New-Hampshire\\_105.html](http://www.motorcycleroads.com/Routes/New-Hampshire_105.html)
13. U.S.191, Springerville to Three Way, Arizona [http://www.motorcycleroads.us/roads/az\\_us191.html](http://www.motorcycleroads.us/roads/az_us191.html)
14. Utah 12, Torrey to Bryce Canyon Turnoff <http://www.scenicbyway12.com>
15. Mount Desert Island, Acadia NP. ME102/ME102A to Bass Harbor Lighthouse. ME102A/ME102 to ME198 to ME233 to Cadillac Mountain Summit. Back down to the LOOP ROAD along the coast. Jordan Rd/ Stanly Rd to ME 3 North to get off the Island.\* 75 mile double loop. <http://www.acadianationalpark.com/parklooproad>

\*These roads are combined as a single "challenge unit" and all must be ridden

\*\*Southbound has the advantage of putting the ocean and scenic pull-offs on the right

\*\*\* To complete this challenge unit we suggest 335 south to Camp Wood, 337 east to Leaky, 336 north to Highway 41, Highway 41 east to US 83, US 83 south back to Leaky, 337 east to Medina. Or the same roads in the opposite direction.

\*\*\*\*We strongly recommend taking this road east from Custer to Mt. Rushmore for the awesome views of the monument through the tunnels.

\*\*\*\*\* NH112, Kancamagus HWY, 23 miles to Left on Bear Notch Rd, US302 W, at Twin Mt US3 N then NH115 E, US2 E to NH16 S to Mt. Washington Auto Road.

# Southern California Motorcycling Association

## Best 15 US Roads Challenge

### RULES

1. The participant must be a member of the Southern California Motorcycling Association.
2. The participant must complete a registration form and pay the associated ride fee.
3. The participant must complete, sign, have witnessed and NOTARIZED an AMA Release and Indemnity Form (ROL) printed in COLOR to clearly show the red watermark, then send it to the Chairman of the 15 Best US Roads Challenge.
4. The participant must provide a GAS RECEIPT clearly showing the date and location at both ends of each road or road group (challenge unit). Also required is a PHOTO of the PARTICIPANT with his or her MOTORCYCLE taken with a SIGN or recognizable LANDMARK to identify the location. The gas receipts and photos must be assembled into a logbook and sent to the Chairman of the 15 Best US Roads Challenge for approval to certify the participant as a Finisher of the Challenge.
5. The participant must ride his or her motorcycle or trike the entire distances to and from home, to and from and along the prescribed roads. The fifteen roads may be traveled in any sequence, breaks in time between roads are allowed and can be taken at the discretion of the rider. In the event of a road closure, ride to the closure sign to take the photo.
6. ALL 15 Roads must be ridden in one calendar year, designated as between January 1 and December 15. There are no time extensions for any reason, including weather, mechanical failures, accidents, illness etc. Participants will have two years of eligibility to complete the ride; the year of registration is considered the first year of eligibility; the following year is the 2<sup>nd</sup> year of eligibility.

For further clarification, or any other questions about this ride offering,

contact Bob Roger, Chairman, 15 Best US Roads Challenge at:

[rsroger03@gmail.com](mailto:rsroger03@gmail.com) or call at (330) 857 8131



*Editor's note: Our thanks to Bob for reducing the cumbersome 15 rules into a basic 6-rule set.*

# International News Section

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This section has articles about the SCMA Three Flags Classic and information of a general nature for all SCMA members throughout the world.

## 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](mailto: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](mailto:Chairman@sc-ma.com) or Barbara Fox at [ViceChair@sc-ma.com](mailto:ViceChair@sc-ma.com)

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

# 3FC Update 2016

Victor Castaneda Jr., Checkpoint Co-Chair ~ SCMA #26125

Below are the checkpoints for the 2016 Three Flags Classic. Each checkpoint is in a motel where riders can reserve rooms. When making reservations please mention the discount code.

In the event motels are booked up, I have included a list of nearby motels. Also mention the discount code when making reservations.

## The following locations are the 2016 3FC checkpoints.

Hotel	Address	Phone	Rate	Code
Microtel Inn & Suites By Wyndham Aztec.	623 Phoenix Court Aztec NM 87410	(505) 334-4014 Ext 352	\$95	SCMA 3 Flags Classic
Holiday Inn Rock Springs	1675 Sunset Dr. Rock Springs, WY 82901	(307) 382-9200	\$99	SCMA 3 Flags Classic
Jorgenson's Inn & Suites	1714 11th Avenue Helena, MT 59601	(406) 442-1770	\$92/102 (3dbl)	SCMA 3 Flags Classic
				<a href="http://www.jorgensonsinn.com">www.jorgensonsinn.com</a>

## The following hotels, near the checkpoints, have been contracted as lower priced alternatives:

Americas Best Value Inn	600 East Broadway St. Farmington, NM 87401	(505) 325-2288	\$64	SCMA
Rodeway Inn	1601 East Broadway St. Farmington, NM 87401	(505) 325-1813	\$55	SCMA
Quality Inn Rock Springs	1670 Sunset Dr. Rock Springs WY 82901	(307) 382-9490	\$79.99	SCMA 3 Flags Classic
Baymont Inn & Suites Helena	750 Fee St. Helena, MT 59601	(406) 595-3212	\$69	SCMA

## Getting To The 2014 IBA NM (On an empty bike and on an empty brain)

by Reuben Friesen #37700

In Edmonton, Alberta, Canada, the motorcycle season begins in January; well sorta. This is when bikers begin to attend motorcycle shows, register for various rides, and start preparing their motorcycle for the up and coming season. By March motorcyclists begin to suffer MWS (motorcycle withdrawal syndrome). Some years, although not for the last few, motorcycle riding is 'doable' by March 15 – 31.

My 2014 motorcycle year began in the normal fashion: attend the local motorcycle show, prepare my bike for the coming season, purchase and install new gadgets, and register for various rides. Thanks to a fellow rider for introducing me to the IBA, I registered for the IBAIM (Iron Butt Association International Meet) in Denver, CO. One session caught my attention – certificate presentations by the president of the IBA, Mr. Michael Kneebone. Certificates would be presented to riders who completed a designated ride that ended at the IBAIM. I decided to attempt the [DENVER GOLD RUSH SADDLESORE 2000](#) ride. Basically the rider has to complete 2,000 km in less than 24 hours – easy, right? Not! To achieve this goal, planning of start time, meal stops, and gas stops are all very important. My first task was to purchase a new Garmin Zumo 590; the latest and greatest motorcycle GPS from Garmin. The Zumo came with the free use of a mapping program called BCP (BaseCamp). Edmonton to Denver is 2,070 km – perfect!

Under perfect conditions, my bike is able to go 400 km with one tank of gas. If I plan the gas stops every 380km, I should be

good-to-go! Using BCP to route the trip, my plans were to fill 6 times: Okotoks AB 336 km, Conrad MT 374 km, Lavina MT 380 km, Buffalo WY 340 km, Chugcreek WY 360 km, and Denver CO 288 km. My second task was to always make provisions for



variances; and, there always will be variances!

A good night's rest before your ride, as I found out later, is probably one the most important thing you can do for a successful

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ride. But, as some LD (long distance) riders will confirm, the evening before your ride is filled with anxiety, [continuous](#) thoughts of [what if's](#), and [excitement for the coming day!](#) And so it was with me.

I went to bed at 7:30 pm. If I could sleep until 11:30 pm I should have enough rest to last me until 9:00 pm the following day. 8:30 pm I was wide awake! Now what?!?! At 10 pm I returned to bed with my mind going 100 mph – what if, what if, what if? 11:30 pm my alarm woke me up. Darn! Should I sleep a bit longer or should I just go?

Now it's 11:45 pm and I am finally up. Having all the gear organized the night before, getting ready to ride was a quick task: [jump into my riding gear](#) and leave (oh ya, and zip up the riding gear).

The fresh morning air of 16C (61F) greeted me as I stepped outside. I opened the garage door, started my bike, and walked over to push the button to close the garage door . . . and stopped. "Darn it, what are you doing?" The bike is still in the garage!" This would turn out to be the first sign of fatigue. Two and one-half hours is just not enough sleep!

I removed the bike from the garage and rode off (of course I closed the garage door too). What more could I ask for? Nice weather, nice wife to look after things at home, nice friends waiting for me in Denver, [freshly washed and waxed bike](#) - Perfection!

Things are not always what they seem! To get my first required receipt for the SS2000 ride, my original plan was to detour 2 blocks from the actual route to a gas station that I knew was open 24 hours. But, why should I detour? Why not just go to a gas station that is "on" the planned route? Right there and then I altered my "original" plan and

stayed on-route and drove to a gas station that I had not checked out beforehand instead of taking the detour as originally planned. There is a lot to be said about "plan the ride, ride the plan". Well, as it turned out, it was one of those bad news, good news situations: bad news, the station closed at midnight (missed it by 2 min); good news, there is a Tim Horton's in the same parking lot; [bad news](#), the [front doors were locked](#); [good news](#), the [drive-thru was open](#). I bought myself an Iced Tea, requested a receipt, and made sure I [checked the time and date on the receipt](#). Finally, I am on the road!

Once out of town and away from all the city road lights, I switched on the high beams. In doing so, all my headlights went off! My trip was over! Switching on the emergency flashers, I [pull onto the shoulder and began to flip](#) the high/low beam switch back and forth, back and forth [and suddenly the low beams came back on!](#) "Ok Reuben, now just lower the rear suspension, raise the lights (Goldwings have powered headlight adjustments) and DON'T TOUCH THE SWITCH again until you reach Denver.

The first gas stop in Okotoks took 11 minutes from [freeway exit, fill up with gas, and back to freeway entrance](#). The Canada/USA border crossing was quick and easy as well. [Strong crosswinds](#) in southern Alberta forced me to make the second gas stop sooner than expected – and here is where the story begins.

I knew the Shelby Conoco was open 24 hours so that made it a real easy decision to stop there. I could no longer expect to ride 380 km between fills. I had to reduce my [expectations of kilometers per tank](#) to about 350 km, max! My [planned gas stops](#) were now out of

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order – how would I solve this?



Well, I do have that fancy new Garmin. I suppose I will have to do some planning on the road; drive until I have about 100 km to empty and start looking for gas station is one solution. This strategy served me well for the next few gas stops. My fill ups at Moore MT (only 281 km), Garryowen MT (314 km), and Kaycee WY (only 241 km) went smooth and quick. Then things started to fall apart (mostly my brain I might add).

Reaching Glendo the sign read 200 miles (320 km) to Denver. Thus, I figured, I would need to fill up with gas at least two more times (Are you beginning to see how my brain function is beginning to fail? 320 km which is doable in one tank – I only need one more fill). My thought was to stretch my mileage as much as possible so I do not have to fill up 2 more times. By the time I reached Glendo, my trip meter read about 220 km. That leaves me 120km (75miles) to empty. Feeling the need to push the mileage per tank, I checked Garmin. There are multiple gas stations in Chugcreek (40 m) and one gas station in Chugwater (65 m) – I might as well push the limits and go to Chugwater.

It was 4:20 pm by the time I reached Chugwater. I had now been on the road for 16 hours with only a few hours sleep the night before. Here is where things went from bad, to worse, to better, to absolute divine intervention. Pulling up to the Sinclair gas station in Chugwater, things did not

appear as they should. Yes, there were pumps, a roof over the pumps, and a nice paved pad, but no store. Pulling up to the pumps the dreaded sign came into focus – “out of order”! Well, I might as well start looking around for gas. I pulled away from the pumps and onto the road (a normal brain would think that it is better to stay underneath the roof and out of the 30C (86F) sun than to pull onto the road).

Before I had the chance to put the bike on the kickstand, a Chevy ½ ton truck pulled up beside me. “You looking for gas?” he asked. “You bet. I am dry”. “Well, a friend of mine sells gas, but only to those that need it. How much you got left?” “I am on empty and have been for 6 miles,” I said. “Ok then,” he replied. “Follow me and I will take you to my friend's place. I am getting a deevorce (divorce for Canadians) and am living with him. My friend is retired from the army and is usually sleeping. I will check first and then you and he can make the payment arrangements”.

2 blocks later the truck stopped at an old mobile home and the fellow walked inside. Three minutes later two men appear from the trailer. “I hear you need gas?” the retiree said. “I have 2 gallons that I keep just for emergencies. So if you can go back 25 miles, then I cannot sell you this gas”. “I am

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empty and cannot make it back 25 miles” I replied. I offered him \$20 for the two gallons but the retiree *insisted* that he wanted only \$15. So we settled on the \$15.

Filling the gas was the next challenge. No proper funnel to use meant 10% of gas poured down the side of the bike and onto my shoe. But what else could I do? I was just too happy to get enough gas to go the next 60 miles.

Looking back, I can re-emphasize a few major points: before starting out on any challenge ride, make sure your bike, your belly, AND your brain are all well looked after. Gas in your bike, food in your belly, and rest for your brain!

The rest of the trip to Denver went without a hitch.

What are the highlights of this trip you ask? Well, there were several. Completing the challenge ride was definitely on the top of the list. Getting to meet Michael Kneebone was an honor and a definite highlight! Finding out there are a LOT of good people on this earth who are ready and willing to help re-established my trust in humanity. The confirmation that when you ride a motorcycle, you are “always among friends” is definitely reassuring!

Upon my return trip home, I stopped at Chugwater and thanked the 2 persons for helping me with the gas. In my humble opinion, the people of Chugwater need to be recognized for helping stranded motorists.

Afterword: after several emails with Sinclair, I have received confirmation they are working with the providers of data to Garmin to eliminate this gas station on the GPS coordinates.

*Editor's Note: Reuben is SCMA's Social Media Chair. He recently reached the 500<sup>th</sup> "friend" on the SCMA facebook page.*





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  
ViceChair@sc-ma.com

# 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.theroadhaws.com>

## SCMA has Multiple Facebooks !!

Reuben Friesen has established accounts for all SCMA Premier Rides.

We need help however, to have each of the Premier Rides fb account monitored and maintained.

The accounts will not become operational until each has a dedicated manager.

## 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 [Chairman@sc-ma.com](mailto:Chairman@sc-ma.com)

## Three Flags Classic Artwork

**The final artwork for the TFC is nearing completion. We hope to have that displayed soon in our newsletter**

## SCMA Facebook Milestone

In four short months, the SCMA facebook page has reached a readership of 500 "friends"!

Congratulations to Reuben Friesen for a job well done !! 😊

## Valid Driver's License Required

Beginning in 2016, for the safety of all, our insurer is requiring that we confirm, at the beginning of all rides, that our riders have a valid drivers license.

Recently, the SCMA had the opportunity to be featured on "One For The Road", an internet talk show.

<https://www.youtube.com/watch?v=u6yhf2Ff5AA&list=PLJVZM7geJTcsQ8lq0xJfT7zXjA-YDhcw-&index=11>

## *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 have 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 2016, 41<sup>st</sup> Annual Three Flags Classic is gaining momentum. The ride will start in Tombstone AZ and finish in Kimberley, , British Columbia. The ride will be 4 days in duration. A lot of exciting things are happening and its shaping up to be a wild west fun ride !!!*

### **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 at least 24 of the 25 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. Visit <http://sc-ma.com/rides/california-parks-adventure> for detailed rules.

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 2016, 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. This event qualifies as an alternate to the CA Adventures Series in earning the Triple Crown. Bob Roger is chairing this event in 2016 and can be contacted at [rsroger03@gmail.com](mailto: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 2016.

### **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 Irvine Wyndham Hotel, California on March 12, 2016. Meet and Greet social begins 5:00pm and banquet doors open at 7:00pm.

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TO BRING THE FILE TO AN ODD  
NUMBER OF PAGES.

DON'T ASK ME WHY THAT HAS TO  
BE SO.....I'M JUST THE LAYOUT GUY  
FOLLOWING INSTRUCTIONS FROM  
RODNEY ☺

-----GONZO

*Some Valuable Fine Print (REALLY !)*

Articles and advertising must be received by the 25<sup>th</sup> 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:  
[Chairman@sc-ma.com](mailto:Chairman@sc-ma.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](http://www.sc-ma.com). Links to all our affiliated clubs are there also.

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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 at:

Chairman  
[@sc-ma.com](mailto:Chairman@sc-ma.com)

or

ViceChair  
[@sc-ma.com](mailto:ViceChair@sc-ma.com)