

Proudly Serving the Long Distance Riding Community Since 1968



SCMA NEWS

CHAIRMAN'S LETTER

While it is good to look forward, to plan for future operations, and to imagine what would be nice to improve upon, it is just as good to look into the past and identify what has been accomplished.

The end of March marked two quarters of operations since becoming the chairman. During this period your board of directors, ride chairs, and other volunteers who are committed to SCMA's success have accomplished a number of major tasks.

- Held the first strategy planning session
- Established a basic go-forward plan for 2016
- Defined operations via a geographical structure of
 - Regional,
 - National, and
 - International
- Revamped the newsletter to match geographical operations
- Re-energized the SCMA Affiliate program
 - Established an Affiliate Charter
- Updated the SCMA bylaws
 - Expanded the Board of Directors with

Continued on Page 2

Upcoming Events

Greenhorn Ride PMC/SCMA	May 14-15
Board/General Membership Meeting	May 21
Grand Blazing Saddles SCMA	May 28-30
7 Sierras Passes (SoCoasters/SCMA)	Jun 10-12
Board/General Membership Meeting	Jun 18

Table of Contents

Southwest Local News

Mid-Year Election & Ballot	4
Bylaws ratified	8
Ex-Officio Board Members	8
CA Parks & Missions Ride	13
Pasadena Motorcycle Club	16
Greenhorn Ride	18
Grand Blazing Saddles	19
BMW Race Fest	21
CA Parks Rules Update	23
2016 Traveler's Award Rides	25
Want Ads	26
Three-Month Schedule	28

National News

About BAM	32
USA 4 Corners Update	31
Let's Visit Lebanon, KS	32
Lebanon Donation Form	34
Aerostitch Blog	35
True X Ride, Part IV	36
Best 15 US Road Challenge	41

International News

Three Flags Classic Update	43
SCMA Historian	44
Wheels on the Road	45
SCMA'S Premier Events	46

Continued from Page 1

four Ex-Officio Directors

- Updated various Premier Rides' Rules, SWAG, pricing, and processes
- Re-established our federal tax-exempt status

I may have missed one or two items....but I think you can see that your Board of Directors and Ride Chairs have been diligently working to strengthen our operational foundation during this year of transition.

Looking into the future we are continuing our efforts to

- Modernize the SCMA website
- Develop a strategic plan, to include
 - Mission Statement
 - 3-year plan of operations
 - 3-year financial plan
 - Succession plans
- Establishing a Policy/Procedure Manual for each function
- Identify additional areas of improvement

When in the midst of progress it is sometimes perceived as occurring at a "snails pace"; and our improvements are occurring slowly. But the critical point to recognize is that progress is occurring. The men and women volunteers who lead our operations have accomplished much. They are a cohesive team that enjoy working together in improving the SCMA and providing you with great rides and the best service possible.

Your board members and ride chairs look forward to continuing their steady progress improving SCMA's operations.

Ride Safe.....Ride Long

Gonzo

**SCMA Board of Directors**

Chairman

R. "Gonzo" Gonzalez
949.433.0761

Chairman@sc-ma.com

Vice Chair

Barbara Fox
805.890.8392

ViceChair@sc-ma.com

Treasurer

John Mickus
818.893.7409

Treasurer@sc-ma.com

Secretary

Dan Burtt

714.448.2456

Secretary@sc-ma.com

Referee-Risk Manager

Insurance Coordinator

Rodney Chew

602.705.4902

scmariskmanager@gmail.com

Member Services Director

Mike Barber

310.345.3595

membership@sc-ma.com

Ex-Officio Board Members

Dannie Fox

Chair, USA Four Corners Tour

Dean Sarrocco

Chair, CA Adventure Series

Robert Roger

Chair, Best 15 USA Roads Challenge

Mail us at

SCMA

PO Box 487

Norwalk, CA 90651-0487

Email Us at:

admin@sc-ma.com

or directly to the board member



SOUTHWEST Regional News Section

pages 3 – 28

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

This past two week I shipped more new/renewal membership cards as well as packages to some of you who updated your profile.

So my "end of April" goal has been met and now I am packaging/shipping current new memberships and renewals as they occur.

There are still about 75 returned packages for members who have not updated their profiles with their current mailing address. So please read below:

If you are a member and have not received a package, please help me get them to you:

1. Login to the website and update your profile
2. Send me a note (membership@sc-ma.com) with your name and address.



Isn't it Time for a
New Perspective?

BMW Motorrad
USA
Authorized Dealer

The Ultimate
Riding Machine®

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

BMW S 1000 XR

SCMA 2016 MID-YEAR ELECTION

SCMA has ten-members on its Board of Directors. Six of these positions are Officers of the Association, and four are ex-Officio members of the board who are chairs of the SCMA Premier rides and assigned by the board.

Three of the officer board members are elected each year to a two-year term.

This being an even-numbered year, the Vice Chairman, Treasurer, and Member Services Director are open for election.

In odd-numbered years the Chairman, Referee/ Risk Manager and Recording Secretary are elected.

NOMINATIONS CLOSED: Nominations were conducted on April 23rd at the Annual Members Meeting. There were no nominations received by email or by US Postal mail. The only nominations received were from the membership in attendance at the meeting. Nominees and nominators are active members.

The board accepted the following candidates for the positions indicated.

Vice Chair:

Barbara Fox (Incumbent)

Treasurer:

John Mickus (Incumbent)

Membership Services Director:

Mike Barber (Incumbent)

BALLOT instructions and forms are on the following page. This form, with instructions, is also being sent to members via email and will be posted to the website.

Only paper ballots are acceptable for this election and must be received at the Post Office Box by **8:00 am June 17th** or hand delivered to the Secretary at the beginning of the Board/General Membership Meeting on July 18th, location TBA.

Members are encouraged to print the ballot form and mail it with:

(Return name and address)

To: SCMA, **Ballot**
PO Box 487,
Norwalk, CA 90651-0487

Continued on Page 5

Continued from Page 4

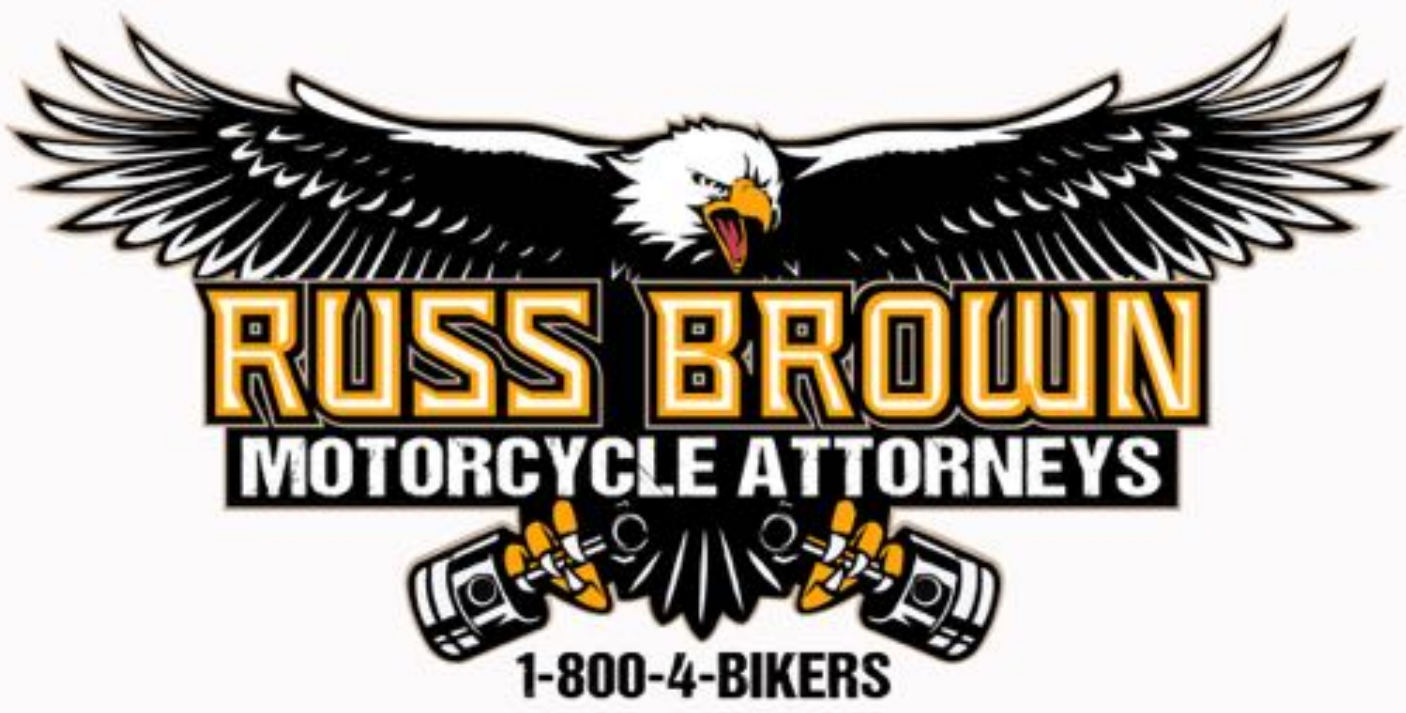
The **member's name** and return address **must appear on the outside of the envelope.**

Ballots will be opened in public at the June 18th General Membership Meeting (GMM). The Election committee will validate the active membership status of names reflected in the envelope's return address. Envelopes without the member's name in the return address cannot be validated and therefore will not be accepted for voting.

After validation, envelopes will be set aside until all envelopes have been validated and possible duplicate ballots eliminated. Envelopes will then be opened and ballots tabulated.

The vote count will be announced at the meeting, posted to the website, and posted in the next published Newsletter.

The newly elected Directors will assume their responsibilities after the close of the June 18th Board meeting, but no later than July 1st.



2016 Election Ballot

The following persons were nominated for the positions indicated.

Vice Chair

- [] Barbara Fox (Incumbent)
(Resides in SoCal)

Treasurer

- [] John Mickus (Incumbent)
(Resides in SoCal)

Membership Services Director

- [] Mike Barber (Incumbent)
(Resides in SoCal)

mail to: *(Must be in PO Box by 8am June 17th)*
SCMA, **Ballot**
PO Box 487,
Norwalk, CA 90651-0487

Please ensure your name and return address is on the envelope. Envelopes without names cannot be validated as being from a member in an active status and therefore will not be included in the ballot count.



SCMA'S Affiliated Clubs

Antelope Valley Riders
www.avts.av.org

AZRatPack
www.azratpack.com

BMW Club of Southern California
www.bmwcosc.com

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

Pasadena Motorcycle Club
www.pasadenamc.com

Red Hot Riders of San Diego
www.redhotriders.com

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

Victor McLaglen Motor Corps
www.thevmmc.com



SCMA Revised Bylaws Ratified

At the All Members Meeting held on April 23rd, ballots received by USPS, email, and votes from the members in attendance were counted. The revised bylaws were approved with all votes counted being an "Aye" for approval.

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 bylaws per se, but will instead be addressed in the Association's Policies and Procedures Manual currently under development.

The Members of the Board extend their appreciation to the membership in approving this revision. This is another step forward in successfully transitioning our association into an effective organization.

New Ex-Officio Board Members

At the All Members Meeting held April 23rd, the membership voted to accept the proposed revisions to the previous bylaws. The new bylaws established four new Ex-Officio positions on the board. These board positions will be filled by those members who Chair the below listed Premier Events. Currently, the following members fill those positions:

Chair, Three Flags Classic	Rodney Chew (concurrently the Risk Manager) (resides in AZ)
Chair, USA Four Corners	Dannie Fox (resides in SoCal)
Chair, Best 15 USA Roads	Bob Roger (resides in Ohio)
Chair, CA Adventure Series	Dean Sarrocco (resides in SoCal)

We welcome Rodney, Dannie, Bob and Dean to the board and look forward to benefiting from their leadership and experience.

May 21, 2016

Board / General Membership Meeting

9401 Foothill Blvd. Sunland-Tujunga, CA

On the north end patio

April Fools Day +1

Borrego Springs and the Desert Dragon

by Gonzo #25051

Southern California.

A desert transformed.

Millions of people live here and they have so many things to do, and so many places to go see.

I've lived here since 1974. And there are so many places I have not yet visited; so many interesting people I haven't yet met.

The Red Hot Riders (RHR) of San Diego was holding an April Fool's Day +1 ride on April 2nd. I, and two of my buddies, decided to head down to Poway and get a taste of their territory. We couldn't have asked for a more perfect venue to find some new roads.

We met at the Mainstream Bar and Grill for registration. The place was soon filled with 26 bikes parked out front, and 26 riders inside eating breakfast. RHR President, Karen Butterfield, and Vice President Ron Farkas had organized the ride. About 12 of us were from the Southern California Motorcycling Association (SCMA) and 14 were from the Red Hot Riders. Tables were decorated with little rubber dinosaurs and dragons and there were a few stuffed toy dragons lying about.

SCMA riders are long distance individual riders whereas Red Hot Riders tend to be group riders. So Ron Farkas held a ride briefing and broke the riders into two groups. Kickstands were up at 9:30 am and riders headed east through Ramona, via Old Julian Hwy, and rode onto CA-78 heading towards Julian.

San Diego County has some great roads that climb and twist through the fantastic hills of the Cleveland National Forest. There are also many small towns, farms, ranches, avocado farms, and estates to tantalize the viewing palate.

One hour later we stopped at Dudley's Bakery at the junction of CA78 and CA79, for a brief rest stop, opportunity to enjoy the delicious aroma of fantastic



Continued on Page 10

Irv
Seaver
BMW



Continued from Page 9

baking, and to buy a pastry or two for later tasting. I bought a lemon turnover for desert later in the evening.

Soon we were on our way continuing southeast on CA79 towards Julian but we took a turn onto Wynola road and enjoyed more vistas of the hill country as well as some sweeping turns. This turn-off took us around Julian avoiding the tourist traffic and got us back onto CA-79 that is Banner Grade. The climb soon led to a descent into the Borrego Desert and we were treated to sweeping views of the Borrego Valley.



Three quarters of the way down the grade, we turned off onto Yanqui Pass Rd and

continued our descent into Borrego Springs. Borrego is a place that I always wondered why people would go here. What is it in Borrego Springs that would attract folks to live here in 120 degree summers? I can understand the winters with temperatures in the 70's and 80's but not the 100's to 120's of summer.



My first answer was there are folks who just like living in the desert communities with a low population density. My second observation was the number of golf courses that are located throughout the area. Next was a very interesting sightseeing tour that the Red Hot Riders had on the agenda for our riding

adventure.

From Christmas Circle we continued north on Borrego Springs Road to where it makes a full 90-degree turn to the east. Almost immediately we came upon Indian Head Ranch Road where we made a left turn into the Galleta Meadows subdivision. The late Dennis Avery, owner/developer of Galleta Meadows commissioned 'Perris Jurassic



Continued on Page 11

Continued from Page 10



Park' owner/artist/welder Ricardo Breceda, based in Perris, California, to erect/create free standing art sculptures welded from steel and erect them throughout the Borrego Springs area. There are over 130 sculptures located there.

We stopped at arguably the most amazing sculpture of them all. A giant Chinese dragon/serpent undulating

down and out of the desert floor. Galleta Meadows contains many of the sculptures of rearing horses, giant sloths, T-Rex, boars, etc. Our group stopped at the Dragon and we posed for a photo.



After riding through the Meadows and viewing the sculptures from the back of our bikes, we then returned to town and visited Pablito's Mexican Bar and Grill, located inside "The Plaza Shopping Center", and had the chance to meet Pablito himself.

This is where I discovered another reason for living in Borrego Springs.....the Mexican cuisine is fantastic!!! My riding buddy and I split a Steak Fajita that was loaded with sizzling choice cuts of beef, multicolored peppers, and crunchy chunks of white onion wedges, and a lightly grilled yellow chili that made the tongue dance.

It was a great social opportunity to sit with the Red Hot Riders and get to know them, enjoy great conversation and great food. We ended the lunch with a 50/50 raffle that made one of our riders very happy

We were then on our way to the west side of town to ride Montezuma Valley Rd. The road took us up to about 3000 twisting feet into desert mountain and hills above Borrego Springs, seen over our left shoulder, where it T-boned into to San Fillipe Road. We headed north to CA-79 and into Temecula where we jumped onto the I-15 interstate, crowded with cars, and full of humanity.

Why was this a great ride? I got to see a sight that was completely unknown to me. I got to have a wonderful lunch at a place that I was unaware of. I got to ride



Continued on Page 12

Continued from Page 11



new roads. And most importantly, I had the opportunity to get to know members of the Red Hot Riders of San Diego.

This is what motorcycling, and being a member of the Southern California Motorcycling Association given me....the opportunity to enjoy more adventures of life.

Thank you Red Hot Riders of San Diego !!

Y'all Ride Safe, Ride Long, and Ride for Adventure!

....and by the way, the lemon turnover was absolutely delicious ☺



CA Missions and Parks

Traveler's Award Ride

by Gonzo #25051

Another great ride that attracted a good showing of riders and provided everyone with a fun event.

This event was first scheduled for Saturday, March 9th. And as luck would have it SoCal was forecasted for a strong series of storms the whole weekend. Knowing how fickle the weather typically is in SoCal, and having full confidence in my new Aerostich Darien, we kept the ride as scheduled, and I showed up for the registration.

Surprisingly, a few riders were hoping for a cancellation. The ride chairs decided to further extend the event to include the weekend of March 16th and 17th. This turned out to be a very flexible schedule allowing a number of our riders to adjust their plans and still participate in the Traveler's Award.

The first weekend (9th) about 6 of us headed our separate ways to our chosen destinations. My Trophy SE blew a tail light fuse for the 2nd time as Mike Barber and I were heading to San Diego to Cabrillo and Mission San Diego de Alcalá. Because of that we bailed off I-15 and headed west on CA-91 to our Triumph shop in Placentia OC. They couldn't find the problem so they replaced the fuse for the 3rd time. At this point we had lost a lot of time so we decided to restart on Sunday the 10th with a ride to San Fernando and Ventura. As we headed north from the Triumph shop the fuse blew again. Despite that we did the Sunday Run.

On Sunday, heading to San Fernando at around 8:00 am, we had light traffic on I-405. Arriving at the Mission during mass, but were fortunate to find a perfect spot to

take a photo in a "no parking" zone directly in front of a side entrance with the mission's name above the door!



From San Fernando we then took CA-118 to Ventura. It was an absolutely perfect ride. No traffic and cool temperatures under floating white clouds in the gorgeous blue sky. We enjoyed riding through the section of CA-118 that is not freeway. This country road took us through Moorpark and further northwest through the farms north of Camarillo and then into Ventura. Passing by numerous nurseries and avocado farms we thoroughly enjoyed the visual greenery and multiple floral colors.



Continued on Page 14

Continued from Page 13

Our first stop was at Channel Islands NP to get our passport stamped. While in the visitor's center we listened briefly to a Ranger's presentation on the Channel Islands environment. I actually learned how a starfish goes about eating a mussel.

Next we headed to Seaward Fish & Chips for lunch. This place used to have \$1 bills tacked to the ceiling until a car lost control and crashed into the diner. Although they discontinued that dollar bill tradition during reconstruction, they have continued to make the most awesome Fish & chips lunch I've ever had! Definitely better than what the starfish had.

Next up was a short jaunt into downtown Ventura for a photo at Mission San Buenaventura. The place was crowded as



is the usual case. Quite a few custom cars were seen cruising along Main Street where the mission is located on the north end of downtown.

With that objective completed we then headed for our respective homes in LA and OC. We fully expected to be confronted with the horrible "return to LA" line of cars on US-101. But a surprise awaited us. Due to the adverse weather forecasts a lot of folks stayed home!

We breezed through Camarillo, Thousand Oaks, Calabasas and Van Nuys. As we were approaching Calabasas Mike suggested we visit the Santa Monica NP Visitors

Center.... it was a great idea so we exited on Las Virgenes Rd and headed south to the King Gillette Ranch at Mulholland Hwy so I could get my CA Parks passport stamped.



We were about one third of the way up Mulholland on I-405 before we had to start lane splitting. The amazing thing was that cars generously gave us room allowing us to easily pass by. Within a very short time we had zipped through West LA, Culver City and Inglewood and arrived at Mike's place in Hawthorne. What a great ride !!

On the 16th a number of us were at Marie Callender's to once again register the next batch of riders. Dean Sarrocco was handling the registration, Dan Hilton had come out to assist if needed, Mike Barber and I were there and the four of us promptly registered all four riders that showed up for the event. ☺ The group of us, along with Mike

Continued on Page 15

Continued from Page 14

Williams and Bill Hebert (Jean and Claudette Fradette had departed) , decided to hang out and enjoy a breakfast.....we had a great time laughing and telling stories.

Finally Bill Hebert, Mike Barber and I departed for Mission San Gabriel about 13 miles away. With that mission out of the way I have visited all the LA area's missions. Next to complete will be the San Diego County missions and Cabrillo NP.

I hope we keep this event on the books for next year since it was a lot of fun !!!



Pasadena Motorcycle Club 2016 Greenhorn Ride

by Julian Armstrong
President, PMC

Founded in 1907, the Pasadena Motorcycle Club is proud to be able to boast being the third oldest club still in existence in the United States. Yonkers Motorcycle Club (est. 1903) in Yonkers, NY and San Francisco Motorcycle Club (est. 1904) are just ahead of us for the honors. Oakland Motorcycle Club (est. 1907) is supposedly tied with PMC for the honor of third place; however, this will continue to be a friendly debate until PMC uncovers proof to show differently.

The American Motorcycle Association has our club listed as holding Charter Number 14 within their records; however, the AMA was established after all the of above clubs, so we will continue to take that number with a grain of salt.

As you can imagine, hundreds of motorcycle clubs and organizations have come and gone throughout the decades; however, the PMC remains fully operational and active as a club. The club has remained stalwart even through various wars, depressions, recessions and life in general. The first clubhouse was built on Fair Oaks at an address that no longer exists, though the photos remain in our archives. The PMC was originally established by several men as a dirt riding club, but they encouraged their family members to participate in the camaraderie also. Our records show that at one time there was a women's auxiliary. Dinners and dances were held along with camping weekends all organized by the women's auxiliary.



In 1937, the first Greenhorn Enduro was created. PMC introduced this tough, grueling 2-day, 500 mile endurance run to the public that became famous for its difficulty to complete. Both famous riders and 'Joe average' came together from all over to compete in this competition just so they could brag that they had finished this hair-raising tradition. In the early 1980's, the club had to make a difficult choice whether to completely shut down the Greenhorn or change it to a touring ride. The membership chose to adjust the Greenhorn to the open road, changing it from a competition to just an endurance ride that has at times encompassed California, Nevada and

Arizona. It may not be the endurance ride of old, but each year we endeavor to include roads with straight-aways, twisties, switchbacks and as few freeways as possible. We are proud of the Greenhorn and will continue to the best of our ability to meet the rider's expectations each year in putting on a quality event.

The PMC in the early 1980's also decided to introduce the Poker Run to our ride calendar. This event is a 1-day ride ranging from 150 to 200 miles of Southern California back roads. We do our best to show the scenery of Southern California to the riders who never seem to manage to leave the freeways behind and see the beauty around them.

Our Club has been honored to be a part of the Pasadena Rose Parade for several decades, going back as far as **Continued on Page 17**

Continued from Page 16

1911. We originally rode as escorts in the parade and have since graduated to piloting the floats themselves. Several of our members spend several hours and then days throughout the year preparing for the big day just to crash in exhaustion when the 'floats' time to shine is over for another year.

The PMC hosts several events throughout the year for the members, their families and the public. We start the year with an Officers Installation and Awards Banquet, followed during the Spring, Summer & Fall by a dinner ride each month in lieu of a Monday night meeting. We hold a picnic at a local park during June along with several other various club activities. During previous years we have initiated campouts, raceway gatherings, Christmas parties, museum outings just to name a few. We also host breakfast rides and lunch rides just for fun when the weather permits. Each year our road captain suggests various activities that might interest the club in general and the announcement goes out to the membership for participation.

We have over the years invested both money and time in events that have benefited various charities that we have chosen to support. For the past several years, the PMC has been proud to be a sponsor for the Optimist Youth Home and Family Services. We have worked in conjunction with them to bring awareness to their needs for both money and support from the public. We have held movie nights, rides and participated in ongoing functions that they hold to benefit their organization.

The Pasadena Motorcycle Club is club that welcomes all makes and models of motorcycles, all nationalities, ages and genders. We only ask that you have an interest and love of motorcycling. The club is proud of its rich history and is committed to keeping it alive and well in Southern California.



Editor's Note: The PMC has its clubhouse in Pasadena and sponsors the Annual Greenhorn Ride that is a Traveler's Award ride for SCMA. After years of wondering what "Greenhorn" meant I now know thanks to this article from Julian ☺.

PASADENA MOTORCYCLE CLUB

70TH ANNUAL GREENHORN RIDE

MAY 14-15, 2016

PASADENA TO ATASCADERO



SCREWY SAN LUIS!

Start - 7-9am Pasadena Yamaha, E. Colorado Blvd.

Finish - 4:30pm Best Western, Atascadero

Call NOW to Reserve a Room, Mention PMC (805)466-4449

310 MILES DAY ONE ♦ TWISTING BACKROADS

BEAUTIFUL SCENERY ♦ 5 CHECKPOINTS ♦ DAY 2 IS OPEN

Dinner & Prizes at 6:30pm Guest House Restaurant, Atascadero



ALL MOTORCYCLES WELCOME

\$20 Fee Per Bike



Info (626)376-5524 ♦ gagnierdenis@gmail.com ♦ PasadenaMC.com ♦ [@pasadena_mc](https://twitter.com/pasadena_mc)

Grand Blazing Saddles

Riding the Loneliest Road in America

May 28-30, 2016

At the planning session held last year the committee elected to combine the traditional Grand Tour and Blazing Saddles rides into one ride. Hence the new name for this event.

This year's ride is going to be a combination of a destination ride, and an adventure ride. Let me explain:

Day 1 The Destination: This is the destination part. Riders will ride to the start location at the Prospector Hotel in Ely, NV. They will select the route of their choice to reach the starting point.

For those planning on arriving on Saturday, the day before start, we have arranged a block of rooms at:

Prospector Hotel & Casino
1501 Aultman St,
Ely, NV
(800) 750-0557

Queen/King – Double occupancy
\$80.10 +tax

Reservation Code: SCMA

Day 2: The Adventure

Start: 7:00-8:00 AM, Sunday, May 29th

Location: Prospector Hotel Lobby

You will be provided with "The Official Highway 50 Survival Guide" passport.

The adventure is to ride 325 miles to Carson City and get the passport stamped along the way in at least 5 locations in Ely, Eureka, Austin, Fallon, Fernley, Dayton, and Carson City. Once you have at the stamps you can then mail the attached postcard, or go

to the Nevada Commission on Tourism located in Carson City, and you will be presented with a Certificate of having survived the Loneliest Road in America.

Here is a link for more information:

<https://issuu.com/travelnevada/docs/hwy50survivalguide>

A block of rooms have been arranged at the Plaza Hotel; be sure to use the **Code: SCMA**.

The Plaza Hotel
801 S Carson St,
Carson City, NV 89701
Phone:(775) 883-9500

StdDoubleQ: \$64 +tax
K/Q Deluxe: \$74 +tax
K/Q Suite: \$84 +tax

Reservation Code: SCMA

In Carson City, we shall have a dinner meet-up at the **Red's Old 395 Grill** just a short walk away on 1055 S Carson St. They have over 100 various beers on tap and a great menu! ('Tis good it's within stumbling walking distance)



SCMA Annual Grand Blazing Saddles

Riding the Loneliest Road in America



*A Beautiful 1000+mile, three-day ride, from your home to the start location in Ely, then riding the US50, the Loneliest Hwy in USA, through the northern Nevada desert, ending at Carson City, NV, and returning to your home. **Getting a Nevada "I Survived" passport book stamped along the way. (Book provided at start)***



All Bikes Welcome

SCMA Membership Not Required

This is a qualifying SCMA Traveler's Award Event

An AMA Sanctioned Event

\$25 registration fee

For info contact: Gonzo 949.433.0761 GonzoCrossUSA@gmail.com

WALK-UP REGISTRATION 7:00 AM TO 8:00 AM

Start: Sunday May 29, 2016

Prospector Hotel

1501 Aultman St (US-50)

Ely, Nevada (800)750-0557



Social Dinner Location:

Red's Old 395 Grill

1055 S Carson St,
Carson City, NV



Sunday Night Stopover:

Plaza Hotel Reservation Code: SCMA

1055 S Carson St (US-50)

Carson City, NV 775-883- 9500

Ride ends Sunday in Carson City:

Monday, riders are on their own.

Great opportunity to complete a portion of the CA Parks Adventure by visiting Devil's Postpile, Yosemite East Gate, and Manzanar. Make it an extra day and visit Sequoia and Kings Cyn NP or Death Valley!

Monday Finish: At your place of residence

FOR MORE INFORMATION CALL: Gonzo at 949-433-0761

OR EMAIL: Chairman@sc-ma.com

BMW Race Fest

by Gonzo #25051

I'm not a racer. In fact, I don't even ride fast.....ask anyone that rides with me. I've been accused of putting riders to sleep if they mistakenly followed behind me in a group ride.

So I was a bit surprised to feel a bit of excitement as we pulled into the Auto Club Racetrack in Fontana.



David Diaz of Irv Seaver BMW invited us to set up an SCMA display booth during the BMW Race Fest at the Auto Club Speedway in Fontana CA. This seemed a great opportunity to learn more about motorcycling; in this case about riders and bikes tearing up a track and 130+ mph. Yes, I know, the pro-racers go much faster.....but these local amateurs deserve much recognition in spending a day traveling at these speeds.

Dan Burt and I drove up in the truck loaded with canopy tent, chairs, coolers, and display paraphernalia to promote the SCMA. Dean Sarrocco and Mike Barber met us there to help set up and to talk to riders interested in the SCMA brand of riding.

Set up went quickly, and soon we were checking out all sorts of gear and bikes on display at other booths. No sooner had we set up than Bronco and Owen from the Santa Clarita BMW store of Mamba Motorsports. Bronco is the General Manager of the store and Owen is the BMW Sales Manager. They are sponsoring BMWCOSE's Park 'N Ride Rally that will start from Santa Clarita on October 1st.

A short walk away we had free access to the canopied rooftop above the VIP boxes providing us a birds eye view of the front stretch. From atop these stands we could watch riders decelerate out of the front stretch off the main track before turn 1 and onto the interior winding track and then come out onto turn 4 and back onto the front stretch. It was both fun and interesting to watch so many riders on a variety of bikes travel at such high speeds.

Later we were treated to a stunt rider performing wheelies, nose stops, 360's and numerous other stunts on his BMW S1000RR. It was quite a show watching him do these amazing stunts displaying unbelievable control of speed, balance, lean, speed, clutch, and brakes!wonder if he could do those stunts on a Harley Road King?



Continued on Page 22

Continued from Page 21

Where we had the most fun was interacting with the many folks there and viewing products being displayed at adjacent booths.

Next to our booth was the Helite Airbag Vest distributor. This is an awesome product for motorcyclists' safety that minimizes injury in event of a crash. The vest is worn over riding gear and is tethered to the frame of the bike. If a rider is thrown from his bike, the tether



pulls a pin on a CO2 cartridge that instantaneously inflates the vest to protect the wearer from impact with another object. Nicole demonstrated the protection capabilities of the vest by having an interested customer don the vest. She then activated the CO2 cartridge and, using a baseball bat, whacked the back of the customer. The inflated vest completely absorbed the blow from the bat. More info can be found at www.helitemoto.com.

Dean checked out the Shuberth Helmets on display and may have found his next helmet. He likes the quality inherent in Shuberth helmets and also the sun visor that can be installed.

Next to Shuberth was the Rawhide Adventures BMW offroad training academy. You can check them out at <http://www.bmwoffroadacademy.com>. Owen, from BMW of Santa Clarita, and a fellow instructor, gave us a lot of info on the BMW R1200GS and the great instruction beginners can obtain from Rawhide.

Although our booth didn't get a lot of foot traffic we did make it a point to visit others and pass our cards/trifold out to those interested. In the process we met a number of fantastic folks, such as roller skating Edwina of Irv Seaver BMW.

It was a great time for everyone!



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 25th 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 24th 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



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!



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 14th 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 (SCMA-Destination Ride)
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 Days-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.
Last date to register is June 10th.

Silver Award

10 completed events* earns a pin and a specially designed trophy. Last day to register is April 29th.

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. Last day to register is March 19th.

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 14th 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



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

2014 Triumph Trophy SE, \$15,500.

Under 4,500-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 or call [951-845 1485](tel:951-845-1485), Beaumont, Ca.

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 May 23rd** at:

**Angeles National Golf Club:
9401 Foothill Blvd, Sunland-Tujunga**

The April Board of Directors/Annual Members 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.



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

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

May

- 14-15 *Greenhorn Ride (PMC/SCMA)**
- 21 SCMA Board Meeting, 9:00am,
Angeles National Golf Club
9401 Foothill Blvd, Sunland-Tujunga

28-30 *Grand Blazing Saddles (SCMA)

June

- 10-12 *7 Sierras Passes (SoCoaster/SCMA)**
- 18 SCMA Board Meeting, 9:00am, Location TBA
- 24-26 *Snow date** 7 Sierras Passes

July

- 1 Newly elected officers take seats on the board
- 16 SCMA Board Meeting, 9:00am, Location TBA
- 23 ***Dog Days of Summer (SCMA Ride)**

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

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

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

TECX
 FOCUS ON BOOTS

National News Section

pages 29 – 42

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



ABOUT BAM



BAM: Breakdown and Legal Assistance for Motorcyclists

BAM is a unique volunteer organization of bikers helping bikers. Motorcycle Attorney and long-time SCMA supporter, Russ Brown started BAM over 30 years ago when he experienced a breakdown 100 miles from home. Stranded in a remote location with no one he knew nearby that could help him, Russ thought “Wouldn’t it be great to have a fellow biker to call anytime, anywhere you needed help?” And so, BAM was born! Today, BAM’s nationwide volunteer network of roughly 2 million motorcyclists can help provide you with emergency breakdown assistance across the country. If you experience a breakdown or mechanical problems while on the road, call 1-800-4-BIKERS, and we will search our volunteer network and send someone out to help.

Roadside Assistance for Motorcycles

Russ also wanted to provide the support of his legal muscle to every BAM member.

Katherine Markowicz
Marketing & Promotions
Brown, Koro & Romag LLP

Today, Russ Brown Motorcycle Attorneys, and their nationwide network provide free legal advice 24/7 to all its members nationwide. Started by the Los Angeles motorcycle accident attorneys who ride, BAM is the ultimate resource for riders—one that has developed and flourished for over 30 years. As a result, the motorcycle accident attorneys at Russ Brown have developed trusted relationships with the best lawyers across the country. No matter where you ride, you can rest assured knowing you have the very best biker-friendly lawyers ready to help you if you are involved in a motorcycle crash. BAM’s emergency ID card can speak for you if you are incapacitated in a crash: we list your emergency contact person, medical problems, and blood type. With your permission, should emergency personnel call, we will supply this information and provide donors if necessary.

BAM membership is FREE!

All we ask is that you volunteer to help another member in need of assistance if called upon and only if you are available to do so. In turn, your Los Angeles Motorcycle Accident attorneys are here to advise you whether you need our representation or just some guidance and advice after an accident.

Join 2 million fellow bikers who have the strong backing of each other as well as the original Motorcycle Attorneys. Enhance your SCMA membership with all the added benefits of BAM: get your FREE BAM Benefit card by calling 1-800-4-BIKERS or visiting www.russbrown.com.

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

Let's Visit Lebanon Kansas

Geographical Center of the Continental USA Center of the True "X"

by Gonzo #25051

I refer to Lebanon as the "Center" of the True X because it is the center of the True X tour; you will spend more time in Lebanon KS than at any of the four corners when you ride the USA Four Corners True "X" Tour.

Those of you who have ridden the True X have had the opportunity to visit this great town that represents the heartland of America. While riding the 11,000-mile True X you have been into Lebanon three times.

Inevitable you have met the folks at the Post Office, the guys at the gas station, and quite possibly some of the local citizens if you visited LaDow's Supermarket across the street from the post office and enjoyed one of their sandwiches. When you arrive in town they all know why you are there. They welcome you to their small town with a smile, help you take a photo for your records, wish you a safe journey when you depart, and look forward to your next two visits.

All of you are aware of the fabulous USA Four Corners Park that Joe LaChance has established in Madawaska. Joe has built a park with a fountain surrounded by pavers, purchased by many USA4C finishers, engraved with the date of their ride. The purchase/contribution for the paver has helped maintain the park and make improvements.

Some of you may be aware of the effort Steve Shulman is engaged in with the City of Blaine to establish a USA4C Landmark within their local park. The plan is to create a pathway for riders to position their motorcycles in front of the landmark for their USA4C photo. This project is still under consideration and we look forward to its final development.

The City of Lebanon, via the US Center Foundation, has constructed a Community Center with a brick facing. This brick wall, the front of the center, contains inscribed bricks from donors supporting projects in the city's restoration effort.

SCMA has the opportunity to install a plaque (TBD) for a section of the wall to be dedicated to SCMA. Riders will be able to purchase a brick, inscribed with wording of their choice, to both commemorate their True X accomplishment and contribute to funding Lebanon's Community Center as well as other community restoration projects. Your commemorative brick would then be located in the SCMA section.



Continued on Page 33

Continued from Page 32

Your support would be greatly appreciated; a contribution form is provided herein and also available at:

<http://www.uscenterfoundation.com/brick-order-form/>

Concurrently, the city is repairing Main Street and developing plans for a city park in an open lot across from the community center. SCMA has been invited to contribute a landmark that would recognize the SCMA and the True "X" tour. Quite possibly this would be similar to what Steve Shulman is working on with the City of Blaine. This would be a perfect spot for True "X" riders to have their photo taken.

The city is also planning its 3rd annual "Summer Bash" in August and has invited SCMA riders to join in the celebration and be part of the parade. We invite all SCMA riders to consider riding to Lebanon and join in on the summer fun with them. Below is city's announcement for the bash:

We hope to see many of our True "X" finishers at the "Bash" this year and will publish more information on our riding plans in the near future.



SAVE THE DATE: AUGUST 13, 2016
SATURDAY Evening on Main St.
The 3RD Annual LEBANON SUMMER BASH
Also adding Fun Run/Walk in 2016

Last year it happened on:

Friday Evening, Aug 14, 2015— 5:30-Midnight; Main St.

Touch a Truck Displays Mechanical Bull Joust Pit

Dance & Beer Garden, Historical Jail Cell

Huge Inflatable, Kids Crafts by City Library, Kids' Train

Leslie LeMon- Spinner, Weaver, Soapmaker

Saddle Jack's BBQ, Huffman's Funnel cakes, Lebanon Youth Soft
Drinks

Buckmasters Sno-Cones, Cards & Games at the Legion, Food Pantry
Collection

LEBANON COMMUNITY CENTER / WALL PROJECT

YES, I WANT TO HELP

I do not wish to receive recognition.

I wish to order _____ inscribed bricks at \$100 each.

I wish to make a contribution of _____ toward the Community Center/Wall without designating a brick.

Enclose payment with form. Make checks payable to:
U.S. Center Foundation, Inc. Memo: Community Center/Wall

My Name: _____ Address: _____

City: _____ ST/Zip _____ (Opt)Phone: _____

ALL CONTRIBUTIONS ARE TAX DEDUCTIBLE AS ALLOWED BY LAW.

Anyone who wishes to contribute toward maintenance and upkeep of the Lebanon Community Center facility can also request their name or business name to be added to the "Community Wall". These inscriptions will identify the people and businesses of Lebanon, and its supporters, from yesterday, today and for tomorrow.

Examples of inscriptions: 16 characters/spaces; 2 lines. (Characters limited to keyboard letters, numbers and punctuation.)

 J O H N & J A N E D O E F A M I L Y

Brick Name #1

FIRST LINE (Please Print:) _____

SECOND LINE: _____

Brick Name #2

FIRST LINE (Please Print:) _____

SECOND LINE: _____

Make copies for more brick inscriptions or use back of form. Forms also available online at:

www.uscenterfoundation.com

U.S. Center Foundation, Inc.; P.O. Box 24; Lebanon, KS 66952 (785) 620-7115 or (785) 389-1501

You are welcome to call for suggestions to fit names on a brick.

"U. S. Center Foundation, Inc.: Community Connection For A Proud Tomorrow"

Thank You!

Not the Fair Weather Rider Anymore...



When all of us test riders were talking about who was going to take the FX which day, I was pretty quick to claim last Friday. It was the nicest day of the

week! When I left work for my 13 mile commute home it was a beautiful 54 degrees Fahrenheit. When I arrived home I reflected on what a pleasant ride it was. No buses to slow me down, no frozen fingers, no deer jumping out at me, just a nice spring day. But nothing interesting to blog about!

A couple of years ago I made a commitment to push myself out of my comfort zone. To not let fear or discomfort stop me from doing things. The first thing I did when I made this commitment was to get my motorcycle license, a bike and start riding. This was a huge leap for me! So when Andy asked me if I wanted to participate in the Zero below Zero project I jumped at the opportunity before I let fear get to me. Yet here I was picking all of the nice days to take the bike home. Not really pushing myself, am I...

So when I woke up on Saturday morning and saw that it was snowing hard, with a few inches already on the ground, I knew this was my chance to push myself. After a

strong cup of coffee to get me going, I put on my Roadcrafter and grabbed the FX keys. On my way out the door I grabbed my photographer. Nobody at Aerostich was going to believe me without proof!

Off I went out into the snow and slush! Being a part of the Zero Below Zero project has given me the opportunity to become a better and more confident rider. Now I know I can ride in the rain, snow, slush and on icy or sandy roads. I am no longer the fair weather rider! I came home from my ride feeling very proud of myself. OK, it was only three miles but hey, Rome wasn't built in a day...



We appreciate the Aerostich Bloggers granting permission to SCMA to reprint this article.

Four Corners True X Ride, Part IV

Documentation for an epic journey

by Mike Tomsu #42773

Day 14 ABQ to Colby, KS

Leaving ABQ and headed for Santa Fe, I started encountering signs the said "Las Vegas". I know that Las Vegas is quite a bit further west from here and don't understand. The further I went, the more confused I got. Las Vegas NV simply HAD to be a LONG way west of here. I finally stopped at a rest area and looked a map. Sure enough, there is indeed a Las Vegas NV and a Las Vegas, NM. Clarity regained.

It's a pretty long haul from Las Vegas, NM to Trinidad, CO, the highest peak along the route at just over 5000'. From Colorado Springs at 6000' the terrain gently slopes down toward the Great Plains I've come to love/hate to Colby, KS at 2500' elevation.

I got into another "where's the next gas station" dilemma outside of Colorado Springs. The city/town simply ends without warning and you are traveling in the emptiness of Colorado and western Kansas. Fortunately this one resolved



Continued on Page 37

Continued from Page 36

itself quickly and I filled up with plenty of gas to reach Colby, KS my next destination.

The same thing happened in eastern Colorado that happened before - you think you are getting close to your destination in Colorado when you are actually several hundred miles away. The distances are tremendously deceiving.

Got to Colby, KS and checked into one of the better motel rooms - just next to the lobby, coffee machine, ice machine and the shortest walk from the room to my bike.

Day 15 Colby to Walcott, IA

For the first time in 15 days the weather forecast predicted rain and lower temperature and for the first time in 15 days I decided I didn't need to wear my LDComfort shirt. And for the first time in 15 days it did indeed rain, the wind blew and there were intermittent showers. What a relief!

From Colby, I rode northeasterly to Norton, then east to Philipsburg, Smith Center and finally to Lebanon for the last time. Since I had probably been the most frequent visitor the Lebanon in the past who knows how long, it began to feel like I was a resident. This time the instructions said I should photograph the gas station, which was great because I needed gas anyway. See photographs dated July 6. I took the required photos, checked the air pressures and headed out again, happy to have Lebanon in my rear view mirror and with the expectation that I probably will never see Lebanon, KS again.

I wanted to get back on the interstate as soon as I could and zig zagged the country roads in the intermittent rain to hit I-80 at exit 332 and Love's Truck Stop. I stopped, had something to eat and talked with a couple of other motorcyclists - two people were from Canada headed to Colorado for a 10 day vacation; two other couples on Gold Wings were returning from Colorado headed to Michigan.

By this time on the trip I'm getting weary, tired of traveling, tired of motel rooms. I want to stop, but I'm still on a mission and won't stop until I'm finished, so I press on.

Another advantage, if you can call it that, is that I have been in this area often in the past. As a salesman, I have been to Omaha, Des Moines, Iowa City multiple times and again as a motorcyclist. I knew the roads and the distances, so I was comfortable with the area.

I motored on, passing the two couples on the Wings who were putting on rain gear and taking the bypass around Omaha to join I-80 past Council Bluffs, both cities which are easy to bypass. Further on down the road I passed Des Moines with road construction and aimed for Iowa City. The rain had been intermittent, but it was looking like there was more rain ahead. No matter, the 'stich is waterproof and I'm not really concerned about rain and/or getting wet.

I passed Tiffin, IA, a place which lives in my memory as having the very best steaks I've ever had. Unfortunately, the Lark burned down a few years ago and was never rebuilt. Coralville, IA also has some memories because the Midway Motor Lodge actually catered to salesmen and had an annual bash to thank everyone for their business. The University of Iowa was also a good account for me and I enjoyed going there and meeting with the people at the laboratory.

By the time I had passed Iowa City it had started to rain with the prospect of more coming. At Wilton IA the rain started coming down steadily, sometimes heavily. By this time, I've slowed down to 20 mph and have the flashers on. Passing trucks are throwing spume at me and it's difficult to see. I pulled off the road at Durant, IA and stopped under the canopy at the gas pumps. I stayed there for about 1/2 hour until it looked like the rain was letting up. I went another exit east and simply had to stop. The rain was coming down in torrents, there was

Continued on Page 38

Continued from Page 37

water on the roadway and filling the gutters. Trucks were pulling off the road. I got what was probably the last room in Walcott, IA and was happy to have stopped when I did. The rain didn't stop until 3 hours later.

Day 16 Walcott to Port Huron, MI

By the time I was ready to leave the next morning, the rain and showers were completely gone. The sun was out and it looked like a great day for motorcycling. This day's task was to get across Illinois and past the Tri-State expressway without getting killed. In a 40 mile stretch of highway, no fewer than 6 Interstates come together and disperse. The roadway is usually 4 lanes wide and it is wise to completely ignore any speed limit signs you might see along the way. Trucks seem to think that this area is road race and want to go as fast as they can. For me, this is the most stress-inducing part of the trip and I felt myself physically relax when I entered Michigan. In fact, after I had gotten through the madness, I actually got off the Interstate, stopped at the nearest driveway and slept on the bike for a few minutes. Of course, some one stopped to see if I was okay and woke me up.

Getting across Michigan is a piece of cake because I have been on this section of road often. My dad lived in Port Huron and I made it a point to go see him as often as I could.

The only difficulty was the 15 mile road construction project which would completely reshape the entrances and exits onto I-69 going to and coming from Canada, Detroit and Flint. Fortunately the road is fast and I made good time. I got to Port Huron about 1300 and had time to cruise the town to see what had changed since my last visit. I considered going further, but decided that I wanted to get to Toronto outside of rush hour traffic times and stayed the night.

Day 17 Port Huron to Ste. Helene, QUE

I headed for Sarnia, ONT first thing in the morning and had all my papers in order -driver license, passport, insurance card and Canadian insurance card, just in case. I had been on these roads before and it was refreshing change from the American Interstate- far fewer obnoxious billboards, non-interstate travel (for a short time, anyway) and somewhat different scenery. You knew you were in a foreign country if only by the fact that you were reading kilometers and kph versus miles and miles per hour. I switched the GPS to metric and was able to adapt the speed comfortably, but I didn't have a mental concept as to how far a particular distance was. For example, a road sign would say that it was 100 km away. I had to translate that 100 km into miles and tell myself that it was 62 miles away. Easy example, but more difficult if the distance is 175 km.

I got onto the 401 at London, ONT. The 401 is a close equivalent to our Interstate system. The Canadian national speed limit is 100 kph, but the vast majority of Canadian drivers routinely exceed that limit, driving closer to 70 mph than 100 kph, I'll let you do the math.

My biggest concerns here were getting through Toronto and then Montreal. Toronto is a large sprawling metropolis which extends from Mississauga to Whitby. There is road construction along a big section of that distance as they build additional lanes along the freeway. Even with the construction, I was able to get through Toronto easily and headed for Kingston, ONT along the shores of Lake Erie. Here, even though the "official" speed limit is 100 kph, the average speed is more like 120 kph - 70mph.

Canadian drivers appear to be more courteous than their American counterparts. They signal their turns, they drive on the right and pass on the left and then return

Continued on Page 39

Continued from Page 38

to the right lane - unheard of in the US. They don't tailgate nearly as much as Americans and only get close to you when they want you to move over so they can pass. I was impressed and liked the courtesy then extended by trying to do the same thing - stay on the right lane when cruising, signal turns, etc. Traffic did seem to flow a lot better in Canada than it does in the US.

The other major change from the US to Canada is the switch from gallons to liters (or litres if you prefer) Here, the conversion is a little bit easier because a liter is almost a quart. 4 quarts = 1 gallon, so it's pretty easy to multiply the cost per liter by 4 and come up with an approximate cost per gallon. Unfortunately, you realize pretty quickly that gas (Petrol) is pretty expensive. \$1.20 per liter equates to \$4.80 per gallon.

The rest areas were also a little different. The normal sized rest area usually has a Tim Horton's (breakfast and coffee shop), a Cinnabon (another coffee shop) and an A & W for hamburgers. The larger rest areas have more concessions and a gift shop. They also have free Wi-Fi and big screen TVs broadcasting news and weather. There is also a convenience store attached, but I didn't visit them.

I think I crossed the dividing line between Ontario and Quebec around Cornwall. Things change again here. First, the language changes from bilingual in Ontario to strictly French in Quebec. Quite a few people speak English, but there are a lot of citizens who speak only French and communicating is a bit more challenging. This becomes even more of an issue when you are using a US-based credit card. The credit card system is also a bit different. You go into the store and agree to purchase a certain amount of fuel - say \$25.00 - then go fill up your vehicle. If you don't get all of the fuel in your tank, they

credit you the difference, but you usually don't have to go back into the store. It took me a few trips to get this system down.

I stopped at the Welcome Center in Cornwall and got one very important piece of information. There was a recently opened bypass around Montreal and the Welcome Center attendants were very good at explaining the new bypass and how to get there and through it. I had been to Montreal before on my first Four Corners tour and had blindly followed the GPS through Montreal. It was a nightmare and I vowed not to go through Montreal again.

As it turned out, getting through Montreal was pretty easy and it was highly enjoyable traveling along the St. Lawrence Seaway. The scenery here is another example of the beauty of this country - river on one side, bucolic farms in the foreground and rolling hills in the background.

Traveling in a foreign country is always a challenge, especially when there is another

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. This is the fourth of 5 installments.

language involved. For the most part, Ontario is bilingual English/French. When you get to Quebec, bilingual stops entirely and it is French all the way. At one particular stop near Montreal, I stopped for fuel at a well-known station. The clerk spoke only French and I speak only a smattering of French. In addition, the credit machine was in French and had the same setup as I had seen before - determine how much fuel you want and enter that into the machine and it immediately credits you with the purchase. You then fill **Continued on Page 40**

Continued from Page 39

your tank with fuel. If you don't use all of the credit, you get a credit refund for the net amount. This all got very interesting as I tried to communicate to the store clerk what I wanted to do and how should I use an American credit card. We finally got it worked out and I went on my way, hoping that neither the store nor I got screwed in the process.

I finally got to Ste. Helene-de-Bagot and called it a day. This was a Days Inn and had not only an inside entrance to my room, but also an outside entrance, a little unusual, but certainly acceptable as I could drive directly to my room and had very little walking distance to unpack my stuff.

I pulled up the maps on my computer and discovered that I had 312 miles to go to get to Madawaska. Then I realized that I had basically 1300 miles to get to Madawaska and then get to Muskegon, MI in time for the ferry boat to cross Lake Michigan. So, I would have to get to Madawaska, do my thing there, then turn around and go back exactly the same way I had just come. This isn't very good route planning, but there weren't many options and going down through Vermont was simply out of the question.





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



We are offering the Best 15 US Roads Challenge for the 6th 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
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
12. "Kancamagus Scenic Byway/Mt. Washington, Lincoln, New Hampshire to Mt. Washington Summit***** 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
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 2nd 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 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

pages 43 – 47

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

3FC Update 2016

Rodney Chew, TFC Chair ~ SCMA #24784

Hello everyone,

Many of you have been posting questions on the forum or sending emails directly to me, to Chris White, and to Victor. Taking a good look at the nature of the questions showed me that there is a lot of information that is well known and understood by the riders of many years, but not necessarily known by riders of only one or two years. And most definitely our first time riders know very little of the subtleties of this magnificent ride.

I, and the Three Flags Committee, decided that the best approach may be to just publish a “book” about the ins and out of the TFC. I approached Gonzo about this effort and he concurred that a newsletter may be the way to go.

So we'll be releasing a Special Edition, Three Flags Classic Newsletter in early May.

This newsletter will cover practically every aspect of the ride, it will be loaded with a lot of detailed information that will be helpful not only to the first time rider, but to all riders.

.....and yes, the turn-by-turn route will be included.

We're all looking forward to seeing you in Tombstone!!

-----Rodney
Chair, 2016 Three Flags Classic

A Note from the SCMA Historian

by Barbara Fox #10194

To SCMA Members,

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

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

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

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

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

This past month I have contacted three other "long-timers," asking for their input. One of these is "The Father of Four Corners," if I may put a label to it. Some are like me/us, and have held onto old paper newsletters, ride maps, pins, pictures, jackets and 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

RIDE HELP NEEDED !!

We would appreciate a few folks to help out administering upcoming monthly rides. Please contact Mitch Friedman, Steve Howe, or Gonzo

SCMA Facebook Milestone

In four short months, the SCMA facebook page has exceeded a readership of 600 "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, 41st 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://scma.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

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.

Some Valuable Fine Print (REALLY !)

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

Email Newsletter submittals to:
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. Links to all our affiliated clubs are there also.

Articles, letters or materials printed in this or any other SCMA publication are the opinion of the authors or contributors and are not the policy or opinion of the SCMA Board of Directors unless expressly noted therein.

All material appearing herein can be used freely and without limit, but we ask for the courtesy of attribution.

Advertising space is provided to our members only. Regular membership is \$30 for one year and \$50 for two years. Want ads are free for regular members. Sponsoring corporate membership is \$600 per year and includes a half page ad in the newsletter for 12 months and prominent mention at SCMA's March Awards and Appreciation Banquet and the September Three Flags Banquet.



We Want to Hear From You
Contact Us at:

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

or

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