



Proudly Serving the Long Distance Riding Community Since 1968

## CHAIRMAN'S LETTER

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Hello everyone,

The pace of May's activity continues into June with your Board of Directors holding a semi-annual planning session to review and improve our operations.

Concurrently, we will begin modernizing the SCMA website with the objective of making the site more user friendly and more clearly communicating who SCMA is and what we do. We welcome your help with this effort by joining the Website Committee being formed. Please give me a call or drop me an email if you are interested.

We are constantly on the lookout for ways to implement technological tools to facilitate our rides and simplify processes. For instance, we like to hold end of ride social meet-ups on our monthly rides. It is a lot of fun to join together at restaurants and get to know each other. While on the Alien Ride we noticed that the AZRATPack was using WhatsApp to communicate to everyone the latest road conditions, individual/small group locations, change in dinner meeting plans, etc. This Memorial Day weekend we were on the

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### Upcoming Events

7 Sierras Passes (SoCoasters/SCMA)	Jun	10-12
Board/General Membership Meeting	Jun	18
Board/General Membership Meeting	Jul	16
Dog Days of Summer Ride (SCMA)	Jul	23
Soup Meet Reunion	Aug	6

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Grand Blazing Saddles ride and we found it necessary to communicate to the members on the ride to advise them of dinner plans. Had the WhatsApp tool been on everyone's smartphone it would have been very easy to inform everyone. SCMA will begin implementing that application pretty soon for all our rides.

This past month we conducted our first board meeting with a few of our members using a video conferencing tool recommended by John Cooper. We will be evaluating the continued use of that tool so that distant board members will not have to travel long distances to participate in a board meeting. In the case of Bob Roger (Chair, Best 15 US Roads), who lives in Ohio, he was able to participate in his first board meeting.

We will also be evaluating the possibility of holding General Membership Meetings in various locations concurrently with a destination ride. The objective would be to move the destination ride throughout SoCal locations to make member participation and involvement easier, more interesting and ultimately more fun.

Hopefully our ideas will succeed in attaining these objectives. More importantly, we hope these ideas will reintroduce the original purpose of SCMA family fun by providing more opportunities for our regional membership to enjoy SCMA motorcycling events.

Thank you for your positive comments about this newsletter and the work the board is doing.

I look forward to seeing y'all at one of our events.

-----Gonzo

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Chair, CA Adventure Series

Robert Roger  
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**Mail us at**

SCMA  
PO Box 487  
Norwalk, CA 90651-0487

**Email Us at:**

[admin@sc-ma.com](mailto:admin@sc-ma.com)  
or directly to the board member

## SOUTHWEST Regional News Section

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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

Hello everyone,

These past two weeks have been quite hectic. The previous weekend I had to work and this Memorial Day weekend I "had" to ride the Grand Blazing Saddles event that started in Ely, covered the US-50 Loneliest Road to Carson, and then the ride back to LA on Monday.

Now I have to get caught up again on returns, new members and a few of you who haven't yet received your package. Thank you all for being patient with me!

**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](mailto:membership@sc-ma.com)) with your name and address.



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New Perspective?

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## 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 17<sup>th</sup>** or hand delivered to the Secretary at the beginning of the Board/General Membership Meeting on July 18<sup>th</sup>, 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

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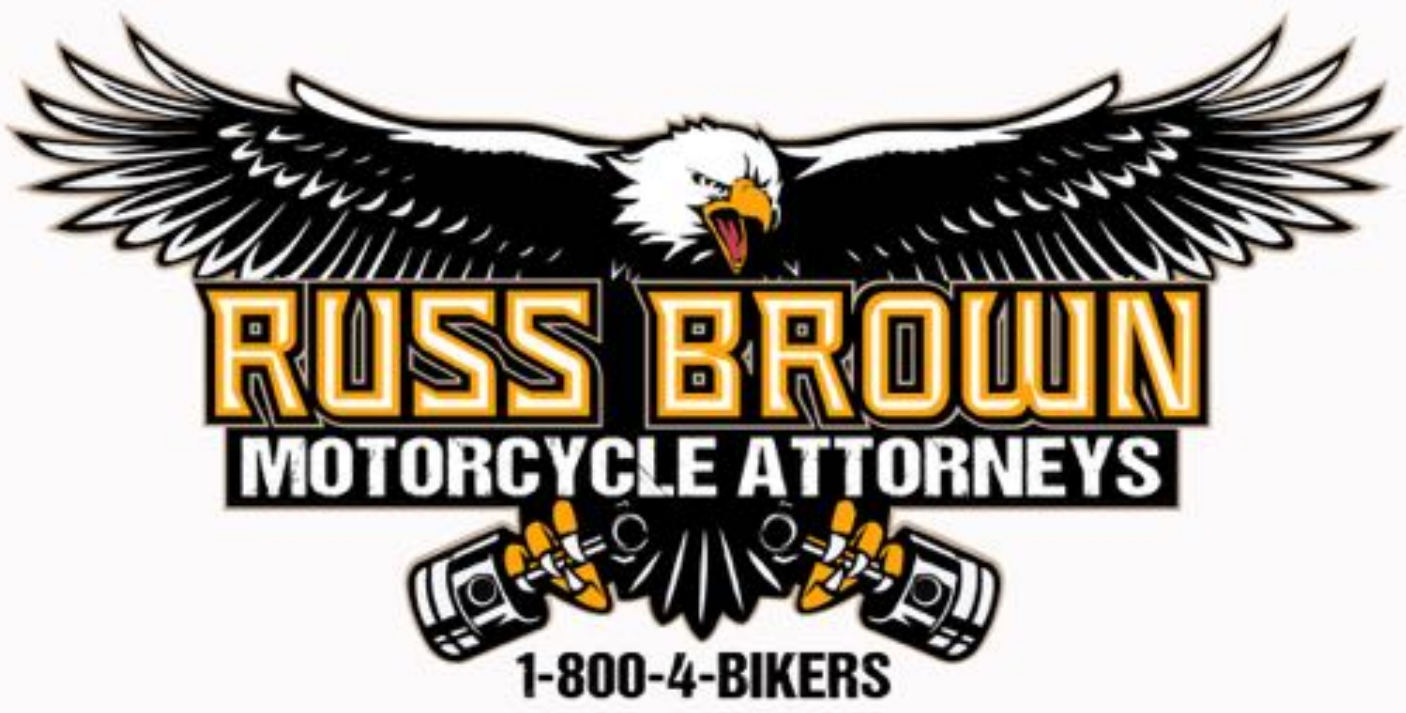
The **member's name** and return address **must appear on the outside of the envelope.**

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 1<sup>st</sup>.



## 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](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)



# 7 PASSES RIDE

Sponsored by - South Coast BMW Riders Club (SCBMWRC)

by Dan Burtt #24998, SCMA Secretary

This will be a three-day ride over the weekend of June 10, 11, 12, 2016. The ride will begin at 7:30AM in Bakersfield, CA on Friday June 10, 2016. The overnight stays will be in Sonora and Bishop respectively. The ride will end on Sunday afternoon June 12, 2016. The riders will make



their own way home south choosing either CA-14 into LA or continuing south on Hwy 395 to the I-15 south.

**The meet up point will be at**

**7:30am at Zingo's Café at 3201 Buck Owens Blvd, Bakersfield, CA.**

Riders have the option of staying over Thursday night in Bakersfield or riding to the meet-up point on Friday morning.



## **Day 1:**

We will depart Zingo's and take CA-155 northeast towards Lake Isabella and continue around the lake to intersect with CA-178. Turning left (north east) onto CA-178 crossing



over **Walker Pass** then intersecting with CA-14 where we will turn left (north) onto Hwy 395 and our first fuel stop in



Lone Pine. From Lone Pine we continue north on Hwy-395 north turning left, west on the Tioga Pass RD CA-120. We pause for a fuel stop and lunch

break at the Mobil Tioga Gas Mart. We exit left onto CA-120, (**Tioga Pass**) to the entrance of Yosemite. There is a National Parks Entry fee, (so if you have the Seniors Pass, be sure to bring it with you). We will follow CA-120 through

Yosemite turning right onto CA-49. We will follow CA-49 for a few miles then turning right (north east) onto CA-108 into Sonora where we will stop for the night.



**Riders will be responsible for making their own hotel reservations in Sonora. Do not hesitate as the rooms fill up very quickly with summer travelers.**

Riders will be on their own for the evening dinner. Riders should plan on having



their bikes fueled and ready to go.

## **Day 2:**

We will plan to depart Sonora at approximately **7:00am** fueled

up and ready to go.

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Riders will be on their own for breakfast, as some of the lodgings include a breakfast with the hotel rate. Riders should head east on Mono Way which will eventually lead to CA-108 east. There is an opportunity for gas at the Chevron station and **the meet-up point will be in the Denny's parking lot just a short distance east of the Chevron station.**

Riders will then head east on CA-108 over **Sonora Pass** for about 80 miles to Hwy 395. Turning left (north) onto Hwy 395. Turning left (west) onto CA-89 and over **Monitor Pass** to CA-4. We will turn left (south) on CA-4 and proceed to the **Ebbetts Pass Scenic Byway**, then after riding about 65 miles on CA-4 we will reach

Angel's Camp at CA-49. After a fuel in Angels Camp Chevron, we will ride north on CA-49 for about 26 miles, turning right (north east) onto CA-88 about 9 miles stopping for a lunch break at 88 Giant Hamburgers. Then we will proceed 57 miles over **Carson Pass**. Then turning left (north) onto CA-89 over **Luther Pass** for about 16 miles to CA-50. The route then turns right (east) on CA-50 for a short distance turning right (east) onto NV-207 for about 15 miles with a left turn onto NV-756 for a little over a mile onto Hwy 395 south. After turning south on Hwy 395 for about 2 miles, we will make a fuel stop and then continue south about 155 miles into Bishop where we will stop for the night.



**Riders will be responsible to make their own hotel reservations in Bishop. Again reservations should be made soon as this is a popular place in the summer months.** A group dinner may be arranged depending on interest,

### **Day 3:**

We will plan to leave Bishop at about 8:00am heading south on Hwy 395. For those interested, there will be stop for breakfast at the Ranch House Café in Olancho, CA. This is about 81 miles south of Bishop. After breakfast the riders will continue on south on Hwy 395. Riders can choose to take CA-14 south into the LA area, or continue south on Hwy 395 to the I-15 west into the Southern CA, area. For those taking the I-15 route we will make a fuel and rest stop at Kramer Junction before the I-15. Those taking the CA-14 route will likely want to make a stop in Mojave, CA.

*Editor's Note: Make your motel reservations as soon as possible at **Sonora** for Friday evening and at **Bishop** for Saturday evening.*

*As I write this note, Dan is pre-riding the route and will be looking for restaurants for us to meet at in the evenings for a fun social get-together.*

### **Optional 6 Passes Route:**

Should CA-120 over Tioga Pass be closed due to snow, the ride route will be modified to continue north on Hwy 395 to CA 108 west into Sonora. The balance of the route out of Sonora would remain the same.

## 2016 Alien Nuclear Experiment Tour Recap My Experience As A Passenger

By Melinda Dominguez  
AZRATPack



We started out on Friday morning to meet up at Go AZ Motorcycles in Peoria, it was cold, the weather reports said it was going to rain. Dagame had prepared for the ride, getting me rain gear, which I thought "I don't need that" and he had bought me heated gear a while ago, which again I didn't think I would need. I learned on this

ride, if your husband is willing to buy you equipment that you may need, don't argue. I used every piece of what he bought me and took some of his! I will never question him when he says "I need to get this for the bike", as it benefits me as well.

Our first stop was in Winslow, AZ for lunch at La Posada restaurant. When we arrived I was frozen, because I refused to stop and hold up the group to put on the heated gear. It just seemed to get colder and colder. It was great to stop and rest and chat with the other riders and get ready for the next leg of



Melinda and Dagame at Posada Hotel in Winslow AZ

the trip to Page, AZ. We would stop at Horseshoe Bend. Dagame offered me the heated gear and I gladly accepted! I am in love with heated gear, what a difference it made. I also changed to winter gloves, who knew they would make such a difference on my hands. As a passenger the view was amazing, to see rain on either side of the road, but not raining on us. To see the clouds, they were actually amazing,

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it wasn't a blue sky, it was an unpredictable sky. I do believe in God and I was blown away by His creation. The landscape, the clouds, the sky and as a passenger I got to experience this view, that I would probably miss as I would be sleeping if we did this trip in a car. Ok, it is possible to fall asleep as a passenger on a motorcycle, yes I did, for six miles, I woke up because the weight of my



helmet as my head dropped forward, hit in to Dagame's helmet. He gave me the "are you ok" symbol and I of course gave him the "ok" symbol back and when we stopped for gas I embarrassingly had to tell him I had

fallen asleep. As we headed to Page, I noticed the mile marker said "66 miles to Page" I looked at our fuel gauge and it said "42 miles" to empty. I saw the change in Dagame's shoulders realizing we had no idea if there was a gas station ahead of us. Checking GPS, no gas station ahead, but there was one 25 miles back the way we just came. So we turned around; at least we were together and he was

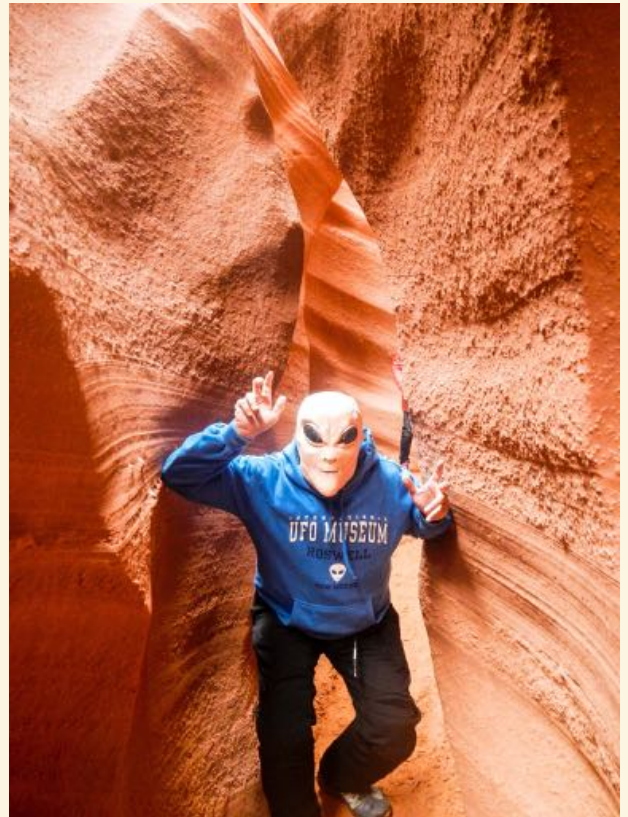


not alone. Travelling at a tortoise pace we headed to get fuel, once we stopped we texted others so they knew we were all right. Now the hair raising ride back to try and catch up. It turns out there was a gas station only 10 miles ahead of the point we turned around. Don't trust GPS. Due to Dave Simkins suggestion, we now have the gas buddy app so that doesn't happen again! It put us an hour behind everyone else. You live

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you learn!

By the time we checked in to our hotel and met up with everyone at Horseshoe Bend, we were cold, windblown but amazed at this beautiful place. The next day was overcast, it was definitely going to rain. The plan was to go to Lower Antelope Canyon, the concern was Ken Tours might be closed due to the weather and the chance of flash flooding in the Canyon. Rodney had gone ahead of all of us and let us know it was still open. Dagame, myself and Jeremy Price and his wife Tracey decided to go. Even though it started to rain during the tour, it was absolutely beautiful! Tevan was our tour guide and he was just as excited about the canyon as we were. Rodney had been to the canyon many times and he sees something new every time and was willing to share his knowledge. So glad we went, the pictures we got are amazing and something we won't forget.



We were behind the other riders and knew we had to be in Las Vegas for the tour of the National Atomic Testing Museum by 3. We got rained on, while it was amazing to ride in the rain, with rain gear it's even better because you are not getting soaked, well unless you don't tuck your shirt in to the rain pants... then yes you get wet, soaked actually. The rain, when walking in it, not so bad, riding in it, your knee caps feel like you're being hit with rocks. It rained on and off, we had to stop for fuel and knew we didn't have time to eat if we were going to make it by three. We all thought to just grab a snack at the gas station, when Rodney saw the sign for chicken and shrimp on the marquee. When he asked about it, he was told the kitchen was closed but that there were chicken tenders, \$.89 each, that were delicious. We decided, we are cold and hungry, quick food that was hot, let's go for it. Delicious, is all I can

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say! We headed out, next stop... Vegas!

We arrived by 3:15, would have been sooner, but you forget about the traffic in Vegas. We went on the tour, it was fun and so interesting to see the history of the Atomic bomb. To see articles and pictures of the people and places



involved. Then there was an Area 51 section. They said we could take pictures anywhere in the Museum EXCEPT the Area 51 section. Dage of course tried to break the rule, but I as the rule following passenger, would not allow it! When the tour was over, it was pouring!! We decided to wait it out, so about 15 min later it let up and we decided to head out. There was some talk about us girls taking an Uber to the hotel, but as his passenger, I started with him, I was finishing it with him. Besides I was already soaked from not tucking my shirt into the rain gear so.... On we went in the rain to the hotel.

Buffet for dinner with approximately 15 of us, now that was a cool time. Time to drink, eat, talk and relax. Turned in for the night, pants and socks drying on the heater all night so I could have dry clothes. As a passenger you have to go with an open mind, rain may happen, debris on the road may hit your shins and yes it hurts. Your husband may want to get around the trailer that has you at 40 mph in a 65 mph zone and he is going to pass, you just tuck behind him and let him be in control, even when you see there are five other vehicles he's going to pass in front of that trailer.

Trust as the passenger is important. Being a smart rider, looking ahead,

**Continued on Page 14**

being aware that cars are not watching for you so you need to watch for them. You are fully exposed. While some may think it's crazy to do these long rides, sometimes I know they are not for me, this one was just fun. Maybe because of being with Dagame, maybe the places we got to see, maybe the company we were with, maybe all of the above. I'm thankful we were all safe and I got to experience it as a passenger.

Photos: <https://flic.kr/s/aHskyBXWVu>

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## 2016 Alien Nuclear Experiment Tour Recap What A Great Ride!

By Stephen Stoops #38805

I kept watching the weather all week leading up to the ride on Friday and as usual it changed a lot. My only concern was what gear was I going to wear. Well the forecast ended up being rain in the high country and all areas we were going. Eh, who cares I thought. I have the gear. But I have to say I expected a lot of people to drop out because of the threat of rain on both Friday and Saturday. But we had 30+ people show up. My first thought was that this is a hard core group to ride with. What a great bunch of people.



On Thursday night GoAZ Peoria hosted a meet and greet for us. The catered affair featuring Famous Dave's BBQ brought out quite a few people. It was great to reconnect with some SC-MA friends and meet some new people. The food was exceptional and the company even better. GoAZ Peoria is a wonderful location with a great layout and was perfect for our

evening.

On Friday the weather to start out was perfect. The only catch was that our El Presidente (Victor), was not going to make the ride due to illness. I thought we might as well just cancel the ride because after all what would it be without Victor. But the show must go on. The rabble must be satisfied! Everyone showed up in a great mood and was ready to ride. After some good coffee and bagels, again provided by GoAZ, we were ready to hit the road. It was a beautiful scenic ride up I17 to Camp Verde and then up 260 into the pines.



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The temps dropped rapidly as we climbed in elevation. I think we lost around 25 degrees in as many miles. But luckily the temps stayed above freezing and allowed us to enjoy the high roads in Arizona on our way to Winslow.



We had lunch at the Turquoise room in the historic La Posada Hotel which opened in 1930. Everything was delicious and the location was great to see this grand location that used to house the offices of the Santa Fe Railway.

After leaving Winslow our route took us through the Painted Desert area; beautiful sweeping views and some high winds and

a little bit of rain. Riding down this road always reminds me just how big and open our country really is. When you spend a lot of time in the city you tend to think our country is really crowded. Well that is why you need to get on roads like this. Our country is beautiful and wide open.

We decided to stop in Tuba city for gas and that happen to be right when the heaviest rain hit. Good timing! As we left the rain let up! One of our riders also earned a new moniker, Keyless Mike. But you'll have to ask him about how that happened. ☺

The route into Page up 89 is a spectacular ride. Beautiful multi colored cliffs give way to deep red rock as you wind your way through breath taking vistas. However, my mind was not focused as much on the view as it was trying to beat big dark rain clouds that seemed to be coming straight for us. But our luck held out and we made it all the way into Page before the

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rain.

That evening we took a short 2-mile ride to the trailhead for Horseshoe Bend. A short hike away was a stunning view of the bend and the evening sunset. Quite a few selfies were shot here along with some great sunset shots.

On Saturday the weather had some of us second-guessing our desire to see Antelope Canyon. Part of the group went while part continued on the road to our destination. Turns out we should have all gone to Antelope Canyon as the pictures from the group who went were awesome!

Leaving Page, we quickly got into rain and dropping temps. At our highest elevation of 6000+ feet the temp dropped to 38.....brrrr. You never know what you will get into on a ride so always be prepared for extremes. Once we got to Kanab most of the rain and cold temps were behind us. We continued on our way riding through some scenic country weaving in and out of the Arizona Utah Boarder and finally into Nevada. Many people were pleasantly surprised by the beauty of the Gorge on I-15 as we weaved our way through it.

Our route for most of us took us also through some more beautiful country as we wound our way near the Valley of Fire and by Lake Mead. Arriving in Vegas just in time to catch the Atomic Testing Museum, we had a great time viewing all the displays and even a small trip into Area 51 that we can't talk about.

That evening a large group of us met at the Buffett at the hotel for dinner and drinks and storytelling.

The plans for Sunday changed and a large group of us left early and made our way to Kingman and ate breakfast along historic Route 66 at D's Diner. Next we made our way back towards the valley and stopped at Wickenburg to say our goodbyes to each other.

All in all, we had a little bit of weather, a lot of fun, saw some great scenery and as always, were with a great group of riders. By the end of the trip I thought back and decided I was right, this was a hardcore, great group of people!

Colorado here we come!!!!

Photos: <https://flic.kr/s/aHskyBXWVu>

# On A Mission

Victor M. Castañeda Jr. #26125  
El Presidente, AZRATPack

I've just returned from the first of three trips to California visiting five of the 21 California Missions as part of the SCMA's California Missions Tour. The point of this tour is to get you out to different parts of California that you may not visit otherwise. This will be my third year of doing this tour and every year it's a different experience! In the past, I've visited the bulk of the missions on my way home from the 3 Flags Classic, but this year's 3FC will not be going through California nor will it be convenient to ride home through. My plan is to visit the missions in three separate trips, the first from San Diego to Mission Hills, the second, San Miguel to Sonoma and the last, Ventura to San Luis Obispo.

On this trip, I visited the five missions between San Diego and Mission Hills:

1. Mission San Diego
2. Mission San Luis
3. Mission San Juan Capistrano
4. Mission San Gabriel
5. Mission San Fernando



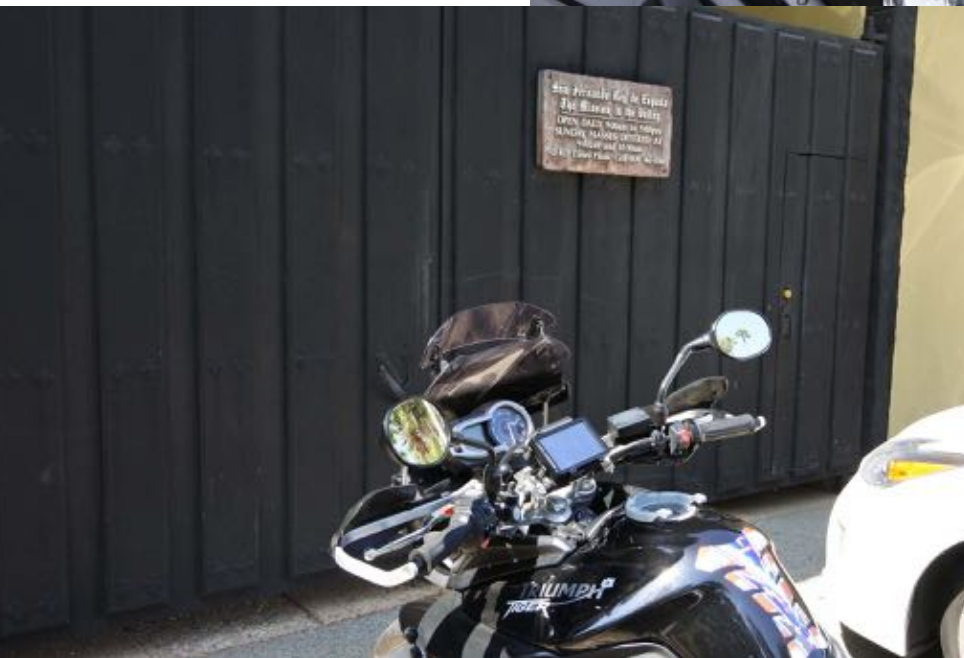
I set out from my house at 5:30 am on a welcomed cool Saturday morning toward San Diego on I-10, to AZ-85 and then on to a long stretch of I-8. The ride was mostly uneventful except for the high winds on the mountains entering the Cleveland National Forest. The traffic on I-5 was fairly light between San Diego and San Juan Capistrano, but the last two missions proved to be a challenge with traffic in the LA area. My original intention was to do the entire trip in one day, but getting

bogged down in LA traffic had me stop in the Palm Springs area around 7:00 pm. Though a bit windy as usual when I stopped, there were some pretty strong winds overnight and into the morning. I woke up to a bike covered in dirt! At about 5:00 am, I rolled down to a nearby Denny's for breakfast in hopes that the winds would die down. No dice! So I decided to deal with it. I struggled to hold my bike upright as I was sitting at a light waiting



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to make a left turn on to I-10 but fortunately, as I turned on to the freeway, the crosswind became a tailwind! Wow, 50 + mpg at err, um, speeds "slightly higher than the speed limit". The winds died down after the hill climbing out of Indio, CA. I then stopped for gas at the Chevron at Chiriaco Peak. If you've never stopped there, it's literally an oasis in the desert. A gas station with a



temperatures were in the 70's beating the 100 degrees + temps in the afternoon! Now I'm off to wash the dirt off of my bike!

Photos: <https://flic.kr/s/aHskAcNPXo>

convenience store, a couple of coffee shops, a nice outdoor patio and the General George S. Patton Museum all reside there! I will have to stop again when the museum is open!

The rest of my ride home was as uneventful and boring as I-10 can get! Luckily, I rode through the desert early in the morning while the

**HOME**  
of the  
**FREE DEMO RIDE**

Scottsdale | Peoria | [goazmotorcycles.com](http://goazmotorcycles.com)

**GO AZ**  
Motorcycles

# 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!*



## 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 (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 (BMWCOSS/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 10<sup>th</sup>.

#### Silver Award

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

#### 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 19<sup>th</sup>.

#### 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



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 June !!**

The next Board Meeting will be the at **9:00 AM on June 18th** at:

**Marie Calenders Restaurant:  
3117 E Garvey Ave N, W Covina**

The June Board of Directors/General Members Meeting and ballot count 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.

Intentionally left blank

**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)*

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)**

August

- 6 \*Soup Meet Reunion (SCMA)**
- 13 Run to Lebanon KS, S  
Lebanon Summer Bash
- 20 SCMA Board Meeting, 9:00am, Location TBA

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  
**25% OFF\***  
FOR SCMA MEMBERS  
CONTACT MEMBERSHIP SERVICES AT  
GONZOCROSSUSA@GMAIL.COM

INFINITY GORE-TEX<sup>®</sup>      X-TOUR GORE-TEX<sup>®</sup>      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](http://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 30**

**Continued from Page 29**

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](http://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!*



**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

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.

## Riding In Mexico

by John Cooper #46074

I did it without speaking Spanish, and went hundreds of kilometers deep into the country. I bought food, gasoline (gasolina), rented hotel rooms, stayed in the homes of nice people and drank beer. All on my own and, honestly, it is not hard to do. Chance favors the prepared traveler.

In preparation for my ride into Mexico I talked with a fellow IBR finisher who is a Mexican distance rider and got some advice. I downloaded the Spanish language translation module for Google Translate on my smartphone (this is free). I bought liability insurance that is valid in Mexico (AAA sells it). I collected all my documents; motorcycle title, passport, US insurance, US registration and I made copies of them all. I also stored copies on easy to reach cloud services (I used Google and Dropbox). I have traveled outside the US more than a hundred times so I followed the same rules. Never - ever - ever - ever - get disconnected from you passport except to hand it to an inspection officer.

My plan is simple. I am riding to Nogales, AZ, staying the night and crossing into Mexico in the early morning and taking two days to get to Santiago de Querétaro, in the state of Querétaro, just north of Mexico City (Mexicans call it Mexico - it is fun for gringos. We see roads signs telling us how far it is to Mexico and you think - I am IN MEXICO). The ride is just over of two thousand kilometers.

It is February and morning comes with cold weather. 22°F - DAMN cold, wear the Gerbing gear. Still I am planning on stopping at Culiacán in Sinaloa; many kilometers to go before I sleep. I am riding due south on MEX-15D and planning on averaging upwards of 120kph so the 1000km is not a concern. I am a long distance rider. I have often ridden more than 1500 miles in 20 hours. Getting through Nogales, Sonora (SON) takes a few minutes and at kilometer post (kp) 22 you stop for a tourist card and temporary import permit for your moto. Here you buy a tourist card (basically a visa) and an import permit for your moto. If there is no queue this will take about 30 minutes and you will need your moto title, driver's license, registration, proof of insurance and copies of everything. You will get a big sticker, just keep it in a safe - very safe - place as you have to return it before leaving Mexico. Once clear of this administrative hassle it is an open road. Get your motor running.

On your way south you will come to small towns and - be careful of "Topes". These are

**Continued on Page 35**





speed control devices in the pavement that if hit at speed will launch you into outer space. Virtually all small to medium towns have these devices and they never occur in

singles. JUST SLOW DOWN. Look for signs and really focus.

Rolling south on MEX-15D (The D indicates tolls and usually a better road) I am in Hermosillo, SON. This is a sizeable city and I rode here before on a SaddleSore 1000. Then it was August and hot - really hot. Once I am clear of Hermosillo the road surface starts to vary a lot from nice concrete four-lanes to two "chip-n-seal" lanes. This is part of the charm of Mexico. Road surfaces are not as consistent as in the USA; so watch closely and particularly at night. If you are crossing over to the other side for a construction issue or any significant change in the road, do not assume it will be smooth and well groomed. Most of the 15D is four-lane but there are long stretches of two-lane that are marked at 60kph. 60kph is too damn slow for me.

I recall my rides with Mexicans and running at 60-over without giving it a second thought; so I keep the big Honda running about 120 without regard for the posted limit. I am running my radar detector and have K-band enabled (some of Mexico is K not Ka) but I do not hear a chirp out of it save a couple of false alarms from trucks. The two-lane gives me a chance to practice using the middle of the road as a passing lane - this is part of becoming a Mexican rider. On two-lanes with well groomed shoulders traffic will use the shoulder so you can use the middle as a passing lane. This applies to all vehicles, not just motorcycles. It takes a little time to get used to running down the center of the road between two 80,000-pound trucks, but I am there. I made

a few videos to maybe help explain it.

<https://youtu.be/tS2UhSiTvaou> <https://youtu.be/Wx9xvvnPEBA>

<https://youtu.be/8VRPInaoaWou> <https://youtu.be/SBedL1pCYtY>

<https://youtu.be/4OhoPt1zo4A> <https://youtu.be/XGN4RynUSzY>.

It is worth noting that you too are expected to use the shoulder and give way to passing vehicles.

Deeper into Sonora I run into a military checkpoint with a long line. Using my training from my Mexican friends I jump queue and head for the front. In Mexico no one honks or tries to kill you because you are expected to jump the queue. Once at the checkpoint normally you are waved through but once in awhile you have to get off the motorcycle and open your luggage. I have no drugs or guns so I have no worries. I do not speak enough Spanish to chat so when asked a question I usually respond "No Espanol" - some officers find it frustrating, most just smile and wave you on. In rural Mexico I run across checkpoints where the officers really just want to practice English so he speaks English to me and we chat about the moto and other non-security related issues. It is common in Mexico to be asked how much the moto costs. This is probably considered rude in the USA but not in Mexico. For some of us these military checkpoints can be intimidating because as Americans we have no interaction with the military in our daily lives. These Mexican soldiers are usually heavily armed and sometimes even have their faces covered making for an overall scary look. There is no need to worry.

Tollbooths - lots of tollbooths. When you get to Mexico or near the US border buy pesos. Most Mexican tollbooths do not accept dollars. Again you can jump the queue. In Mexico your toll receipt is insurance so should anything happen on the toll road you are insured, without regard for your own insurances. KEEP THE TICKET! Even if you forget to buy pesos, ATM's in Mexico will give you **Continued on Page 36**

Pesos.

Continuing south toward my first night stop in Clubican, Sinaloa,(SIN). The hotel I found on Google has a different name but it is exactly where it is supposed to be and I am there about 9pm. This is my first real challenge; renting a hotel room and I do not speak Spanish. The clerk speaks no English but the process takes about 10 minutes because I committed to memory a phrase from my Google Translate "I need a room for one person for one night" which becomes "Necesito una habitacion para una persona durante una noche" She smiles and points to the price - \$550 (about \$30 USD at the time). I offer an AMEX card and she takes it. There is a lot of music and a party in the parking lot across the street so I am off to find out what that is about. It is a live band and lots of fun. It turns out what that a pretty Mexican girl I know on Facebook lives here in town but I did not know it so opportunity to hang out is lost. Damn it!! I got a good night's sleep and checked out of room



237.

Today's ride will be south and east through Jalisco (the state where Tequila was invented). I also have to get through Guadalajara, which is a

very large city, and I am warned the traffic can be awful. I am from LA.....bring it on.

In Sinaloa the 15D seems in much better condition and I am making good time. Little traffic and a great road surface so I push the big Honda to 140-150kph. Of course this means more gasoline (gasolina) so I am off the road at Pemex, the only fuel station in Mexico is Pemex. Yes, Mexico has exactly one brand of fuel - Pemex (say "pay mex"). Pemex does not have self-service and definitely does not have pay at the pump so getting fuel in Mexico takes a few minutes longer than in the USA. The attendant will hand you the pump handle and you can fill your own moto but you wait for him/her. Being in a rush does not make anyone else in a rush so relax and wait. Most Pemex I used accept credit cards but using a credit card is not the "norm" so I suggest using cash. Almost everyone I saw uses cash. I paid about USD\$3.30/gallon. Tipping the attendant a few pesos is the norm. Cervesa and gasolina are expensive in Mexico.



Blue Agave fields in the land of Tequila

**Continued on Page 37**

Riding east through the land of tequila there are never-ending fields of blue agave.

Riders are converging on Querétaro to ride the same ride as I; the first organized BBG1500 in Mexico. A couple of hundred kilometers short of my end point I stopped to get gasolina and meet Marco, one of the few people I even know in Mexico.

We rode together for the rest of the day and into the dark. The GPS got confused but we finally found the ZAR hotel.

The run up to the BBG1500 was a blast and I completed it in 22.5 hours. After the BBG I headed back north to Mazatlan to stay in the house of a newly made Mexican friend. We had plans to ride the ferry across the gulf and into Baja for another 8 days of riding but that is for another story.

If you think you want to ride in Mexico - ride in Mexico.

The warm friendly Mexican people, the great food unique to Mexico, and the fun enjoying it all is like nothing else.



## Three Flags Classic - The Smallest cc Bike

by Joyce Duncan #46107  
San Angelo TX  
email: bjd44@wcc.net

**HOW IT ALL BEGAN:** In 1992, my husband (Gary) had read an article about an older rider making the 3FC on a Honda Helix. He thought that was just what I needed and the article also introduced him to SCMA. For my birthday that year, I became the proud owner of a brand new Honda Helix 250 to begin my career of solo riding. He joined SCMA for his first 3FC riding the 1987 BMW K100RT from Juarez, Mexico to Medicine Hat in 1993.

My introduction to SCMA came as I joined him at the end of the 3FC 1995 ride from Nogales to Whistler. In the Whistler hotel underground parking lot was a Helix ridden by an "old man" in his 80s accompanied by his son who told the story about his dad sneaking off to ride in the 3FC. We toured western BC and Vancouver Island two-up on the

Jaw, SK. Some of you may have seen the BMW pulling a Kwik Kamp with the bright red Helix right behind it all the way. The Helix received many comments from other riders, mainly "how do you keep up and how fast does that thing go?" At the banquet in Moose Jaw, I won the smallest cc bike award - plaque. After 25,000 miles, mechanical problems in 1998 made a replacement Helix necessary.

Next was the 1999 3FC from Nogales to Medicine Hat, Alberta. We were about middle of the group, with the BMW pulling the trailer and me trying to sight see along the way. First stop was the Cortez CO KOA after a SW



BMW. I was becoming a fan of Canada and long distance touring.

My first 3FC on the Helix was in 1997 from Nogales to Moose

rainstorm near the Gallup checkpoint. On to Rawlins WY KOA after the Glenwood Springs checkpoint (I still have their yellow tee shirt), the mountains of WY and a memorable stop at the Billings KOA. Last day was windy Montana. This time the award for smallest cc bike was an engraved pencil-set. I also won the free entry ticket for the 25<sup>th</sup> annual ride in 2000.

### **25<sup>th</sup> Anniversary ride from Tijuana to Edmonton, Alberta:**

By 2000, I was an "experienced rider" – ready for desert heat, wind and rainstorms or so I thought.

Border crossing @ 4

**Continued on Page 39**



a.m. into SoCal traffic, mountains, and weather changes from desert heat to hail storm in Utah. On through Wyoming and Yellowstone with heavy tourist traffic on Labor Day weekend, then into Canada and the Jasper checkpoint. It was a cold, but gorgeous ride through the Canadian Rockies into Edmonton. I finished #531 out of 538 riders, again receiving the award for smallest cc bike.

Moral of the story is that a 250 Honda Helix scooter can and did make the

3FC run 3 times, ridden by a middle aged woman, who kept up with the crowd and had fun doing it. The 3FC actual ride is only half the story, because of our West Texas location we have to get to the start and then get home, which doubles the mileage at the very least.

After the 2000 ride, I retired from 3FC, - Montana wind had a lot to do with it, also family obligations. But local trips in Texas with a few trips to Colorado and NM kept me riding.

**CURRENT:** In 2014 we bought the two Suzuki Burgmans for our retirement riding. Actually sold the last Helix with 55,000 miles on it to a local here who enjoyed the stickers from all over western US

and Canada.

Gary rode the 39<sup>th</sup> 3FC and I flew up to Vancouver to meet him at Harrison Hot Springs, (which was an awesome end of trail – thanks, Blake). Family tradition continued as he received the award for smallest cc

(his 650 Burgman).

We were sitting with a group of local Canadians who brought up the “little scooter that some lady rode a long time back”.

I had to speak up and say “THAT WOULD BE ME”! Ironic and very gratifying that someone remembered.

So here it is 2016 and, after much consideration, I have a ticket for the 2016 “Tombstone to Kimberley” Three Flags Classic.

With over 10,000 miles on my Burgman, my goal is to regain my smallest cc title and might even go for the oldest female rider.

So be looking for me. ☺



## 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](mailto: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, 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://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](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.

*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.

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We Want to Hear From You  
Contact Us at:

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

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