



## VICE CHAIR'S LETTER

### The Greatest Three Flags

Once again, It Is Over! How does that happen so fast?

The time from last fall to the next Three Flags seems to drag more slowly than ever in the last weeks before Labor Day weekend. No matter how busy a rider is with preparation, the days seem to be twice as long as normal.

Nothing fits right. Sometimes this means last year's riding clothes and many times it means fitting all the gear into saddlebags, tank bags, and trunks.

After packing and re-packing five times because nothing fits right, after getting The Big Tune-up done, after washing and waxing the most beautiful motorcycle in the world, the current year Three Flags is finally here.

For first-year riders, there is a different excitement because everything is new. Returning riders have the memory of the last Three Flags and the hopeful anticipation that this one will be as great as the last one. For old timers, there is excitement, memory, and the hopeful anticipation of seeing riders they met last year.

Riders of the Fossil Bracket have all of that plus looking forward to seeing lots of old friends with whom they have aged over the years. Three Flags has been likened to a

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### Upcoming Events

Park 'n Ride Rally (SCBMWRC)	Oct	1
Cemetery Tour	Oct	29
Turkey Run (Red Hot Riders of SD)	Nov	12
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family reunion where everyone chats about their jobs, their recent retirement, their families, the children that were little and are now grown, with families of their own.

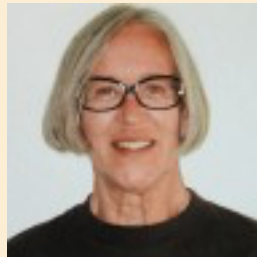
It is funny, though not the laughing kind of funny, to be with the same (older) crowd discussing blood pressure medications in addition to the latest of technological improvements motorcycles and riding gear. As happens in life in general, there are remembrances of riders who no longer are able to ride, and of riders who are no longer with us at all.

As old and jaded as the Fossil Bracket may seem, the ride holds excitement like no other event. Even though they know what to expect, every year The Fossil Bracket experiences the element of surprise. There is always someone new to meet and a new road to discover.

Exploring every turn in the new road has to come later, on your own time. Getting away from the start, through the checkpoints, riding long in the early part of the day and the early part of the tour are things that have to be done. Getting to the finish safely and on time is the objective. It is wise to make notes about the road in the margin of the route map to go back and enjoy them at leisure.

The one constant in a Three Flags Classic is that every one is THE GREATEST.

-----Barbara

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# 2016 Three Flags Classic

by Gonzo and Rodney Chew

Wow !!!

What adventure !! ....What excitement !! ...What fun !!!



The 2016 Three Flags Chairman and his committee delivered on their promise of making this a fun Three Flags and getting back to basics! And over 230 registrants were excited and ready to converge in Tombstone!

Having the start begin in Tombstone put a lot of fun into the event with a return to the Ol' West. We visited the OK Corral, Big Nose Kate's Saloon, and walked Allen Street viewing men and women in period garb and imagining being there during the cowboy days. We were entertained by Wyatt Earp and his brothers, by the Vigilantes who put on a fun show in the Tombstone Grand Hotel's parking lot, and finally by a rogue thunderstorm that threatened to wipe out the BBQ tent and dampen our evening welcome to 41<sup>st</sup> Three Flags BBQ. Fortunately the committee got everything under control while the rest of us

hunkered down inside the hotel waiting for the storm to pass.

The thunderstorm finally passed and we "roughed it" outdoors for a great BBQ catered by the folks at Big Nose Kate's Saloon in Tombstone. We formed up for a group photo and the committee began holding moustache contests, giving awards, explaining the morning start process and raffling prizes. A special group photo was taken of the 45 or so first timer riders on a Three Flags Classic.





The final excitement occurred about midnight when the fire alarms in the hotel were tripped by someone smoking in their room against the hotel's "no smoking" policy.

At 5:00am Friday morning we saddled up and rode over to Allen St. for our historic ride down this restricted road. The generous community leaders of Tombstone granted SCMA a one time moratorium to their "no vehicles allowed" rule. Pretty awesome !!

Day 1 one took us over beautiful mountain roads through southeast AZ and into New Mexico. The destination was Aztec NM for our first checkpoint.

Weather was perfect and only a little rain was encountered between Springerville AZ and Gallup NM. Those that missed the turnoff on Indian Rd 5 were treated to the magnificent vista of the massive Shiprock monument as they passed through Shiprock and Farmington on their way to Aztec.

Day 2 took us over the famous "Million Dollar Highway" through Silverton, Ouray and into Montrose CO. As we headed west on I-70 we again encountered rain. This rain stayed with us all the way into Green River WY. Heading north on WY-139 to Rangely and Dinosaur we were in and out of thunderstorms. A few times lighting came way too close for comfort! Then in Vernal the weather briefly cleared and we were treated to a beautiful view of the Flaming Gorge. But by the time we were approaching Green River Harley Davidson the rain was back upon us.

Day 3 we were heading for Helena and once again into rain. Worst yet, it was cold rain! Heading north on US-191 had us in and out of the wet. Then it cleared up somewhere



around Bondurant (I recognized a small restaurant where I had stopped for breakfast and warmth during the 2012 3FC) and stayed nice into West Yellowstone.

But once out of Yellowstone the weather was uncomfortably cold and wet for about 200 miles all the way to Helena. It was with great relief to enter the checkpoint and find they moved from their outdoor popup to a small banquet room in back of the hotel. Thank you Jorgensen's Inn and Suites for being so hospitable. And it was with pure joy to discover Cup O Noodles and hot water being provided by the volunteer crew at the checkpoint!! It took me almost an hour to recover from the cold before I could check into my room and have a delicious dinner in Jorgensen's attached restaurant.

Early next morning we found out that the committee was suggesting a route change. They had received reports that the leg heading north through Choteau and Browning, past St Mary's and into Canada was experiencing intermittent snow conditions. So the route was changed to take US-12 west to Avon then north on MT-141/200 to Clearwater and connect with MT-83 heading to Kalispell and US-93 taking us all the way to Kimberley!

As we headed out from Helena the rain was upon us once again. Unfortunately it got worse as we headed over the mountains and temperatures dropped to 31 degrees.....we were seeing light snow flurries at one point !!

Going thru Kalispell was nice as it was clear skies and warmer weather. The trip north into Canada was uneventful until north of the border when we started encountering intermittent rain again.

Finally we arrived in Kimberley and were able to enjoy this wonderful resort with a great dinner and a few beers!

The banquet was fantastic with prime rib, entertainment by Adi's yodeling and ladies playing cowbells. We had wonderful speeches by Sienna (our 10-year old on her 1<sup>st</sup> 3FC) and Ogbonnaya Kanu and his wife Eso of Niger. Their 3FC experiences were unique to say the least. BTW, Kanu is continuing on to complete a Triple Crown before returning to Niger.



Looking back on this year's event, I can truthfully say the weather was just as brutal, if not worse than last year between Alturas and Spokane. We went from extreme heat and dry, to mildly wet, to extreme wet and cold! And the wet and cold seemed to stay with us for 2 days! Regrettably we had a number of riders who were unable to finish this year's event. Many things happen during a 2,000 mile trek; flat tires, mechanical problems, and daunting weather conditions.

We look forward to seeing everyone return for next years tour that will have us crossing both borders and celebrating a finish in Puerto Peñasco Mexico!

Roaring exhausts and cheers to the 2016 Three Flags Committee for the wonderful and memorable ride!



## 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,

There is a substantial backlog of people who have paid for memberships but never signed in to fill out the final membership set-up; even after I sent emails to them. If you haven't received your packages and you have signed up, say more than 30 days ago, sign in to your account and make sure you've completed everything, that your information is filled in, and then we can get your package out to you .

**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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*Turkey Run  
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*Saturday, November 12th*

*Hosted by Red Hot Riders of San Diego*



Check in and ride route  
8:00 to 9:00a.m.  
Mainstream Bar and Grill  
13385 Poway Road  
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or email [GonzoCrossUSA@gmail.com](mailto:GonzoCrossUSA@gmail.com)







## Park and Ride Rally

By Gonzo #25051

The BMW Club of Southern California had agreed to join forces with the SCMA and schedule the fun rally that they first introduced about 5 years ago. Back then the objective was to find the CalTrans commuter Park n Ride locations and get a photo next to the sign. From that humble beginning the bonus point locations began to evolve into numerous other locations.

**BMW Club**  
of Southern California



**Ellen Meiseles** of the BMWCOSC was this year's

Rally Master and **John Cooper** of the SCMA was the co-Chair of the event.

Start time was 7:00 am from Mamba Motorsports in Santa Clarita, but by 6:00am numerous riders were already at the parking lot awaiting the Rally support team and for Mamba to open its doors; which is what occurred at about 6:05am.



Mamba Motorsports is a perfect location for the start. It has a fantastic showroom of BMW's, Victory's, Indians and Slingshots. Their parking lot was perfect to accommodate the start. We greatly appreciated Mamba Motorsports' support for this event!

Inside, Ellen set up the check-in table and riders began registration. Twenty-two riders registered for the event and six opted for a remote start. Riders were allowed a remote start if they mailed Cooper a signed and notarized Release of Liability (ROL).

Everyone had received digital rally packs 10 days earlier. During the 10-day period they had reviewed the bonus locations and evaluated various routes in developing their plan to most efficiently garner their maximum amount of points within the 8-hour rally period.

After registration riders enjoyed coffee and bagels/cream cheese and then fifteen minutes before 7:00am they lined up their bikes in the parking lot. At 7:00am Rally Master Ellen began waving riders individually on their way. By 7:10 the parking lot was quiet. The only remaining riders were John Cooper and Gonzo who were collecting clipboards and forms.

John was on his way by 7:20 heading to Vasquez Rocks, and Gonzo finally rolled out at 7:30 on his way to Mojave Airport and the Voyager 1 plaque. Although Gonzo was in the novice class he really could not be considered a competitor since he was also an organizer of the event. But he decided to ride the event for experience.

He selected "Spaceship 1 – Mojave Airport" as his first bonus location for two reasons; 1) to receive 299 points, and 2) to check out the Voyager Café located at the base of the tower and qualify it for the Cemetery Tour lunch location. There's a lot of aviation history here and Mojave is also a bone yard for airlines' unneeded aircraft. While taking a selfie in front of the plaques Gonzo spied John arriving at the location for his bonus points.



After completing photo selfies John headed to Bakersfield for the "Shoe Store" bonus and Gonzo headed back towards Vasquez Rocks and ultimately to the Angeles Golf Club to be present at "Meet The Chairman" bonus location.

The ride north and south on CA-14 was very pleasant, little traffic, 75 degrees, winds around 20 mph, and the wide open desert to view as far as the eyes could see; very nice indeed.



Entering the outskirts of Lancaster, Gonzo spied an In N Out Hamburger sign and remembered that each of them were 100 points and had a bonus of 3000 if visiting 5 of them. He exited Ave I and promptly obtained a no charge receipt for a cup of water!

Back on CA-14 heading south, he next spied Antelope Valley Harley Davidson dealership and he remembered that a dealership was also worth a

100 points and 3000 bonus points for 5. He exited Ave K and got a good selfie with the store sign behind him and bike. Lo and behold, while passing through Palmdale there was another In N Out on Palmdale Blvd, so Gonzo collected another receipt.

Next on the list was Vasquez Rocks but Gonzo had to be at the Golf Club by 11:30 and it was 10:40 when he left Palmdale south on CA-14. Fortunately the freeway traffic was relatively light and he pulled into the Angeles Golf parking lot at 11:39 and no one was waiting for him! He parked his bike near the bag drop and entry stairway as a good means for riders to confirm his presence.



Just as he was starting to head to the Agave restaurant to order lunch, **Jean and**

**Claudette Fradette** rolled up in their Slingshot. The two of them are having the time of their riding lives this year as they are wrapping up the requirements for the Grand Slam Award for riding all the Traveler's Awards rides and all 5 Premier Rides in one calendar year!

**Jim Bullen** was the only other rider who arrived to "Chat with the Chairman" for a bonus of 999 points! After an awesome lunch Gonzo headed over to Vasquez Rocks, traversed the gravel and dirt roads and got his photo. Then it was time to head to the dealer to help Ellen and John with wrapping things up.

When Gonzo arrived at Mamba Motorsports there were about 20 bikes already in the lot. Riders were busy reviewing their score sheet entries and tallying up their bonuses. Ellen was at a Pop Up doing business and John was over at a side table scoring rider's bonus sheets. Ellen also helped with the scoring.

Gonzo decided to have a little fun.....since his score sheet wouldn't count in the overall competition. He went across the street and took a photo of the Harley dealer's entrance. Then, right next to it was a pop-up with trim stating Van Nuys HD! Cool, another dealer ☺ but obviously NOT in Van Nuys ☹.

Then, at the scoring table, Gonzo recorded three 999 points for meeting with the two riders and for meeting himself! Gonzo's original score of 3000+ points got fattened upwards another four thousand points! But Scorer John Cooper caught onto the ploy and promptly disqualified Gonzo !!



Finally, all the scores were tallied and winners announced. 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place finishers in both the Open and Novice classes would receive a personalized trophy (Open Class)/Wall Plaque (Novice Class). Open Class winners would also receive gift cards from Mamba Motorsports.

It was amazing that many of the riders scored over 5,000 points. They visited Missions, In-N-Outs, motorcycle dealers, the Hollywood hillside sign, General Patton's Museum on I-10 at Chiriaco Summit, Ft. Tejon State Park, dinosaur's, Roy's Motel and Café, got photos with blue uniformed policemen, and many more.

Our highest scoring riders were the two-up team of Steve Diederich and Micki Denton with 22,121 points. Our Novice winners were the ties of Candace Hartley and Ron Howell with 10,209 points.

Everyone enjoyed the challenges the event provided. They had to plan and schedule their rides and then adjust their plans during the ride! Most especially everyone enjoyed the social interaction after the ride while enjoying sandwiches and drinks provided at the finish.

By 5:30pm everyone was on their way home with a smile on their faces at having such a fun ride.

See y'all at the end of the month for the Cemetery Tour and lunch at the Voyager Café at the Mojave Air and Space Port!

Here are the finisher results (a few were DNS/DNF)

## 2016 Park 'n Ride Scores

Class	Place	First Name	Last Name	Score
Novice	1St	Candace	Hartley	10209
Novice	1st	Ron	Howell	10209
Novice	3rd	Jean/Claudette	Fradette	4697
Novice		Steve/Theresa	Williams	3815
Novice		Walt	Kovacovich	3149
Novice	DNQ	Gonzo	Gonzalez	3496

Class		Last Name	Last Name	Score
Open	1st	Steve/Micki	Diederich	22121
Open	2nd	Kevin	Neustadt	14698
Open	3rd	Jim	Bullen	12888
Open		Michael	Tissandier	5538
Open		Mike/Pat Julien	Barber	3881
Open		Ken	Hicks	2563
Open	DNQ	John	Cooper	7224



# Pacific Coast Highway Ride --- October 2016

by Steve Fuquay #26167



Yes, once again your road raconteur and adventurer, Switchback the Road Pirate and his loyal Goldwing trike, Olde Skool, have cheated death. This time it was on a bucket list ride along the Pacific coast. The weather was great except in Oregon and Washington.



My Three Flags Classic ride (September) this year from Tombstone AZ to Canada went bust. I had to stop in Pinedale WY on the second day of the 4-day rally. In northern CO my left shock broke and I limped back to Las Vegas from my motel stop in WY. I had upgraded new shocks, tires, and sway bar replaced for this ride along the coast. Everything worked fine.

## **Sunday, October 9 = 410 miles (Las Vegas to Paso Robles CA)**

I leave early for a leisurely over to California. I have been on this route before on my trike. It was tiring, since it was my first day back as a road warrior. To reward myself, I went next door from the Hampton Inn to have a dinner at an upscale hotel and watch football from my table into the bar area. ☺

## **Monday, October 10 = 425 miles (Paso Robles to Ft. Bragg, CA)**



Today it is a short ride over to the coast (28 miles) near Cambria CA. I have done the ride up from San Diego in past years. I turn north and the scenery is just fantastic. The highlight of the day is the ride across the Golden Gate Bridge and all the fun crowds along the sidewalk. What a great memory. I messed up in my planning and did not realize my average speed today would be 40-50 mph. So, I

did not arrive at Fort Bragg until almost dark --- my bad

## **Tuesday, October 11 = 350 miles (Ft. Bragg CA to Coos Bay OR)**

Today I meet a retired police officer I worked with in Las Vegas for breakfast at McKinleyville CA (150 miles). This is lots of fun and then it is off to Coos Bay OR (200 miles). It almost seems like the scenery gets better and better if that is possible.



**Wednesday, October 12 = 240 miles (Coos Bay OR to Longview WA)**

I saw a herd of elk grazing on a motel lawn by the road. This was amazing to see so many, so close. Also, I got great views of Mt. Saint Helena and Mt. Rainier with fresh snow coming in from the west as I left the Pacific coast. It was amazing to see the upper north side missing. The picture shows it from the north looking south in good weather. The riding weather was holding good as I pulled into my motel in Longview.

**Thursday - Saturday, October 13-15 = 130 miles (Longview WA to Lebanon OR)**

The next morning, I had planned to take a side trip up to see Mt. Saint Helena up close. But the weather I had heard about was here big time. *I knew I should have gone up to Mt. Saint Helena yesterday!* I headed up I5 to the turn off to Mt. Saint Helena, but the low clouds and rain turned me back. It is still on my bucket list to see up close. The ride through Portland heading south was terrible with morning traffic --- stop and go in the rain on a trike.



I head down to Lebanon OR for the wedding of my niece and sister's daughter. My wife flies into Portland on Friday and drives down in a rented SUV. It is a *great visit and nice break* from riding. I got to see my other sisters, etc. too. My wife and I won the longest married contest at the wedding reception (45+ years). Of course while we were there in Lebanon, it is raining a lot and it is nice to drive around in the SUV. We stayed at the Best Western Premier and it was outstanding.

**Sunday, October 16 = 260 miles (Lebanon OR to Yreka CA)**

I get up early and start riding over to I5 (10 miles) and what a mess. I ride 260 miles in continual cold rain with periodic winds. I only see a few other riders going north into the storms. I finally give up in northern California and pull into the Holiday Inn Express. I am spent. All the smart riders are in warm motel rooms.

You might think that is good for an almost Super Senior (70) rider. No, you see a smart rider would have stopped for the day after about an hour or two. But, nooooooo. I tried to bust through to sunny California and the land of milk and honey and hopefully good weather --- wrong! At least I got to see part of Mt. Shasta along the road and eat at a Black Bear restaurant after checking into my room.

**Monday, October 17 = 315 miles (Yreka CA to Manteca CA)**

It is overcast again today and it starts raining again down I5. I am hoping it is clear by Redding CA (100 miles), but it is still raining. Finally, about 30 miles south of Redding it starts to dramatically clear up. I am so happy to be in great riding weather again after all

this time. *It is like I am born again with the blue skies and white clouds.* I eat a late lunch at the Black Bear and really enjoy just sitting there chilling out before heading over to the motel a few blocks away.



**Tuesday, October 18 = 505 miles (Manteca CA to Las Vegas, NV)**

I will never figure out riding. I did over 500 miles and I thought it was an easy day on the road. Maybe it had something to do with all the rain I went through and any good weather was good riding. I just do not know how to figure mileage and my riding enjoyment. I arrived in Las Vegas about 3 PM and was tired, but not too out of it. I slept good and felt fine the next morning. Ready to go again. This is weird.

**Conclusion**

The coast ride is one of the world's best. The scenery was outstanding. It is almost something you want to do every year. October is a wonderful month to go as long as you miss rain in the northwest. I just hit an *historic weather pattern* and had to grind through as best as I could. I am still glad I went on this ride and look forward to my next adventures.

Accurately recorded and respectfully submitted ---  
 Your obedient servants and road rascals,  
 Switchback the Road Pirate and Olde Skool the Trike





## 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)





# 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!*

## NEW Parks Plaque for 100<sup>th</sup> Anniversary

by Dean Sarrocco #28000  
Chair, CA Adventures Tour



2016 is the 100<sup>th</sup> anniversary of the US National Parks.

When I first became aware of this centennial of the National Parks I thought, "why not have a special plaque commemorating this centennial and award it to our 2016 finishers of the CA Adventures National Parks Tour?"

The members of the board also liked the idea....so this is what we're going to do.

We are designing a 9x12 plaque, with a background photo of a recognizable CA NP landmark and a raised NP centennial logo.

(possible backgrounds could be Yosemite Falls, Golden Gate Bridge, Sequoia Trees, Cabrillo Monument, etc)

Finishers will receive this plaque in lieu of the stone-style plaque presented the last three years or so.

As many of you know, completing the CA Adventures NP Tour is a very challenging adventure. The CA NP's range the full length and width of the state and, depending on the route taken, could be 2,500 miles of riding if done non-stop over a period of, say 5-7 days. Most SoCal riders will take weekend trips to cover sections of North, Central, Coastal, Desert and San Diego NP's for 4,000 miles or so of riding.



Visiting the CA NP's is a rewarding experience offering you the opportunity to learn about the arts, historical events, engineering accomplishments, geography, and native wildlife that is part of California.



This will be the only year that the centennial plaque will be awarded. So load up your iron steed and get riding to the park nearest you to start this grand adventure!

Be one of the few to proudly display the SCMA NP Centennial Plaque!

## 2016 Travelers Award/SCMA Meet Ups 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 Date-7 Passes
11. Jul 23, SCMA Dog Days of Summer Ride
12. Aug 6, Soup Meet Reunion, Charity Event (SCMA)
13. Aug 13, Lebanon KS Summer Bash (Not TA event)
14. Oct 1, Park 'N Ride Rally (BMWCOSE/SCMA)
15. Oct 29, Cemetery Tour (SCMA)
16. Nov 12, Turkey Run (Red Hot Riders)
17. Nov 19, Toys Charity Event

### Award Levels

#### Bronze Award

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

**SW Regional Ride Chairs for 2017.** Start thinking about the 2017 riding calendar. Are you ready to jump in and help administer it? How about designing and presenting a one-day or weekend ride and meet-up?

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 Gonzo) or any member of the SCMA board of directors*

2008 HONDA ST1300 ABS, 40k Miles, Fresh service, handlebar risers, repair manual, saddlebag inserts, factory heated grips and power windshield. Tags good through Dec 2016. Bike is in North County San Diego (Escondido) \$6,000 Call or text Mark @ [805-405-2030](tel:805-405-2030)

**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. Great opportunity to meet many of our members.

SCMA Meet Up SCHEDULED FOR Oct 29<sup>th</sup>

The next SCMA Meet Up (General Membership Meeting) will be at the end of the Cemetery Tour with lunch at the Voyager Café in the Mojave Airport, 1434 Flightline, Mojave. Lunch at 12:30pm

We look forward to seeing you there !!



**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.*

2014 Harley Electra glide CVO

Asking \$28,000 or make offer

Engine - 110cu in with cooling system; Trans - 6 speed; Miles - 6000 and going up, it is being ridden on 3 Flags.

Factory on the CVO, heated seat - passenger & rider with backrest, CB, NAV, XM ready, USB media port, upgraded floorboards - rider & passenger, hi-way pegs, vented fairing, vented lowers, remote locks.



Engine Oil & filter, primary & trans fluid have been changed at 6000 miles. Factory 2-year warranty expired but I am certain an extended warranty can be purchased thru Harley. Bike is currently located in Montana. Title in hand Tim Wanamaker [406-544-8790](tel:406-544-8790)

2007 Harley Electra glide Ultra Classic

Engine-stock 96"; Trans - 6 speed; CB with intercom, XM ready, stereo/CD with hawg tunes amp

44,000 miles, Engine oil & filter, primary & trans fluid service at 44,000. New rear tire at 43,500mi, new

front tire at 34,280, aftermarket

windshield & handlebars,

windshield/fairing bag (3

compartment), adjustable

backrest, 12V outlet in right

lower fairing, left lower has

bottle/drink holder, trailer hitch

& 5 pin wiring connector.

Bike is very clean, never

wrecked or laid down.

Asking \$11,000, make offer

Tim Wanamaker

C [406-544-8790](tel:406-544-8790) call or text



windshield & handlebars, windshield/fairing bag (3 compartment), adjustable backrest, 12V outlet in right lower fairing, left lower has bottle/drink holder, trailer hitch & 5 pin wiring connector. Bike is very clean, never wrecked or laid down. Asking \$11,000, make offer Tim Wanamaker C [406-544-8790](tel:406-544-8790) call or text

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

- October
  - 29 \*Cemetery Ride (Ride & SCMA Meet Up)**
- November
  - 12 \*Turkey Run (Red Hot Riders of SD)**
  - 19 \*Toy Drive for Charity (SCMA Meet Up)**
- December
  - No Events Scheduled
  - MERRY CHRISTMAS AND HAPPY NEW YEAR !!!
- January
  - 21 \*Soup Meet ReUnion (SCMA Meet Up)**

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 22 – 33

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



## The Birth of the USA Four Corners True "X" Tour

by Chuck Gatecliff #24650, and  
Barry Bullington #24781

*Editor's Note:* Last month's newsletter introduced Chuck and Barry as the designers and first finishers of the USA4C True X. Following is the first installment of their True X adventure.

Barry Bullington from Effingham, Illinois and Chuck Gatecliff from Brighton, Michigan rolled up to their reserved rooms at the Gateway Motel in Madawaska, Maine minutes apart and in another few minutes Joe LaChance stopped by. Barry and Chuck got organized and then rode to the 4 Corners Park and met Joe for pictures and a guided tour. They were joined by a writer for the local newspaper and enjoyed the interview. When it was time to return to the hotel Chucks ignition switch did not work and Joe arranged for a friend who "knew" bikes to



come to their aid. His friend was a real MacGyver and ten minutes after his arrival all was well. Barry and Chuck were extremely lucky. Joe and his wife Diane joined them for dinner and then they had a chance to share a beverage at their home.

The 4 Corners portion of their ride started at 7:35 am on Saturday morning May 21, 2011 as they rode South on Madawaska's main street the post office was getting smaller in their rearview mirrors.

There had been 17 days of rain in the last 19 days and today was no exception as the clouds were low and heavy. They had decided as this is the USA 4 Corners that they would stay in the United States so they rode south on highway 1 to I-95 continuing riding south and west all day riding thru Maine, New Hampshire, Massachusetts and arriving at a friend's home in New York where they pulled into their garage just as the heaviest rain of the day hit.

The highlight of their first day was the time spent with Vince and John and the shared dinner.

Their selected route would take them to all four corners of the USA and passing thru Lebanon, Kansas 3 separate times and they were now heading to Lebanon for the first time.

Today was Barry's 35<sup>th</sup> wedding anniversary and his wife Marilyn had entrusted Chuck to present Barry with her card and he didn't forget.

The miles just slipped away riding thru New York, Pennsylvania, Ohio and Indiana but when they entered Illinois a severe thunderstorm hit and fortunately they were near an exit and quickly rode to a gas station for cover. The lightning flashed brightly and the wind almost stopped the bikes as they rode under the canopy of the station.

An hour and a quarter later the rain slowed and the wind reduced and the fire engines in the







area were racing about so the rain suits were back on and the ride continued for another 126 miles to Joliet, Illinois where a check into the hotel was completed. Dinner was about a mile away and they just made it back to the hotel ahead of another heavy storm, Yeah!

During the next day the first pass thru Lebanon was made, but not before stopping to get the rain gear on as heavy rain was ahead.

While refueling the thunderstorm hit with a vengeance and for about an hour they visited with some locals around the stove in the service station even getting an offer

to return and go deer hunting in the fall. Then off to the Post Office where Debbie hand stamped the envelopes and told them that if they put post-its on the next two mailings, which were expected on days the Post Office would be closed, she would hand stamp them.

*Editor's Note:* Next month we'll resume Chuck's and Barry's story with their departure from Lebanon heading for Colorado.



## My Aborted 3-Flags Ride

Phil Tarman #26145  
Greeley, CO

I had planned three long rides for the summer of 2016:

1) A 5-day jaunt to Spearfish, SD, in early July for the NT/[ST-Owners.org](http://ST-Owners.org) National Rally. It's about 400 miles to Spearfish and then several days of riding in the beauty of the Black Hills while the madness of the Sturgis scene in August is still a few weeks in the future. It's always a fun time that includes deepening friendships that have matured over several years of campfires and conversations. I went in to have new PR4s mounted the week before the rally and learned that my final drive was toast. Repairs took three weeks. But that still left me ready for the next planned ride:

2) The "How the West Was Won" Rally based in Grand Junction. The HW3 is a 32-hour, 1100-mile scavenger hunt rally with several interlocking themes incorporating a few hundred-bonus choices, far more than anyone can reach. I had a "strategy" that would have made me a finisher. The night before I (would have) left for GJ, I woke up in extreme intestinal distress. By the time I could have stayed on the bike for more than hour, it was too late to make the tech inspection and I was too "drained" to have ridden even if I had made it to Junction. But, hey! I still had my last big ride:

3) The Three-Flags Classic! I left on Tuesday, August 30, planning to ride 500-or-so-miles toward Tombstone. I took US-285 southwest out of Denver through Fairplay and Buena Vista. I was about 185 miles from home and 15 miles short of 3000 miles for the year (by far my lowest mileage in August since I started riding in 1998), in heavy traffic alongside the rafting hotspots on the Arkansas River, when I was passed by a driver who pulled over onto a narrow shoulder almost as soon as he got around me. I wasn't sure what he was going to do, so I slowed down until I was almost to

him. That's when I saw the mule deer buck and two does on the center stripe maybe 30-40 feet in front of me. Even though I had my hands on the brake and clutch levers, I didn't have time to do anything.

The little buck and I proceeded to dispute the space we both wanted to occupy. I managed to get stopped, lower the side stand, and get off. Then I just stood there hurting.

The man who had passed me, came up and asked if I was OK. He hadn't realized I had hit a deer until the man behind me hit one of the does and told him he thought I'd hit the buck. I figured my headlight, turn signal, and driving light were probably destroyed, but they were undamaged. The only things I could see were a missing left mirror and bar end weight, and a cracked instrument panel cover. After a few minutes I decided that my hand might be OK to ride and went on at least to my next gas stop. That was at Poncha Springs. There I decided that it *might* be better the next day.

I rode another 325 miles to Los Lunas, NM, only having to stop at 4 traffic lights and once for gas. I slept fairly well after popping ibuprofen. Zipping my 'Stitch and boots hurt, but I got'er done. I was able to get the bike off the side stand and pull in the clutch. **But**, I couldn't release the clutch smoothly and stalled (and dropped!) the bike. That's when I decided my 3-Flags ride was history, too.

I spent Wednesday having my hand x-rayed and learning that it was, to use the doctor's technical term, "shattered." Thursday I arranged to have my bike towed to the Honda dealer in Albuquerque, rented a car and started driving home.

On 9/15, I had surgery and gained six pins in the hand. It's my left hand, and naturally, I'm left-handed. Recovery is slow, annoying, and still a little painful. It seems worse than my five

knee replacements were, but I was younger then.

The good news is that State Farm cut me a \$2800 check yesterday so I'll be whole financially (before I'm whole physically).

See ya' next year in Abbotsford!



*Editor's Note: While riding in Wyoming, one of our riders shot this photo of a herd of deer doing their version of a group ride ☺*



## In Pursuit of the Triple Crown

Russ Linstrom #25177  
Beverly Hills, FL

After reading about the Triple Crown on the website, I decided that I should give this a try! Looking at my schedule I decided that first I would do the CA Mission Tour so I started out in April, heading to CA. I figured 2-3 weeks should be sufficient time to complete all 21 missions. Off I go, and being from Florida the weather was good. I rode as far as Slidell, LA when strange noises started to come from the engine. A quick detour to a local Harley dealer was in order! This was a Friday afternoon and thankfully there was a hotel a block away. Next day I get a call that Harley Davidson was sending a new engine. Thank you warranty! Seems a lifter caused a "wee" bit of damage! After renting a car and driving back home I had to wait four days before the bike was ready. Now drive back to Slidell and then I had to ride back home as I had lost too much time to continue due to other commitments! OK, I will continue later.

Fast forward to July! Now I am ready to start again but this time I'll do the 4-Corners first. I start in Key West, FL and as most people know Key West is HOT in July and there is only one road in and one road out and traffic!! I was finally able to illegally park my bike and get a picture and then my gas receipt and head back home for the night. My next stop was San Ysidro, CA and the post office. A bit of difficulty finding a good place to park for a picture but I did get it done. Next thing I find out is that CA has a lot of gas stations that only take cash or debit! I don't use debit cards and I don't usually carry a lot of cash!

Now as I head North for Blaine, WA I figure that I can get in a few of the Missions and I'll get the rest when I finish the 3-Flags. No problems heading north except for a bit of rain through Seattle (not unusual) but leaving Blain it got a bit cooler riding through the Cascade Mountains. Now heading to Burlington, Ontario I was confronted with a thunderstorm and then

hail and winds making the rain go sideways. Everyone is pulling over as visibility was zero! Luckily I was able to get under a bridge before anyone else. 30 minutes later all was good and no more problems the rest of the trip. Well almost none! 80 miles from home (back in Florida) I once again got caught in a storm and no time or place to get on rain gear, it came so fast. The next 30 miles was in traffic, traffic lights and I don't believe there was a dry spot on me! I am doing this why?

Alright, the 4-Corners have been completed and now I am waiting for the 3-Flags. This was my 1<sup>st</sup> 3-Flags ride and I headed out toward Tombstone the end of August. I decided to take it easy and only do about 500 miles a day as I had plenty of time to get to Tombstone before the 1<sup>st</sup> of Sept. I have ridden this stretch of I-10 many times but this time I had at least 100-150 miles of rain every day until I reached AZ. Riding through El Paso isn't fun anytime but now try it in a downpour with traffic moving about 15 mph and visibility not great! But "Onward!"

I spent a day or two in Tucson with a friend, got to Tombstone for the opening and more rain! At 5:00 AM the next morning we are off, heading to Aztec, NM. Great roads, many I had done the previous year on the HOG Myths & Legends Tour. Now those that were on the tour know that we had a bunch of rain, as in 2 ½ days' worth and some snow flurries leaving Helena, MT. Except for the rain it was a great ride and I do believe I will be back again in 2017!

Leaving Kimberly, BC, (in the rain) I am now heading to California to complete the Mission Tour. I finally managed to get out of the rain after reaching Coeur d'Alene, ID. From then on it was good weather although mornings could be a bit cool.

While doing the missions I had another bike problem in Salinas, CA. Engine light &

temperature light came on, so it was off to another H-D dealer. Six hours later they tell me all is good and off I go again. The next morning I get about 15-20 miles and the lights are back on! The bike is running fine so I figure I will keep going as it is Sunday and the dealership is closed! I decided that if this engine blows up it is going on a truck and back to FL. I am going to finish this Mission Tour one way or another.

Next mishap is in San Raphael, CA where my foot slipped while parking and over it goes! The bad part was I was on one heck of a slope! I tried but couldn't get it up as it was laying downhill. Thankfully a couple of people came to my aid and it took all three of us to get it upright! All this for a picture of a Mission!! The only damage was a broken end cap on the throttle handgrip! (That is a \$300 grip on a CVO) That was the end of any more mechanical problems. The warning lights stayed on all the way home! But the bike was running fine!

Just over 8,000 miles for that trip added to the 10,000 miles for the 4-Corners, but I did manage to complete all three rides for the "Triple Crown". I also got to see much more of California's back roads and scenic areas than I had on previous trips!

Oh the warning lights... bad water pump! In addition, a frozen caliper piston on the right front calipers.

Thank you SCMA for the fun I had on these rides!!



# ABOUT BAM

**Katherine Markowicz**  
Marketing & Promotions  
Brown, Koro & Romag LLP



## Roadside Assistance for Motorcycles

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

## 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.

## 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

## 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.motorcycleroads.com/75/555/Texas/The-Three-Sisters-\(AKA-The-Twisted-Sisters\)-Ranch-Roads-335-336337a.html#sthash.VtF1zKaL.2OUPjSG.dpbs](http://www.motorcycleroads.com/75/555/Texas/The-Three-Sisters-(AKA-The-Twisted-Sisters)-Ranch-Roads-335-336337a.html#sthash.VtF1zKaL.2OUPjSG.dpbs)
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 34 – 47

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

## A 10-year Old Girl's 3FC Adventure

*Sienna Delgado #46177*

Hi,

My name is Sienna Delgado and I am 10 years old and I would like to tell you about my adventure on my first Three Flags ride.

My Papa, Newton Tobin asked me if I would like to go on Three Flags with him. I didn't know what that was so he told me about it. I really love being with my Papa so I said YES.

Finally the day came for us to leave. We left my house in Vacaville with my Mom and step dad Brian on Aug. 28 and rode to Bishop, CA .

Bishop is where my Mommy was born. Papa and I left Bishop the next morning and headed to Kingman, AZ. My mommy and Brian headed home.

We road through Nevada and I got to see where my Grandma and my Mommy used to live. We went past Las Vegas and road on the famous Route 66. Papa told me all about it. It was a very hot ride and we went swimming as soon as we got to the motel in Kingman.

The next day we headed to Flagstaff, AZ. After we got to our motel, we rode to the Grand Canyon. I have never been there and it was amazing. I also saw a little chipmunk. He sat next to my boot and then climbed up on my boot and started to chew on my pant leg. I also got to see a baby elk and its mother. We had a great day.

We left Flagstaff and headed to Tombstone. When we got to Tombstone, we

met up with our friends Ginne and Al Mistle. After we checked into our room, we went to lunch at Big Nose Kate's Saloon. Boy was that fun. The next day Papa and I went all over Tombstone. I got to meet Virgil and Wyatt Earp. We went to the gunfight at the OK corral. I was so excited, that was awesome. Then we went to Big Nose Kate's again. I was hung in a pine box and held a rifle with my money near me. We had so much fun; I have the greatest Papa.

We checked in to get our passports on Thursday. Rodney asked me to help judge the mustache contest, how fun that was and we got rained on during the banquet. Thanks to our friend Ginne, she lent me some dry clothes and washed mine.

On Friday morning about 5am, we left Tombstone and headed for Aztec, N.M. On Aug. 3rd, we left Aztec and went to Montrose, CO. My Papas' parents used to live there so we went to where they lived. I told my Papa I wish I could have met them. Then he asked me if I would like to meet them and I said yes ! We went to the cemetery where they were buried and Papa introduced me to my great grandma Cordie Tobin, my great grandpa George Tobin, and great uncle Tom Tobin. I sat by them and talked to them and cried and I could feel them love and hug me. This was the best part of my whole trip. Papa and I cried and hugged each other.

We left and headed to Vernal, Utah to meet

friends and hit bad weather. It was raining and hailing so hard. Then it was lightning all around us near the road and I got scared. We saw the Pinedale Café and pulled in there to wait out the storm. We waited about three hours. We had to stay in Vernal that night.

After we checked in at Green River, WY. we headed for Jackson. On our way we hit more rain and bad wind. A Patrolman pulled us over for speeding a little and warned us of a Tornado ahead and to stay in Jackson.

When we were leaving Jackson, we started up a hill and Papa missed a gear and we went down. We were just starting out, so we weren't hurt and some nice bikers helped us up. Thank you.

We left Jackson at 7 am, went to Helena, MO then to Kalispell and got to the Canadian border about 10:30 pm. Papa told me we had about 2 to 3 hours to go and asked me if I wanted to stop for the night or keep going. I told him lets go. We stopped somewhere at a Mickie Ds' to eat and asked for directions to Kimberley, B.C. We followed the directions and found out we were sent 100 miles the wrong way. We turned around and stopped in Cranbrook and were told the right way. We couldn't find the hotel and went back to Cranbrook and at 2 am we got a room. I took a nice hot bath to thaw out and warm up.

The next morning, Ginne meet us at the Best Western and led us to the Kimberley Hotel. I was so happy to see my Grandma and all the other riders. What a wonderful, exciting, and sometimes scary trip we had.

At the Banquet that night I was honored to carry the American flag at the beginning of the presentations. I was asked to come on stage and share my story. This brought tears to my eyes because I was so happy to have been able to do 3 Flags and honored to ride with and meet so many nice people. I was also given an honorary belt buckle. Wow !

**Thank you to all the people who rode and made me feel so welcome.**

By the time we got home, we rode 4700 miles in 13 days.

I will never forget this ride or the wonderful time I had with the GREATEST Papa in the world. I love you so much!!

I can't wait till next year's 3 Flags !

Sienna G. Delgado

02/14/06



## Tenth Annual Three Flags Classic Mexicali, BC Mexico to Kamloops, BC Canada

*Robert Hickey #23283  
1985 Three Flags Classic #196*

We were a group of five bikes and six people from the San Diego Touring Society, a local bike group in San Diego, Calif. We arrived in Mexicali to a lightening strike on a power pole transformer 100 feet in front of us. Was this a sign of things to come?

The start location was an Agricultural Assembly area, no hotel, no restaurants, and no overnight stay. The start time was 10 P.M., so we planned an overnight stay in Blythe, Calif. After the start we were riding through the agricultural fields of El Centro and Brawley surrounded by wind, rain and lightening. We were hit with some heavy rainstorms followed by dust storms. It wasn't until the next morning in the motel in Blythe that we saw the mud that we had accumulated on this short ride.

We left Blythe early with clear skies and very warm weather. We then headed for the checkpoint in Prescott, Arizona. Arrived in Prescott at 10 a.m., checked in and then took some pictures of the historic area before leaving.

We were on the highway to Flagstaff planning to stop for breakfast at restaurant on highway 89a. Well, we found out how fast a thunderhead can build and dump a ton of rain. No place to stop and put on rain gear, so we tried to outrun the rain. Didn't happen and we were drenched. People in the restaurant saw us come in sopping wet, go in the restroom and come out with dry clothes.

After breakfast we headed on to the next checkpoint in Cortez, Colo. We made the stop at the Four Corners Monument and had our pictures taken. We arrived at the checkpoint in Cortez at 9:18pm, MST. As three of us had our trailers and we all had camping gear we found a place to pitch camp and spend the night.

The next morning we headed for the next checkpoint in Heber City, Utah. We rode through some beautiful area around Moab, Utah. Nice uneventful ride to the checkpoint. Arrived in Heber City at 1:42 p.m. Departed the checkpoint heading for the next checkpoint in Arco, Idaho. We decided to go to Blackfoot, Idaho for fuel. We were also told there was road construction on highway 26 going to Arco. As it was late at night we did not figure road construction would be a problem. Boy, were we wrong. We found that road construction was taking up the entire road to the base material. It was late, it was dark and it was raining, a bad three combination. I do not remember how many miles we traveled in this muck, but it was a real strain on the body to keep the bike upright, especially with a camp trailer.

We arrived in Arco at 9:30 p.m. Checked in and asked where we could find a motel as we were wet and cold. The person running the checkpoint said there are no motels in Arco. He said to wait until he makes a phone call. He called the owner of the Bowling Alley and told him the situation with more riders coming. The owner told him to send everybody over to the Bowling Alley and he will be down to open it. It was closed for resurfacing the lanes. He let us all in, turned up the heat, put on coffee and opened the snack bar. He said you can sleep anywhere but on the lanes. The next morning we woke up to ice and snow covering everything. After leaving some money and thanking the owner, we very carefully and safely rode out of the snow and ice heading for the next checkpoint at Hermiston, Oregon. We arrived at the checkpoint at 3:24 p.m.

We decided that as we had our camping gear we would look for a place to spend the night. We found a very nice campground on Moses

Lake, Washington. The next morning we headed out for finish check point in Kamloops, B.C. We stopped for breakfast at the intersection of Hgwy. 2 and 17 and found the best cinnamon rolls in existence. That was breakfast with some hot coffee.

As we were riding through some beautiful apple orchards we stopped and bought a few to take with us. That is until we stopped at the Border checkpoint in Canada. They asked if we had any produce and we said we just had some apples we just purchased. The Border Guard said well you could have your first Canadian picnic or just throw the apples in the trashcan. I guess they figure like the Calif. checkpoint that bugs cannot cross the Border.

We arrived at the finish in Kamloops at 3:21 p.m.

The next night we had the banquet. The speaker was the Mayor of Kamloops, and he was the most entertaining and funniest speaker I had heard in a long time and no profanity; truly an enjoyable evening.

The next morning early like 5 am, I departed to go back to my home in Lakeside. Our group all had different routes to go home. It was really cold and I rode in pouring down rain from Kamloops to Redding, Calif. where I found a warm, dry motel. The next day I arrived home and started the bike cleaning process.

At the next meeting of the San Diego Touring Society we discussed the event in Arco at the Bowling Alley. We decided to make up a plaque to the owner for what he did for us. One couple that was on the ride and slept with us in the Alley said they would go through that area and present the plaque. As far as I know the plaque is still there.

And that is the 1985 Three Flags Classic ADVENTURE !!



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# A Lucky Three Flags Finisher !!!

by Sam Birchill #32018

I was getting everything together for my 3 Flags run and was going through my checklist. Bike was serviced; oil and filter changed checked my tire pressure and tires. Everything seemed okay. About 900 miles on my Metzler's front and rear. I should be ready.

My two buddies and I started out from Carson City on our fall adventure, heading first to the starting line in Tombstone. Well I will tell you there are some long and boring mile through the Nevada and Arizona deserts to Tombstone and we just wanted to get there. The temperatures' started to rise and so did our speed. Cruise set at 75; then 82; then 95; then. Well you get the picture. Temps running up to 108 degrees and speeds close to that same number.

We came into Tombstone early and settled in for the night. Checked in and went to the banquet in a thunderstorm. Next morning came early and we got fed and were off in a cloud of dust. Tires looked okay. Should make it all right if I was gentle on that rear Metzler.

Day one was uneventful with some good riding and we made it all the way to Durango, Colorado. Day two on to Rock Springs after a nice conversation with the local Highway Patrolman and a \$300.00 donation to the government coffers of Colorado.

Day three was an up and down day. One of our group seemed to get lost in Jackson, Wyoming but we pressed on knowing that we would all meet up that evening. Stopped for gas in West Yellowstone and the weather was turning. About 45 minutes out of West Yellowstone, Greg, my riding buddy pulls me over and says I should look at my rear tire. By now there was a pretty good rainfall, and he noticed a shinning strip on the center of my rear Metzler. Seems that the rubber was all gone and steel cord was now my primary road contact. This was not good and the rain was

not helping. I am 152 miles from the Helena checkpoint. It is raining heavier and I am not a happy camper. I guess with the high speeds; hot weather and added load, this tire was not going to make 8,000 miles or even 5,000 for that matter.

I slowed way down and limped into Helena on a Sunday afternoon thinking my 3 Flags tour was only going to be two flags. I went into the checkpoint and was dejected and consigned to be a DNF. No tires for my bike on a Sunday night in Helena, Montana on a holiday weekend.

A fellow Ed, heard my story and gave me the names of the few motorcycle shops in Helena, but did know if I would be able to get in touch with any of these folks. I was pretty consigned to waiting until Tuesday and then getting a new tire and then head home. I gave Ed my cell number and if he came up with anybody who could help, give me a call.

I went to the motel and met up my compatriots and laid out my story of woe. About 5 o'clock, my phone rings and a fellow calls and asks for me. He said his name was Kevin and he says that he heard of my dilemma, and that he might have a tire that would work. "What size tire to you need he asked."

"I need a 190 x 55 17 ZR" I tell him.

"I have a 180 x 55 17 ZR" he replies.

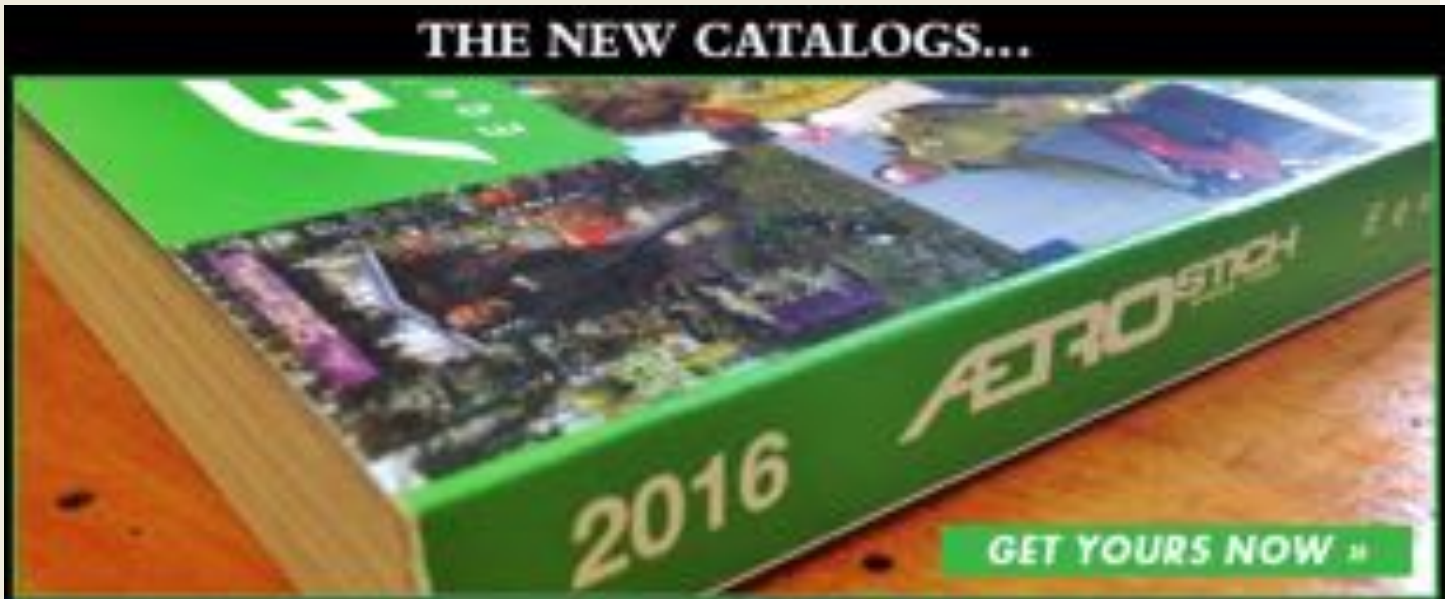
We're on a Sunday night, on a holiday weekend, in Helena, Montana you can't be too picky so I say, yeah, that will work. Now Kevin lives about 15 miles outside of Helena and it is till raining a little so after getting directions I take off to his "shop."

Now I though Kevin was a motorcycle shop, but when I get to his place, I realize that this is just a guy with a nice garage (with lots of motorcycles) and a tire and a tire changer. He has a brand new Michelin Road Pilot 4. We get

my bike up on his lift and change the tire. I order an exact replacement tire from Motorcycle Superstore and then try to pay Kevin for helping me out. He absolutely refused to take any of my money and said that he was just glad to help out.

Kevin Huddy is a retired US Army officer who had moved south from Fairbanks, Alaska to get out of the cold. So he picks balmy Helena, Montana to get away from the cold? In any case, what a great guy. Saved my 3FT and I got my buckle.

Oh, and my two buddies? They had to stop in Couer d'Alene, Idaho for new tires.





# A Thank You To Those Who Helped Us

by Judy Hart #24911  
(Fern) Leroy Hart #18725

*Editor's Note: This is a story that demonstrates the many facets of the SCMA and The Three Flags Classic Tour. This story demonstrates the challenges encountered on this ride. It tells of courage and determination, of friendship, of Samaritan Acts, and of wisdom in making a final decision. The Harts are experienced riders of many a 3FC; we are saddened they were unable to finish the 2016 3FC, but joyed knowing they made it home safely. We hope they will be able to attend the Annual Awards Banquet in March.*

Just a few "THANK YOUs" that need to be said. We met many new friends along the way on this 41<sup>st</sup> Annual Three Flags Classic. Some that immediately come to mind are Kirk & Debbie and Richard & Laurie.

Our trailer came out of the receiver hitch shortly after leaving Rangely. We were unable to pull over immediately when it started swaying because it was only a two lane road, one lane in each direction, and the shoulder slanted too much on a downward angle. Leroy slowed down while continuing uphill. At the crest of the hill, he pulled over into a turn out area. By that time, the trailer was only being held by one safety chain. The ball had been dragging along the asphalt and was severely worn down.

My cell phone had become unable to charge (for some unknown reason) while in New Mexico. I was unable to get a signal out. We have 2 towing service policies on our bike & trailer, one with AAA and the other with GWRRA Rescue Plus.

Unable to get a call out, we just stood there praying to God for His help. It was then that Kirk, Richard, and their spouses pulled up. They had assisted us the previous day, also. While they were assessing the situation, two oil field workers, or so they identified themselves as, Steve and Earl, made a U-turn, pulled up and asked if they could be of any help.

Steve used his phone to call back into Rangely and tried to locate the parts we needed. It was getting on towards 5 PM, closing time. He said he'd call AAA for us but it would be hours before help arrived. He offered to take our trailer into Vernal, UT and see to it that we were

able to get the parts we needed in order for us to continue on. Everyone at that point, took a side and lifted our trailer into the back of Steve's pickup truck. It had to be 50 miles or so that these 2 oil field workers (we call them Angels) carried our trailer into Vernal. They took us to an Auto Zone store, where Kirk and Richard quickly examined, measured and found every necessary part we needed. We never found the previous locking pin, so we bought a HEAVY DUTY one and installed it before we left.

Thanks to our Angels of Mercy we were "on the road again". We had no trailer lights because the wiring harness had been disconnected. Kirk led the way with his First Mate and Richard and his, brought up the rear. The Green River checkpoint was closed by the time we reached I-70. We had rooms in different hotels in Rock Springs, WY.

We had every intention of meeting our friends at 6:15 AM at the Flaming Gorge Harley Davidson store the next morning, but we missed the right hand turn and went through town three times before getting directions to the dealership. By the time we arrived there and got checked in, they had already signed in and gone on to Helena, MT about ten minutes earlier. We waited for the mechanic to come to work for the dealership.

At 9:00 AM, we found out that, being a holiday, he was given the weekend off. Leroy went to Ace Hardware as they opened up and purchased a crimping tool and proceeded to rewire the trailer. I had to crimp the wires because Leroy's vision is too poor to see tiny things. I continued to try to charge my phone, but to no avail. Lisa Maes and Kaitlyn, (I sure

hope I spelled it correctly) at FGHD were so kind and attentive to our needs. Kaitlyn carried out bottles of water to the parking lot periodically to us.

My newly installed headset came loose from my helmet and the mic wouldn't stay in place. Lisa found clips from gloves to help me re-connect my headset to my helmet. They also allowed me to use their personal phone to contact my family. I assessed the situation and all the troubles we had prior to this moment. Upon leaving our home in Apple Valley, the freeway on ramp was closed for construction. We had to back track and take another route to the Freeway. That was the first warning I think. Here's a list of things that happened to us:

1. Upon fueling the bike at the first stop, I wrote down the current mileage. The distance recorded was only 8 miles. The Odometer wasn't working
2. We took the Hwy to Gila Bend to avoid Phoenix traffic. Big mistake. Took longer. Extremely bad weather. Leroy's blood sugar dropped way down. He almost collapsed. Too long between meals. Stayed in Sierra Vista, AZ the night before the sign-in. Needed to rest.
3. Very wet weather in Tombstone. Almost a monsoon.
4. We took a different route going East from Safford because we were told Hwy 60 was closed due to a rock slide. We later found out that we didn't have to alter our route. There was no closure on the 77/60 out of Globe. We traveled many extra miles and hours to Aztec, NM.
5. Our co-rider and friend, Paul, received a call about his mother's health. He was obligated to return home. He had lunch with us in Silverton and left. On his way out of town, he picked up a downed biker and bike and proceeded back to CA. We went on alone.
6. My newly purchased and installed headset came loose from the helmet. One piece of the helmet plate with the 2 screws fell off. The mic would constantly fall down from inside my closed face helmet. I had to remove my right glove in order to feel the thin mic wire to place it to my mouth. I ended up losing 3 right hand gloves this trip.
7. Severe noise in the back of the bike. It ended up, that one of the safety chains had broken loose and was dragging. A man named Steve unhooked the broken chain and handed it to us when we stopped for gas in Dinosaur. Thank you, Steve. The remaining chain was the only thing that kept the trailer connected to the bike.
8. The hitch separated from the receiver. The locking pin was lost. The ball stem had been dragged along the ground and run down to half its size. Before being able to stop, the trailer weaved back and forth from the center divider line to the shoulder line.
9. My cell phone refused to take a charge. Plugged in for hours. No bars either.
10. Leroy was able to rewire the trailer in the Green Valley Harley dealership parking lot with turn signals and stop lights...but no clearance lights.
11. We had lost the fuel gauge reading. It remained on "E" even after filling up.
12. I tried to "time" fuel fill ups. If we traveled at 70 MPH, in 2 to 2-1/2 hrs, we'd need to start looking for a gas station. That method would work if we drove at 70, but what if we had more rural/ mountain roads at 15-20 MPH? It took hours to get through 50 miles in the mountain's switchbacks, etc. My method worked great on the way home....until my watch quit running. We stopped and Leroy took off his watch and attempted to make it smaller to fit my wrist, when his watchband broke.
13. We had no dash lights.
14. We almost went down twice. Lost the pavement once but Leroy corrected.. We did go down in Rock Springs just before we got into our hotel. I was bruised from my knees to my groin. Took both men, Richard & Kirk, to get the bike off me & to pick me up.

When Lisa Maes came out from inside the HD store, she showed us the weather report on her cell

phone. Green and Orange clouds going north. Even if we made it to Helena, MT and it didn't snow, any moisture on the ground could freeze over. I could not bare the thought of any more trouble. I was Done...with a capital D. It was almost noon Sunday. We had made as many electrical corrections that we could. It was decision time. I begged my husband to PLEASE TAKE ME HOME TO CALIFORNIA.

This was his 32<sup>nd</sup> 3 Flags Classic. He had always finished. The walls in our music room are lined with plaques, belt buckles, hats and Passports. He's 82, soon to be 83 in December. He has Macular Degeneration and Diabetes. He is not a quitter. He would have finished this run, with God's help, but I had the thought in the back of my mind, that we could come back home in a box. He honored my plea.

This letter was meant to be a "Thank You" to the Flaming Gorge Harley Davidson Dealership and its crew, Lisa & Kaitlyn especially. May God bless you one and all. We also want to thank Kirk and Debbie and Richard and Laurie. I wish I had gotten your addresses and phone numbers. Good Luck and Much Happiness in your new home in Chino, Richard.

This letter ended up being a detailed list of problems, for which I apologize.

I just wanted people to know why we weren't at the Finish. We lived.



## PREMIER “5” SLAM AWARD

In 2013, for the first time ever\*, one of our riders completed all 5 of SCMA’s Premier Events in a single calendar year. The asterisk is there because we have yet to hear from anyone claiming to have done so previously.

With that precedence set, a few more riders went out and rode all 5 Premier Rides in 2014 and 2015. To date we have four riders who have ridden all 5 Premier Events. Unfortunately, none of them has received recognition for that extraordinary accomplishment.

In the meantime, the Grand Slam award was established to recognize any rider who completes all 5 Premier Events AND 13 of the monthly Traveler’s Award rides, all in a single calendar year. Last year Dannie Fox successfully completed all 5 and 13 and received the Grand Slam Award at the 2016 Awards Banquet.

Members of the board recognized the challenge of completing all the rides to earn the Grand Slam Award is next to impossible unless a rider resides in the southwest region. Logically, it would seem that many of our members may be able to ride the 5 Events but would be unable to ride to CA every month for a Traveler’s Award event.

Addressing that constraint, the board has unanimously agreed to establish an award to recognize riders who complete all 5 Premier Events in a single calendar year. It will be titled the Premier “5” Slam award and will be retroactively awarded to those who have accomplished that significant event. Completing 5 Premier Events can only qualify for one award....either the Premier “5” or the Grand Slam, in a given year.

We have a partial list of previous finishers of this challenge. If you are a finisher and not on the below list, or if you are erroneously listed, please **contact Gonzo** (949-433-0761) to report your status. We would like to present this award to all finishers at the 2017 Awards Banquet, Irvine Wyndham Hotel on Saturday March 4<sup>th</sup>, 2017.

Finishers:   2013 R. “Gonzo” Gonzalez  
              2014 Charlie Hart  
              2015 Claudette Fradette, Jean Fradette

We look forward to presenting this award to past and future finishers who complete all 5 Premier Events in a single calendar year!

# FREEDOM'S RUSH

Tales from The Biker  
and The Beast



Foster Kinn



# Wheels on the Road



By Gonzo #25051

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

## 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 Chief NEEDED !!

A Ride Chief is need for the 2017 riding season.

Please contact Gonzo at [Chairman@SC-MA.com](mailto:Chairman@SC-MA.com) or 949-433-0761

## SCMA Facebook Posts

Post photos and comments during your Premier Ride

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

<https://www.facebook.com/SCMA3FC>

<https://www.facebook.com/scma.21.missions/>

<https://www.facebook.com/scma.park.adventure/>

<https://www.facebook.com/scma.4.corners/>

<https://www.facebook.com/scma.best.15/>

## 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.

## California Law Update

1. Lane splitting is now legal, with rules
2. If ticketed, you can attend an mc safety course instead of traffic school.

## *SCMA's Premier Events*

### **USA Four Corners Tour/USA Four Corners True X Tour (an AMA "Extreme Grand Tour")**

Imagine the adventure and satisfaction of visiting San Ysidro, CA; Blaine, WA; Madawaska, ME; and Key West, FL in 21 days or less. The USA Four Corners Tour is a self-guided tour visiting these four locations in any order you select and at any time of the year. Add Lebanon, KS between each corner and do it in 26 days or less and you have a "True X". Starters shall receive a numbered towel, pin, hat and t-shirt. Certified finishers receive a plaque, patch and finisher's decal. Visit our website for complete information and online registration for this World Class event. More people have topped Mt. Everest than have completed this challenging long distance pinnacle. Dannie Fox is chairing this event.

### **Three Flags Classic (an AMA "Extreme Grand Tour")**

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

### **California Adventure Series**

The California Adventure Series includes two different rides: The California Parks Adventure (CPA) and the California Mission Tour (CMT). Completing one or the other helps to qualify for the Triple Crown award. Dennis Even is chairing this event.

CPA During any single calendar year and in any order and at any pace, visit at least 24 of the 25 National Parks and Monuments in California. Join the fun by purchasing a full color, well-illustrated passport book from SCMA that lists all locations. Get a park stamp and a photo of yourself at each location. Return the completed passport to SCMA and get it back along with a pin and a plaque. Visit <http://sc-ma.com/rides/california-parks-adventure> for detailed rules.

CMT During any single calendar year and in any order and at any pace, visit all of the 21 California Missions. It works just like the CPA listed above

### **SCMA Best 15 US Roads Challenge**

During 2016, travel our annual list of Best 15 US Roads. Every mile from your home to the roads and back again must be traveled on a motorcycle, trike or sidecar in a single calendar year. Rules, application information and details can be found on our website. This event qualifies as an alternate to the CA Adventures Series in earning the Triple Crown. Bob Roger is chairing this event in 2016 and can be contacted at [rsroger03@gmail.com](mailto:rsroger03@gmail.com)

### **The SCMA Triple Crown Award**

Imagine completing the USA Four Corners Tour, the Three Flags Classic AND either one of the California Adventure tours or Best 15 Challenge in a single calendar year (Jan to Dec of the same year). It is a rare achievement--completed by only 10-15 riders per year. SCMA honors this significant accomplishment with a limited-edition plaque that marks you as a very unique long-distance rider: A Triple Crown Winner. Gonzo will be chairing the selection committee in 2016.

### **The SCMA Grand Slam Award**

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

### **Annual Awards and Appreciation Banquet**

Triple Crown Awards and others awards are presented at SCMA's Annual Awards and Appreciation Banquet at the Irvine Wyndham Hotel, California on March 12, 2016. Meet and Greet social begins 5:00pm and banquet doors open at 7:00pm.

## 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.

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.



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or

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