



SCMA NEWS

Proudly Serving the Long Distance Riding Community Since 1968

Countdown to the 2013 Three Flags Classic

August 30-September 2 (see page 15)



Upcoming Events (See club websites for details)

July 7 South Coasters Picnic

July 16 SCMA Board Meeting,
Shaker Cafe, Glendale, 10AM

July 7 Iron Butt Rally, Ck. Pt. #2,
Rancho Cordova (come watch the
fun)

July 17-21 BMW MOA National
Rally, Salem, Oregon

July 13 SCMA General
Membership Meeting, Coco's
Covina, 9AM

July 27-28 AZRATPack Desert to
Sea Ride (Overnights in San Diego)

July 14 SCMA Dog Days of
Summer Ride, Start in Derby Acres

Let's Ride!

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We Want to Hear From You Contact Us At:

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The Buck Stops Here:
714.801.3931
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Road Signs

By Blake P. Anderson

Big Changes: TFC Checkpoints #2 and #3 have been MOVED!

TFC Ride Chairman Dennis Even has just announced that checkpoint #2 has been moved 200 miles west from Valentine to Chadron, Nebraska.

Checkpoint #3 in Bismarck has been moved a short distance from one hotel to another. See page 16 for details.

Are You Blocking Us?

Some of our readers and some of our riders are not receiving notifications (or this newsletter) because of their email settings. There is nothing we can do from our end.

The big problem this is causing right now is this: If you are signed up for the 2013 TFC and have not heard from us, there is a good chance that all of our efforts have bounced back or our messages have been captured in your spam folder.

If this could apply to you, please change your settings. If you are unable to make the change yourself, ask your grandson or the kid down the street.

Black Box Privacy Act of 2013

A bipartisan House Bill will be introduced soon which is called the "Black Box Privacy Protection Act". The bill will protect motorcyclists' rights by requiring dealers to notify buyers that event data recorders (Black Boxes) are installed on

their motorcycles and how such data can be used.

Manufacturers must provide an option to turn the device off at the option of the buyer.

The National Highway Traffic Safety Administration has issued a Notice of Proposed Rulemaking requiring black boxes on all passenger cars and motorcycles manufactured after September 1, 2014. The rule already includes disclosure requirements but the House bill will go further to protect privacy.

If you want your voice heard, follow AMA's "Take Action" option found at www.capwiz.com/amacycle/issues/alert/?alertid=62672646&type=CO

General Membership Meeting Includes Election Results

Our next meeting is July 13, 9AM, Coco's Covina. We will draw for a free breakfast. Among other agenda items, come join us to witness the election results and thank the outgoing and incoming officers.

Annual Board Election Is Underway

The election is underway now through July 12 for the three board positions that are elected in odd-numbered years for two-year terms:

The ballot has been distributed by email and is also in this newsletter. Completed ballots must be printed,



And, its Glove-Friendly!

completed and mailed to SCMA, PO Box 487, Norwalk, CA 90651 by Friday, July 12. Include your name, SCMA number and return address on the envelope so your ballot can be verified.

Ballots will be separated from their envelopes, counted and announced at the July 13 General Membership Meeting.

Steve Howe and Mike Barber will co-chair the October 27 Cemetery Tour

Steve and Mike have stepped up and have begun to plan our annual Cemetery Tour. Thank you Steve and Mike!

It's EASY to Subscribe to SCMA News

Want to subscribe? Know someone else that wants to? Simply email the editor at BlakePAnderson@gmail.com and request it.

You will receive the newsletter once per month and occasional special announcements.





The Dogs are Running July 14 By Steve Howe

The Dog Days of Summer Ride is July 14. Arrive Sunday morning gassed and ready to ride at the Tumbleweed Cafe on CA-33 in Derby Acres, CA. Derby Acres is a very small outpost north of Taft. The café is a rustic red building about three miles south of the CA-33/CA-58 junction. Breakfast is good and the portions are generous.



Registration will be open from 6:00 to 9:00 am to accommodate the early birds and those coming from home. Stay in Taft or Bakersfield to get an early start. Or, if you are interested, the Tumbleweed provides free tent camping behind the café for motorcyclists. There is some lush grass and room for about 10 tents. Feel free to use this accommodation.

The ride is \$15 for the general public, \$10 for SCMA Members and **free to riders that become new SCMA members**. This is our 2013 promotional ride. Ride pins and year bars will be distributed at the start.

The route is 365 fun miles of twisting turns and rolling hills, running north and west on our favorite roads to Carmel, then turning south on CA-1, ending at Morro Rock. Morro Bay offers several fine eateries where you can dine before the ride home. Better yet, since there will be plenty of sunlight left, why not pick a coastal town and stay out one more night. Some of your favorite roads are on the way home and will be devoid of traffic Monday morning.

Do me a favor. Bring along a riding buddy that has not been on an SCMA event before. This will be an excellent opportunity to experience a great ride and to see what SCMA delivers.

For those who really must get home there will be 2 good "Bailout" points on the route. We really hope you don't need to use them.

For more information email me at steve_howe@sc-ma.com



Steve Howe

SCMA Rides, Events, Communications

SCMA's USA 4 Corners Tour

Bill Allen, Chair
949.374.1536

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California Adventure Series

Greg Harris & Dennis Even
661.400.2401 & 661.210.8264

even4two@pacbell.net

2013 Three Flags Classic

Dennis Even, Chair
661.210.8264

even4two@pacbell.net

SCMA Best 15 US Road Challenge

Charlie Coyner, Chair
719.432.8856

charlie.coyner@gmail.com

Traveler's Award

Dannie Fox, Chair
805.889.5220

twofoxs@pacbell.net

2013 Awards & Appreciation Banquet

Kenn Hatke & Phyllis Hatke-Shaw,
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Sunshine Report

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June Membership Report

By Sally Bishop, Membership

Active Regular Members	566
Lapsed Members	365
Life Members	94
Sponsoring Corporate Members	5
Total Members on the Rolls	1030



SCMA Board of Directors, 2012-2013

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2013 Election Official Ballot

There are six elected members of the SCMA Board of Directors. Each serves a two-year term beginning in July. The Chairman, Recording Secretary and Referee-Risk Manager are elected in odd-numbered years. The Vice Chairman, Correspondence Secretary and Treasurer are elected in even-numbered years. All SCMA members in good standing are eligible to run. All of these candidates have received a first and two seconds. All SCMA members in good standing are eligible to vote.

Candidates for the 2013 election:

Chairman

_____ Blake Anderson

Recording Secretary

_____ Barbara Fox

Referee-Risk Manager

_____ Steve Howe

Voting Instructions:

- 1. Download and print this ballot or produce a legible facsimile by another means.*
- 2. Complete the ballot.*
- 3. Prepare a mailing envelope that includes your name, SCMA number and return address in the upper left hand corner*
- 4. Mail it to SCMA Election, PO Box 487, Norwalk, CA 90651*
- 5. Ballots must be received by Friday, July 12*
- 6. Ballots will be opened, separated from their envelopes and counted at the July 13 General Membership Meeting.*
- 7. Results take effect at the end of the meeting.*

Thank you for your support of SCMA and participating in this important election.

THE SCMA BOARD OF DIRECTORS

The Southern California Motorcycling Association Proudly Presents

The 7TH Annual
**Dog Days of
Summer**
Sunday
July 14, 2013



A 2013 SCMA Travelers Award Event

All motorcycles are welcome on this glorious 362 mile extravaganza of twists and turns through the backroads to Carmel, turning south, culminating with a refreshing afternoon scoot down California's Famous Highway 1

We'll be off and running at the
Tumbleweed Cafe
24870 HWY 33
Derby Acres, CA (Near Taft, Ca)
Sign in from 6:00 to 9:00 a.m.
(Free Overnite camping available
on Saturday nite)

\$15/ Head
\$10 for SCMA Members
Become a NEW SCMA member and
ride Dog Days for free.

End the ride resting those dogs at
Morro Rock, Morro Bay ,CA
Ride closes at 5:00 p.m.

For more and/or the latest info
visit sc-ma.com,
email steve_howe@sc-ma.com



SCMA is - Pasadena Motorcycle Club - Antelope Valley Riders - Shamrock Road Riders - BMW Riders Club of Southern California

Arizona Rat Pack - South Coast BMW Riders Club - Victor McLaglen Motor Corps - Southern California Motorcycling Association Outriders

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

Ride Safe: The Eye and Night Vision

By Blake P. Anderson

Editor's Note:

Adapted from the USAF Special Report, "Night Vision Manual for the Flight Surgeon", written by Miller and Tredici, Cols, USAF, (RET). This article takes some time and is a bit of work. Stay with it and read it all the way through. It has information that is important to your safety while riding at night. It offers suggestions for improving your dark adaptation and your night vision.

THE EYE

The anterior portion of the eye is essentially a lens system, made up of the cornea and crystalline lens, whose primary purpose is to focus light onto the retina. The retina contains receptor cells, rods and cones, which, when stimulated by light, send signals to the brain. These signals are subsequently interpreted as vision.

Most of the receptors are rods, which are found predominately in the periphery of the retina, whereas the cones are located mostly in the center with a few near the periphery of the retina. Although there are approximately 17 rods for every cone, the cones, concentrated centrally, allow resolution of fine detail and color discrimination. The rods cannot distinguish colors and have poor resolution, but they have a much higher sensitivity to light than the cones.

DAY VISION AND NIGHT VISION

The cones function at higher illumination levels (photopic vision). The rods are responsible for vision under very dim levels of illumination (scotopic vision).

Photopic vision provides the capability for seeing color and resolving fine detail (20/20 or better), but it functions only in good illumination. You lose it at night. The cones are exclusively responsible for central vision. We will talk more about this below.

Scotopic vision is of poorer quality; it is limited by reduced resolution (20/200 or less) and provides the ability to discriminate only between shades of black and white. This limitation can be easily confirmed by noting that the colors of a flower garden become virtually indistinguishable at dusk. However, the scotopic system provides enhanced sensitivity and low detection thresholds under markedly reduced illumination.

This dual-receptor system allows the human eye to maintain sensitivity over an impressively large range of ambient light levels. Between the limits of maximal photopic (day) vision and minimal scotopic (night) vision, the eye functions effectively to changes in brightness as much as one billion times. The sensitivity of the eye automatically adjusts to changes in illumination. The dimmest light in which the cones can function is roughly equivalent to a night with 50% moonlight. The dimmest light in which the rods can function is equivalent to ambient conditions of an overcast night

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SCMA's Affiliated Clubs

Antelope Valley Riders
www.avts.av.org

AZRATPack
www.azratpack.com

BMW Club of Southern California
www.bmwcosc.com

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

Pasadena Motorcycle Club
www.pasadenamc.com

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

Victor McLaglen Motor Corps
www.thevmmc.com



*Fade to Black...
It has been a thrilling ride,
Mr. Gandolini!*

Ride Safe: The Eye and Night Vision (continued from previous page)

with no moonlight.. A light that can be barely seen by the rods must be increased in brightness 1,000 times before it becomes visible to the cones.

MESOPIC VISION AT DUSK

There is a common misconception that the rods are used only at night and the cones only during the day. Actually, both rods and cones function over a wide range of light intensity levels and, at intermediate levels of



illumination, they function simultaneously. The transition zone between photopic (day) and scotopic (night) vision where the level of illumination is equivalent to twilight or dusk is called mesopic vision. Neither the rods nor the cones operate at peak efficiency in this range, but both actively contribute to visual perception. During dusk we experience limited visual acuity. This is particularly dangerous in the evening when we are tired after a long day of riding, our windshields are dirty, commuters are present and deer are active.

HOW DARK ADAPTATION WORKS

Dark adaptation is an independent process during which each eye adjusts from a high-luminance setting to a low-luminance setting. The mechanisms include biochemical and neural factors.

Biochemical factors

Both rods and cones contain light-sensitive chemicals called photopigments. Upon exposure to light, photopigments undergo a chemical reaction that converts light energy to electrical activity, initiating visual impulses in the retina that are conducted by nerve fibers from the eye to the brain. Intense light decomposes the

photoreceptor pigments rapidly and completely, thus reducing retinal sensitivity to dim light.

Regeneration of the photopigments occurs during dark adaptation. A fully dark-adapted eye, in which photopigment regeneration is complete, restores retinal sensitivity to its maximal level.

Rods and cones differ in their rate of dark adaptation. Cones attain maximum sensitivity in 5-7 minutes, while rods require 30-45 minutes or longer of absolute darkness to attain maximum sensitivity after exposure to bright light.

Depending on the pre-adaptation to light, dark adaptation is about 80% complete within 30 minutes, but it may take hours, or even days, to acquire total dark adaptation.

Neural factors

Neural adaptation is the second light-adaptive mechanism. Neural adaptation is rather like having low-speed and high-speed film simultaneously available in your camera. It is produced by retinal neurons at successive stages of the visual chain in the retina. A change in "neural gain" occurs in seconds and can improve night vision by a factor of 10 or more.

A large share of the inherently greater sensitivity of rod dark adaptation is a result of retinal summation. As many as 100 rods, or more, converge onto a single nerve fiber in the retina to produce greater sensitivity. Thus, if most of the rods in a cluster are slightly stimulated, the summation of the low-level stimuli might be enough to trigger a light signal to the brain. Unlike the photoreceptor chemical changes, these mechanisms occur instantaneously.

CENTRAL BLIND SPOT AT NIGHT

That portion of the retina responsible for the keenest visual acuity is the fovea, which corresponds to the near center of the visual field. The foveola, or center of the fovea, possesses a high degree of cones and is completely devoid of rods. Thus, if the ambient light is below cone threshold, any small object at the center of the visual field cannot be seen at all!. At light levels below dim starlight, a blind spot exists in the central one-degree of the visual field. This central blind spot corresponds to the rod-free foveola. It cannot function in

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diminished illumination. This explains why a star will disappear if you look at it directly.

Rods are present outside the central one-degree foveolar area. The rods increase gradually with distance from the center of vision, and finally reach a maximum concentration at 17 degrees. Since the rods have a lower threshold than the cones, they are much more sensitive to light.

At night, a person attempting to see in scotopic illumination, (light dimmer than moonlight), has to depend entirely on rods. To best detect small targets with the rods, the rider must look approximately 15-20 degrees to one side, above, or below an object to place it on the part of the retina that possesses the highest density of rods.

NIGHT BLINDNESS

True night blindness is unusual. It occurs when rod function is significantly reduced or is no longer present. As people age, rod function normally decreases and so night vision decreases. Night blindness can be caused by long-term vitamin A deficiency such as may occur from chronic starvation, alcoholism, deficient fat absorption, and diseases of the liver. Retinal conditions that may cause night blindness are glaucoma, drug toxicity and numerous hereditary disorders. Although not true night blindness, night myopia may also reduce night vision. Considerable individual variability exists in retinal sensitivity to light among normal riders.

If you are over 50 years old, it is likely that your night vision is less than it was in your youth and it will continue to degrade as you grow older.

PERMANENT BLIND SPOT

Every eye has a permanent blind spot. Unlike the central blind spot that is only present in low light, the permanent blind spot is always present. It is caused by the position of the optic nerve in the rear of the eye. The optic nerve is the confluence of retinal nerve fibers leaving the eye. There are no retinal receptors overlying the optic nerve. Fortunately, the permanent blind spots occur in a different position in each eye. Thus, when both eyes are open, the permanent blind spots are not apparent.

OPERATIONAL ASPECTS OF NIGHT VISION AND HOW TO IMPROVE IT

The effects of decreased illumination on operational visual function are dramatic. Visual acuity may be reduced to 20/200 or less, color vision is lost, blue-green lights will appear brighter while red lights will appear dimmer, problems may occur with night myopia, depth perception is degraded, glare is a factor, and a central blind spot is present. There are several potential effects on night vision and perception. Here is what you can do to improve night vision.

1. KEEP IT CLEAN

A dirty windshield and visor at the end of a long day of riding is particularly dangerous. Visual acuity is reduced at night under low illumination and 20/20 vision cannot be sustained under deep twilight.



Objects can be seen at night only if they are either lighter or darker than their background and can be discriminated by subtle differences in contrast. Because visual acuity at night is a function of small differences in the brightness (luminance contrast) between objects and their background, any transparent medium through which the rider looks should be kept spotlessly clean. Contrast discrimination is reduced by light reflected from windshields, visors, spectacles, fog, or haze.

2. ENHANCE AND MAINTAIN DARK ADAPTATION

Keep the lights low

Avoid brightly lighted rooms and parking lots when you are about to ride in the dark. Use the bathroom light to illuminate your bedroom and visa versa. Wear sunglasses prior to getting on your bike. Find a dark location before hitting the road to allow your eyes to adjust for at least a few minutes.

Flash Blindness

While dark adaptation of the rods develops rather slowly over a period of 20 to 30 minutes, it can be lost in a few seconds of exposure to bright light. Accordingly, avoid bright lights, or, at least, protect one eye. Dark adaptation is an independent process in each eye. Even though bright light may shine into one eye, the other eye

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Ride Safe: The Eye and Night Vision (continued from previous page)

will retain its dark adaptation if it is protected from the light.

This is a useful bit of information, because a rider can prevent flash blindness and preserve dark adaptation in one eye by simply closing or covering it. The instrument panel should be kept illuminated at the lowest level consistent with safe operation, and the rider should avoid looking at oncoming headlights, lighted signs, streetlights, etc. to avoid temporary flash blindness. Avoid flash photography. If light must be used, it should be as dim as possible and should be used for the shortest possible period.

Limit Daytime Exposure

Daytime exposure to ordinary sunlight produces temporary but cumulative after effects on dark adaptation and night vision. Both civilian and military studies have documented significantly diminished rod performance after prolonged sunlight exposure at the beach, desert or ski slope.

Two or three hours of bright sunlight exposure has been shown to delay the onset of rod dark adaptation by 10 minutes or more, and to decrease the final threshold, so that full night vision sensitivity could not be reached for hours. After 10 consecutive days of sunlight exposure, the losses in night vision were reported to cause a 50% loss in visual acuity, visibility range, and contrast discrimination. Repeated daily exposures to sunlight prolong the time to reach normal scotopic sensitivity, so that eventually normal rod sensitivity may not be reached at all.



While outside, always wear sunglasses and a hat with a brim, which will block a great deal of ambient solar radiation. Dark

sunglasses that transmit only 15%

of the visible light will prevent degradation of night vision. In general, one day of protection from sunlight exposure was usually sufficient to recover normal vision sensitivity. However, in certain individuals, it may take days to weeks to recover full night vision capability.

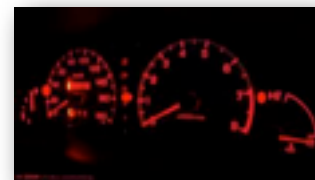
For sunglasses to be effective, all visible light must be attenuated, not just a portion of the visible spectrum. Thus, colored or yellow visors and sunglasses are not protective. To simultaneously protect night vision, provide the most comfort, allow scanning close to the sun, and provide normal color vision, dark sunglasses with a neutral gray tint are necessary. These sunglasses should have a visible luminance transmission of only 15%.

3. MINIMIZE INSTRUMENT ILLUMINATION

Red light was used for illumination of the cockpit in post-World War II aircraft because it, like red goggles, did not degrade dark adaptation. The intent was to maintain the greatest rod sensitivity possible, while still providing some illumination for central vision. However, red cockpit lights interfered with reading maps and logbooks.

However, low intensity, white cockpit lights are often used now because they afford a more natural visual environment within the aircraft, without degrading the color of objects. With the increased use of electronic and electro-optical devices for navigation the importance of the pilot's visual efficiency in the cockpit has increased and the trade-off falls to white.

So what colors work best? There is no consensus. BMW, for instance, has taken the red light approach to heart and it is why they use red. Honda, for instance uses white light and white lettering. Red or white, they both can work for you.



If you ride a motorcycle with white instrument lights, keep them set very low.

Remember that most of us now use after-market full color GPS units. It is very important to keep their back screen illumination settings very low.

Better yet, keep your eyes out of the cockpit at night. You do not need the light pollution and you do not need the distraction. Keep your eyes up, look ahead into the dark and avoid focusing on your on-bike instruments.

4. CONSIDER THE AFFECT OF ALTITUDE HYPOXIA

*Ride Safe: The Eye and Night Vision
(continued from previous page)*

Available oxygen decreases with altitude. Altitudinal hypoxia degrades day vision and night vision. Hypoxia significantly reduces color vision during the day and central visual acuity at night. Scotopic night vision at altitude is significantly reduced. Scotopic vision has been reported to decrease by 5% at 3,500 feet, 20% at 10,000 feet, and 35% at 13,000 feet.

5. SMOKING

Smoking should be avoided for several reasons. First, there is evidence that it degrades mesopic (dusk) and scotopic (night) vision. Second, the hypoxic (low oxygen) effect of CO is additive with altitudinal hypoxia. Third, secondary smoke is a significant irritant for individuals who wear contact lenses or have dry eyes. Fourth, smoke forms filmy deposits on windscreens, visors, and glasses that will degrade contrast at night.

6. RECOMMENDATIONS

The following are some ways for riders to protect, improve and maintain night vision.

1. Remember that the older you get the more of your nighttime visual acuity is lost.
2. Keep spectacles, visors, and windscreens clean. Clean your windshield during your last daylight gas stop in preparation for dusk and nighttime riding. Begin a pre-dawn ride with a clean windshield and visor.
3. Wear corrective lenses.
4. When practical, dark-adapt, or wear sunglasses or use red goggles before pre-dawn and night riding
5. Avoid bright lights, or at least protect one eye.
6. Do not fixate centrally. Scan and look 15-20 degrees to the side of the visual target.
7. Wear dark full spectrum (grey) sunglasses during the day.
8. Eat an adequate diet that includes vitamin A. Bugs Bunny and your mom had it right.
9. Do not smoke.
10. Keep your gauges and GPS dimmed.

Ride Safe....



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Riding New Zealand's South Island *by Robert Scott*

An overseas motorcycle tour is on most motorcycling bucket lists. For some that includes riding New Zealand's South Island.



New Zealand consists of two main islands and many smaller offshore islands. The South Island is the biggest island and is about 20% larger than the North Island at 58,000 square miles. Despite having a larger land mass than the North Island, the South Island's population is only about one-third at 1.1 million people and the roads are relatively uncluttered.

The South Island has two main arterial highways. State Highway (SH) 6 generally follows the western side of the Southern Alps mountain chain and SH 1 follows the Pacific Ocean coastline. Whereas the North Island has volcanic activity and beaches, the South Island boasts majestic mountain ranges and dense virgin forests.

The South Island boasts infinitely superior roads that are mostly two lane asphalt. The South Island is roughly 600 miles long and 170 miles wide, ranking it as the world's 12th largest island. For most overseas folks touring the South Island, the starting point is either the

gateway city of Christchurch (pop 350,000), where the motorcycle rental firms are based, or Picton which is the terminal for the inter-island vehicle ferries from Wellington – it is a three hour sailing journey across Cook Strait between the North and South Islands. If you are comfortable riding 200 to 250 miles per day then there many superb roads to ride during a week's touring while circumnavigating the South Island.

Must see stops include the South Island tourist capital of Queenstown, a night at either of the Glacier townships Franz Josef or Fox Glacier, the whale watch town Kaikoura and the alpine resort of Hanmer Springs. For sheer kiwi hospitality an overnight stop at a Westland country pub is a must, featuring two well-known motorcycle watering holes the Mahinapua Tavern south of Hokitika, and the "Formerly the Blackball Hilton" at Blackball near Greymouth.



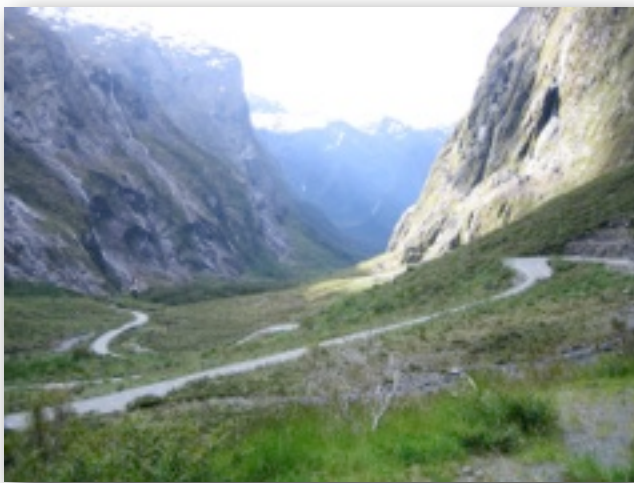
A few must ride highways include the 150-mile SH 73 Trans Alpine Highway which traverses the Southern Alps, and the 160-mile SH 94 Milford Sound Road. It starts with rural sheep country in Gore, the lakes of the Te Anau area, and finishes with magnificent beech forests and

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Riding New Zealand's South Island

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steep mountain ranges. Another local kiwi favorite is SH 60 which takes riders from Nelson to Farewell Spit including the 14-mile Takaka Hill which is packed with tight corners and switchbacks, some aptly named with corner names like 'Devils Elbow' and 'Eureka Corner'. Farewell Spit (an 11-mile long sand spit) is so named as Captain Cook departed here on one of his voyages.



During the summer months (January through March), NZ is awash with camper vans – particularly the South Island – often travelling slowly and driven by inexperienced van drivers which can cause a build up of impatient drivers behind them.

The South Island experiences a great variance in temperature so its not uncommon to be riding in summer at 80-90 degrees during the day and experience 40 degrees at night. During the summer it does not become nightfall until 9pm so days with long distances are possible or the barbecue can be fired up for many hours.

Another feature of South Island roads are the road-rail bridges of the Westland province

where trains and vehicles share single-lane bridges.

Motorcycle memorabilia can be found at Methven and Invercargill, and are well worth the stops. Invercargill includes a very good collection of old motorcycles and is located in a large long-serving family hardware store on the main street.

When you finish your day's riding then relax with a beer at a pub. A pint of local bitter will cost you around \$5US, gasoline is currently around \$4US per gallon and a good three course meal at a reasonable restaurant will set you back around \$39US, and certainly more if you wish to dine at the higher end of the market. A motel of reasonable standard will set you back around \$90US per night. Tenting at a commercial campground with facilities is \$15US. Holiday parks, on a shared room basis, are \$24US per night per person.

One thing for certain is that it won't take long for kiwi motorcycle enthusiasts to come over and introduce themselves and have a chat on how your tour is going.

New Zealand's South Island represents the pinnacle of motorcycle touring, big enough to have varying terrain and awe inspiring scenery each day and small enough that you can comfortably travel and tour the bulk of the island in a week. Come see for yourself why New Zealand is motorcycling nirvana.

Robert Scott
Auckland, New Zealand
www.twowheeltouring.co.nz

2013 Blazing Saddles Recap: What Great Fun We All Had!

By Dennis Even, Blazing Saddles Chairman

We began on Saturday morning, May 25, starting from Kingsburg with 26 riders and headed north through the grasslands of central California to reach the foothills, CA-49 and other roadways to Sonora. Several riders complained about the condition of Wards's Ferry Road. Too steep, too many switchbacks and too many patches on patches. The riders had a choice of two routes upon reaching CA-108: West, down through the valley and back through the foothills to Angels Camp or east over Sonora Pass (9,000') and back over Ebbetts Pass (8700') before finishing at Angels Camp.

On day two the ride opened bright and clear with a tree covered route to Sheep Ranch, Railroad Flats and West Point. Riders enjoyed wildlife on both sides of the road. Beyond Pioneer, the historic gold mining towns of Volcano and Fiddletown awaited our riders. From lone, among the rolling grasslands, the riders rode past the power plant of Rancho Seco. The power plant, idle since completing

construction, was an imposing sight. Upon reaching the river levee, we rode CA-160 to Antioch, Vasco Road and through Livermore to I-680 & 280 for lunch @ Alice's Restaurant in the redwoods. Most riders found their own way to San Juan Bautista for the finish and dinner together.



On Monday most riders took the long way home. The ride, including all travel, included 3 or 4 days, more than 17 counties from the Nevada state line to the Pacific Ocean. Our riders returned home from a long distance holiday riding a total of 1300 miles of central and Bay Area California roads. The ride grossed \$645 which will cover insurance, pins and pre-ride expenses.



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The 2013 Three Flags Classic: What to Expect This Year
By Blake P. Anderson

CHECKPOINTS #2 AND #3 HAVE BEEN MOVED!!

Checkpoint #2 has been moved 200 miles west of Valentine to Chadron, Nebraska. Checkpoint #3 has been moved a short distance in Bismarck. See the new locations on the following page.

TICKET RE-SALES

You can still buy a ticket even if you missed the April 15 deadline and the May 15 extended deadline. Welcome to the world of ticket re-sales.

Riders that are trying to sell a ticket and riders that want to buy a ticket can do so on the SCMA Three Flags Classic forum. You can find the forum tab on the top of the SCMA website home page found at www.sc-ma.com. Everyone can view the website but only SCMA members can register for rides or post on the forum.

Because only SCMA members can post on the forum, you can be relatively confident that the offer is legitimate. SCMA doesn't get in the middle of the transaction, but we can verify information about the person on the other end of the deal if you have any concern. Re-sales have worked this way with confidence for many years. We do urge buyers to pay no more than the \$260 face value of the ticket.

When you buy a ticket you must let the TFC committee know so it can change its records. Find more information by clicking at the Three Flags Classic photo on the home page of the SCMA website.

Watch the forum for available tickets. You will see a few tickets for sale in June or July. Early August is usually more active when sellers finally relent and realize 2013 just ain't their riding year.

It is a bit of a gamble, but occasionally riders show up at the start without first having purchased a ride ticket. They have either just heard about the ride and want to participate or they have procrastinated and have made a last minute decision to go. They are betting that a ride ticket will be up for sale. It normally works. Chances are, there will be a ticket or two up for sale at the start.

WHEN YOU GET TO DEMING ON THURSDAY, AUGUST 29 TO SIGN-IN

As a condition to participate in this event, all registered riders, passengers and TFC volunteers are required to sign a release of liability form at the Deming check-in on the afternoon of August 29. The release of liability is required by our insurance carrier, the American Motorcyclist Association (they sanction this ride) and the SCMA board of directors. It is commonly required at most motorcycling events conducted by motorcycling organizations like ours. It completes the registration process.

Registered riders and registered passengers (that is, people who have purchased a rider ticket) receive a starter package. Non-registered passengers do not receive a starter package but are welcome to participate after signing the release of liability form. Non-registered riders are "free riders" and are neither authorized nor welcomed to participate in this SCMA riding event.

The starter package includes some TFC merchandise. More important, it contains the "start card", the final route sheets, the TFC passport and a 24-hour emergency number.

THE START ON FRIDAY, AUGUST 30, IN DEMING, NEW MEXICO

A pre-ride meeting will be called to make any last minute announcements.

continued on following page...

The 2013 Three Flags Classic: What to Expect This Year
(continued from previous page)

Registered riders and registered passengers must fill out the start card and hand it in on Friday morning between 3AM and 6AM in the lobby of the start hotel in Deming. The start card provides vital up-to-date information that is useful to SCMA to know who to contact in the event you go missing. (See page 21 about why we ask). It also provides fun statistics that are announced at the Tuesday banquet

24-HOUR EMERGENCY NUMBER

There will be a 24-hour emergency number that will be posted in the TFC passport. Use that number if you have an accident, encounter a road closure and want more information or decide to quit the ride.

CHECKPOINTS #2 AND #3 HAVE BEEN MOVED!!!

Checkpoint #1, 655 miles from start: Best Western, 903 Main St., Delta, Colorado, Friday, August 30, noon to 8PM and Saturday, August 31, 6AM to noon

NEW LOCATION: Checkpoint #2, 1262 miles from start: Best Western, 1100 W. 10th St., Chadron, Nebraska, (308) 432-3305, Sunday, September 1, 6AM to 8PM and Monday, September 2, 8AM to noon

NEW LOCATION: Checkpoint #3, 1800 miles from start: AmericInn, 3235 State St., Bismarck, North Dakota, (701) 250-1000, Sunday, September 1, noon to 8PM and Monday, September 2, 8AM to 2 PM

The checkpoints are set-up to provide refreshments, allow you to relax and meet the other riders, to receive any updates on road conditions ahead and to verify your progress on the ride. Your TFC passport must be stamped and dated at the three checkpoints and finish. The checkpoints and the finish must be visited during the posted hours.

Finish, 2226 miles from start: Canad Inn Polo Park, Winnipeg, Manitoba, Monday, September 2, noon to 9PM

Finishers receive a limited edition belt buckle and a pin. A photo of the 2012 buckle is shown in the photo rotation on the bottom of the SCMA website home page. Where it with pride. It marks you well.

THE BANQUET IS ON TUESDAY EVENING, SEPTEMBER 3

The banquet is held at the finish hotel, Canad Polo Park, on Tuesday evening, the day after the finish.

All registered riders and registered passengers receive a banquet ticket. It is included as a page in your TFC passport. Bring your passport to the banquet in order to achieve entry into the banquet.

All banquet tickets are transferrable.

Extra banquet tickets will be sold during the ride—normally, at the start and at the finish. There is no pre-sale of banquet tickets. Normally, they are sold for about 50 bucks. When the TFC Committee has established and announced the 2013 price and availability it will be announced on the SCMA website. Or, when you get to Deming, ask a TFC committee member about who has the extra banquet tickets for sale. Banquet tickets are available for non-registered passengers and other guests that are meeting you in Winnipeg. Free riders will not be sold banquet tickets.

Additional Advice and Information

If you are a first-time rider we imagine you will have lots of questions. Returning riders have questions too. If so, the Three Flags Classic forum normally contains a wealth of information that you will find useful. If YOUR question has not already been asked and answered, then post yours on the forum.

The Southern California Motorcycling Association Proudly Presents



THE 38TH ANNUAL THREE FLAGS CLASSIC



AUGUST 30, 2013
THRU
SEPTEMBER 2, 2013



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 - EVENT DECALS
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 - EVENT BALL CAP

AND FOR THE FINISHERS:

- RIDE PINS AND
- A 2013 THREE FLAGS CLASSIC COMMEMORATIVE BELT BUCKLE

**Ticket sales closed on May 15.
But re-sale of tickets goes on.
Check the TFC forum to find a
seller. If you want to ride, you
can find a ticket!**

WWW.SC-MA.COM

**WHILE YOU'RE ON THE WEBSITE
BE SURE TO CHECK OUT THE
THREE FLAGS CLASSIC FORUM
FOR TIPS, TALES , AND TFC
UPDATES.**

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

Best 15 US Roads Challenge: Riding Cherochala and the Tail of the Dragon

By Charlie Coyner, Best 15 Ride Chair



I meet a bunch of friends some place every year for 'tire kickin' and 'chewin' the fat'. This year we met in North Georgia at the Amicalola State Park and Lodge near Dawsonville, GA. We had many ride options like the North Georgia Six Gap Ride which was identified in Rider magazine earlier this year. So we rode all over north Georgia and as always most wanted more riding...We rode up to Dillard House in Dillard GA for a great lunch. The place serves food family style and brings out so much food you needed to have your saddlebag at the table to fill with doggie bags all of the food you couldn't eat then.

I had ridden the Tail of the Dragon and the Cherochala Skyway before but a couple of friends indicated they hadn't so the next day we did and in a big way. We

left the Lodge and headed up to Robbinsville, North Carolina, a typical starting point for the 'Tail'. A few miles north out of R-ville on US 129 we found some excellent views and twisties. We were getting into the groove and working on our 'pace' when a tight left put us at "Deals Gap Motorcycle Resort" along with about 200 other souls out for a sunny day ride in the NC and TN mountains (wasn't even a holiday). I always like stopping here and getting the souvenirs like the T-shirt that says "DragonSlayer". I got some reflective dragons for my saddlebags.

After hanging out for a minute or two, we headed out still going north to run the actual 'Tail of the Dragon'. It is touted as having 384 turns in eleven miles. I

continued on the following page...

tourmaster

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*Best 15 US Roads Challenge: Riding Cherohala and the Tail of the Dragon
(continued from previous page)*

never counted them but there were a lot! It was fun to experience but because of so much traffic (bikes) it isn't what it used to be. Speed limit is 45mph and is heavily enforced. (Think like what happens with the CHP presence on Angeles Crest) We arrived at



the top on US 411 and then TN-68 headed west to Tellico Plains TN for the start of the 'Cherohala

Skyway'. We had a late lunch in Tellico Plains at a great deli called the Tellico Grains Bakery. All the breads were baked in the shop. Wonderful!

TN-68 is beautiful and has some very nice sweepers. There are several scenic overlooks where you look over the Smoky Mountains down into some great valleys. The views and the roadway were excellent. Too soon we had made it back to Robbinsville where we had to start making our way back to the Lodge. Fortunately the route Ms Garmin selected put us on GA 515 where it began to rain. And it "rained".

HA! Did I say it rained? I haven't seen a rain like this in years. It rained for the last hour of our ride back to the Park and the Lodge.

It was a great day! About 8 hours and 331 miles with stops. We had a great time. Now it's your turn...sign up for the 15 Best Roads in the USA challenge. Let this ride make its mark on your memories.



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Best 15 Roads in the USA



Ride the 2013 Collection

**Entry is \$60.00 and ride must be completed within the calendar year.
For Information and Rules Visit:
www.sc-ma.com and Register On-Line.**

For more Information,
Contact Charlie Coyner, SCMA Best 15 Chair at (719) 432-8856 or charlie.coyner@gmail.com

*The 2013 Park N' Ride Rally
Benefiting the Wounded Warrior Project
by Howard Meiseles*

The BMW Club of Southern California and New Century BMW Motorcycles invites you to the 4th annual PARK 'N RIDE Rally, an SCMA alternate Traveler Award event. The rally commences at 7am on September 28, 2013 and finishes at 3 pm; covering locations in California and surrounding states. This scavenger hunt type, limited attendance, motorcycle rally encourages the riders to start anywhere and develop their own route to

collect the most points. The rally contains two riding classes with a chance for door prizes, plus open class riders qualify for gift certificate prizes of \$300 for 1st, \$200 for 2nd, and \$100 for 3rd places, Additionally, at the end is a silent auction benefiting the Wounded Warriors Project™. A \$25 registration fee is payable at <http://parknride.bmwcosc.com/> before September 21, 2013. Rally Packs will be sent out on September 22, 2013.

*Why We Ask for Personal Information
by Blake P. Anderson*

If you have ever chafed over the scope of information we request of you as part of registering for a ride or if you have ever been curious about what we are doing with your personal information, this article is for you.

On our big multiple-day premier events when you are away and out of sight of us and everyone else, we believe it is our responsibility to have reliable and current information on you. This may include your cell phone number, emergency phone number, name of emergency contact, your age, your address, the make, color and model of your bike and your citizenship status. Depending upon the event, we may ask for most or all of this information and maybe more.

So why do we ask for it?

In the event that you go missing, the first thing we attempt to do is call your cell phone number. This most often occurs at the end of the Three Flags Classic. Every year when we check for no shows at the finish there are a number of riders that are missing. A call clears up 90% of them. If not, we then call the emergency number and hear from a spouse or friend that you are okay and that you have quit the ride. In the event we still haven't cleared up the mystery, then we call the highway patrol to notify them we can't account for you. The dispatcher is going to ask male or female, age, type

and color of bike and all emergency contact information. First responders need that information as well.

In the event that you are seriously injured or killed in an accident, we must contact your emergency number, AMA, our insurance carrier and local authorities. All of them will want your vital statistics. We will want to know to whom we are speaking in the event we are carrying bad news.

None of this academic. Over the years we have faced every conceivable scenario you can imagine. It is a job that is neither easy nor welcomed but we take it on as part of conducting these wonderful events. Your cooperation provides us the tools necessary to provide you aide on one hand and your loved ones timely information on the other.

Rest assured that we will NEVER release your personal information to anyone. Our online data is password protected and most of our work sheets are not on line anyway. We respect your privacy and security concerns and we do everything in our means to address them.

We know its a pain-in-the-ass for some of you and offensive to others. We wouldn't even ask if it was not vital to your interests to do so.

Thank you for riding with us. Ride safe.

*SCMA's Premier Events**

USA Four Corners Tour/USA Four Corners True X Tour

Imagine the adventure and satisfaction of visiting San Ysidro, CA; Blaine, WA; Madawaska, ME; and Key West, FL in 21 days or less. The USA Four Corners Tour is a self-guided tour visiting these four locations in any order you select and at any time of the year. Add Lebanon, KS between each corner and do it in 26 days or less and you've got a "True X". Plaque, pin, patch and hat to certified finishers. Visit our website for complete information about this World Class event. More people have topped Mt. Everest than have completed this challenging long distance pinnacle.

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

The 38th annual Three Flags Classic is set for a Deming, NM start on August 30, 2013 and a finish in Winnipeg, MB on September 2. There is a September 3 banquet. 220 riders will travel 2100 miles through the mountains and rolling hills of New Mexico, Colorado, Nebraska, South Dakota, Minnesota and Manitoba. Watch the SCMA website and the TFC forum for unfolding information.

California Adventure Series

The California Adventure Series includes two different rides: The California Parks Adventure (CPA) and the California Mission Tour (CMT). Complete one toward qualifying for the Triple Crown award.

CPA During any single calendar year and in any order and at any pace, visit all of the 24 National Parks and Monuments in California. Join the fun by purchasing a full color, well-illustrated passport book from SCMA that lists all locations. Get a park stamp and a photo of yourself at each location. Return the completed passport to SCMA and get it back along with a pin and a plaque.

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

SCMA Best 15 US Roads Challenge

During 2013, 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. Rules, application and details can be found on our website.

Tie It All Together with the Triple Crown Award

Imagine completing the USA Four Corners Tour, the Three Flags Classic and one of the California Adventure tours in a single calendar year. It is a rare achievement--done 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.

Annual Awards and Appreciation Banquet

Triple Crown Awards and others awards are presented at SCMA's Annual Awards and Appreciation Banquet. In 2014 it will be held Saturday, March 1 at the Embassy Suites in Santa Ana, California.

*For more information visit our website and scroll down to find all of these premier events.

Help Wanted

SCMA posts open volunteer positions here. Looking forward to 2014, are you interested in chairing one of the rides? Let us know.

Sell It Here...

Sahara Highway Pegs \$50. Fits certain R1200RT, R1200RS and R1200GS BMWs. Bolt to valve covers in place of plastic spark plug/coil covers. Fold out when needed. Clean look when folded back against valve cover when not in use. Over \$300 new. Orange County. BlakePAnderson@gmail.com

Custom Bates Leather Motorcycle Jacket \$350. If you want a choice for motorcycle clothing that is not black and you are a large person, then this is your chance to own one of the finest motorcycle jackets made at an astoundingly reasonable price. If you are a 4XLT (maybe, even a 5XLT) with 38" or so arms this jacket will fit you like a, well, not like a glove but probably better than something off the rack. The chest measures 64" and the sleeve length is about 40". I had the waist made big to carry a cell phone and sun glasses in a case on a belt. It has a full, quilted, zip-in liner, elbow and shoulder armor, upper shoulder vents, lower back vents, two side zippered pockets and one interior zip pocket. The collar is



mandarin style, the sleeve zippers are gusseted. This jacket is race weight leather and weighs over fifteen pounds. It was over \$1000 when I bought it and worth every penny for the materials and craftsmanship. If you

need a classy jacket, this could be the one for you. Orange County.

REFFI@aol.com

We accept free motorcycle-related ads from our members. Send your ad to the newsletter editor by the 25th of the month.

We Want Your Stories and Photos

Do you have a story that needs to be told? A ride you have taken? An interesting person you want to profile? Memories of your first motorcycle and what it meant to you? Maybe you have a good old days story about SCMA. If you have an idea, write it or tell it. We'll print it.

Everyone is Welcome at Our General Membership Meetings

We generally meet once per month on Saturdays beginning at 9 AM. We currently meet at:

Coco's Restaurant
306 N Azusa Ave.
(just south of San Bernardino Road)
Covina, CA

UNTIL FURTHER NOTICE, but remember to check every month to make sure. Changes are possible.

Directions to Coco's:

From the I-210 Freeway, head south on Azusa Ave. 2.2 miles. Coco's is on your left.

Or...

From the I-10 Freeway, head north on Azusa Ave. 1.0 miles. Coco's is on your right.

Please join us any time. Hear first hand about what is planned for the upcoming rides offered by SCMA and its affiliated clubs. Get to know the people that put these amazing events together. Tell us what you think. And get a feel for what it would be like to join our efforts in providing the best that riding has to offer. No one is doing what SCMA is doing. No one.

Our future 2013 General Membership Meetings are:

- July 13 (including ballot count)
- August 17
- September 21 **CANCELLED**
- October 19
- November 16 (including drafting the 2014 riding calendar)

Three-Month Running Calendar (with qualifying Travelers Award Events in Red)

July

- 1 **Canada Day**
- 4 **Independence Day (United States)**
- 7 *South Coasters Club Picnic*
- 7 *Iron Butt Rally Ck. Pt. #2, Marriott, Rancho Cordova*
- 13 *SCMA General Membership Meeting, Coco's Covina, 9AM*
- 13-28 *BMWCOOSC Tour & MOA Rally*
- 14 **SCMA Dog Days of Summer Ride***
- 16 *SCMA Board Meeting, Shaker Cafe, Glendale, 10AM*
- 17-21 *BMW MOA National Rally, Salem, OR*
- 27-28 *AZRATPack Desert to Sea Ride*



August

- 2-4 **South Coasters 7 Passes Ride***
- 11 *South Coasters GMM & Ride*
- 13 *SCMA Board of Directors, Shaker Cafe, Glendale, 10AM*
- 16-18 *BMWCOOSC Winery Tour*
- 17 *SCMA General Membership Meeting, Coco's Covina, 9AM*
- 29 *SCMA Three Flags Classic Check-in, Deming, NM, in the PM*
- 30 *SCMA Three Flags Classic Start, Deming, NM*
- 31 *SCMA Three Flags Classic Continues*

September

- 1 *SCMA Three Flags Classic Continues*
- 2 *SCMA Three Flags Classic Finish, Winnipeg, Noon-9PM*
- 3 *SCMA Three Flags Classic Banquet, Winnipeg, Evening*
- 17 *SCMA Board of Directors, Shaker Cafe, Glendale, 10AM*
- 21 *SCMA General Membership Meeting CANCELLED*
- 27-30 *South Coasters Oktoberfest Ride*
- 28 **BMWCOOSC Park N' Ride***

Here's what's on the road ahead. For more information, check the SCMA website www.sc-ma.com and the websites of our affiliated clubs. Club websites (page 8) have more information. ALWAYS consult them before a ride for last-minute changes.

**Qualifying Travelers Award Event*

Some valuable fine print (really)

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

Email newsletter submittals to: BlakePAnderson@gmail.com.

SCMA's website is always your best source for complete and current information on our rides and events. Our membership application is there too. Go to www.sc-ma.com for information, applications and other resources. Links to all of our affiliated clubs are there too.

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 SCMA and no support of any kind should be construed.

Any article, letter or material printed in this or any other SCMA publication is the opinion of the author or contributor and is not necessarily the policy or opinion of the SCMA Board of Directors unless expressly noted therein.

All material appearing herein can be used freely with the courtesy of attribution.

Advertising space is provided to our members only. Regular membership is \$30 for one year or \$50 for two years. Want ads are free for regular members. Sponsoring corporate membership is \$400 per year and includes a one-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.