

SCMA**Founded 1968****NEWS****SCMA - More Than Miles**

Chairman's Letter

It has cooled off and dried out a bit for great fall weather riding. You may need to pack a heated jacket in some parts but, it is great to be out with the wind in our faces taking in the change of the seasons.

I can tell you that it is much more enjoyable riding weather now than it was in early September at the start of the Three Flags Classic in Mexicali! We got to enjoy a couple of balmy 116F/46C days. It was brutally hot! Thank goodness, the beautiful start hotel had abundant cold adult beverages and great food to get us prepared for the ride to Penticton, BC.

My wife and I enjoyed the rally and meeting everyone face to face. We experienced great roads and good weather all the way to Canada. I can't thank all the volunteers enough from CMA who welcomed us at the checkpoints. What a wonderful group of folks who took time out of their holiday weekend and traveling to run the checkpoints. More volunteers were waiting at the Penticton Resort who checked us in and helped us get settled.

I think the Finish banquet was one of the best I have ever had. I'm sure all the riders of this year's Three Flags Classic will join me and send out a big thank you to the 3FC chairman Steve Shulman and the entire committee who organized and delivered this fantastic rally. Of course, it only took Steve three years for us to host this rally! 8-)

As a reminder, please get out on the road and finish all your required rides to complete your Best 15 and California Adventures rides before the 11/30 close date. Of course, you can still run the Great Lakes Cabot Trail

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S^o ride and attempt a Four Corners ride. GLCT may be a little cold and I have no idea of how accessible the roads leading thru Florida to Key West are. As always, please tackle our challenges with safety at the forefront of your mind.

We are planning to implement our new website in early November. Rodney Chew - Vice Chairman, is leading this effort with input from our board members, Jack Knorst - current Webmaster, Gonzo Gonzalez - Marketing, and our consultant - Victor Castenada, Jr. Please watch your inbox for E-Blasts about cutover and how to manage your extended profile. You will renew membership and sign up for all 2023 rides on the new website.

Ride safe and ride often,

Mark Burdick
Chairman
Southern California
Motorcycling Association



SCMA Board of Directors

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Questions?
Contact a director directly

SOUTHWEST Regional News Section

(Pages 3 – 9)

To help our readers track and group the information provided in this newsletter, we have grouped the articles into Regional, National, and International sections. This section contains info on events in SoCal, NorCal, NV, and AZ in the SW Region.

Thank you Irv Seaver for supporting SCMA and the Three Flags Classic.



The Southern California Motorcycling
Association Proudly Presents
Turkey Run 2022
Saturday, November 12th

Hosted by The Red Hot Riders of San Diego
He's BAAACK. LET'S RIDE!

Check in and ride route
7:30 to 8:30a.m.

Mainstream Bar and Grill

13385 Poway Road
Poway, CA 92064

Finish for lunch:

Pechanga Casino-Cafe

45000 Pechanga Pkwy
Temecula, CA 92592

Come early for breakfast. Park
in the back, they remodeled.
Working on a fun scenic route.
Google maps and Turn by Turn
references will be provided.



For further information
Check out sc-ma.com,
RedHot Riders Motorcycle Club on Facebook
or email GonzoCrossUSA@gmail.com
or RHRredkaren@gmail.com



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

2022 CALIFORNIA ADVENTURE SERIES

By Les Gullery
Chair, CA Adventures
#25101

The California Adventure Series consists of **'3' Rides:**

- 1.) CA Mission Tour - **21 Missions**
- 2.) CA Parks Adventure – **24 Parks**
Parks/Monuments/ Preserve/Seashore/
Historic Sites/ Historic Parks
- 3.) CA Best-15 Roads Challenge: Series **'A', 'B', 'C' & 'D'**
Consists of **60 roads**; Northern, Central & Southern

“The Next Challenge”

The challenges for those riders of the CA Best-15 Roads are still out there! As a co-author of the CA Best-15 Challenge, this ride was designed in a way to provide numerous challenges for the **'Long Distance Rider'**.

- Multiple 'Series':
Complete two or more 'Series' in a single year
Complete all four 'Series' in a single year
- * Opposite Direction:
The rider that has completed a 'Series', does that same 'Series' in the opposite direction on those roads for that series. In other words, if you rode the road East to West, you now need to ride that road West to East.

WHO'S ON THE ROADS:

* RIDER GOING FOR THE "CA TRIPLE CROWN" New Registrant

Missions Tour:

- | | |
|-------------------------------------|--------------------------------------|
| 1. Wayne Green * Finisher | 11. Jerry Walsh Finisher |
| 2. Victoria Green * Finisher | 12. Edward Monsour * Finisher |
| 3. Tom Sheltraw * | 13. Robert Govier Finisher |
| 4. Taelyn Sheltraw * | 14. Joseph Otto Finisher |
| 5. Tom Strobbe * | 15. Bella Michel |
| 6. Bob Kehr * | 16. Pradeep Kundur |
| 7. Gary Whitehead * Finisher | 17. Rambabu Uppu |
| 8. Erik Whitley Finisher | 18. Jagan Borra |
| 9. Kurt Worden * Finisher | 19. Jithendra Vallabhaneni |
| 10 Ken Whetstone * Finisher | |

Parks Adventure:

- | | |
|-------------------------------------|------------------------------------|
| 1. Wayne Green * Finisher | 7. Gary Whitehead * |
| 2. Victoria Green * Finisher | 8. Kurt Worden * |
| 3. Tom Sheltraw * | 9. Ken Whetstone * Finisher |
| 4. Taelyn Sheltraw * | 10. Edward Monsour * |
| 5. Tom Strobbe * | 11. Bernadette Dye |
| 6. Bob Kehr * | |

Roads Challenge:

- | | |
|-------------------------------------|-------------------------------------|
| 1. Wayne Green * Finisher | 8. Ben Greenwood |
| 2. Victoria Green * Finisher | 9. Kurt Worden * |
| 3. Tom Sheltraw * | 10. Ken Whetstone * Finisher |
| 4. Taelyn Sheltraw * | 11. Edward Monsour * |
| 5. Tom Strobbe * | 12. Ben Lee |
| 6. Bob Kehr * | 13. George Mowry |
| 7. Gary Whitehead * | 14. Rick Magath |

2022 "CA TRIPLE CROWN" Winners**Wayne & Victoria Green****Ken Whetstone**

CONGRATULATIONS on completing all three CA Adventure Series:

Missions Tour

Parks Adventure

CA Best 15 Roads Challenge

Les Gullery

2022 California Adventure Series Chairman



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.



2017 Honda VFR1200XT – DCT Adventure Bike.

This is a **V-4 engine, 1,237cc, shaft drive** bike.

Previously owned by Miles, this bike was originally destined for James Bond (see VIN plate photo) and has numerous upgrades performed by Miles in his magical mechanics barn garage. Sale includes 20 qts of Honda Oil, 4 sets of filters, Givi side boxes with carry bag inserts, travel suitcase with wheels, lowering kit, Russell Day Long Saddle.

Mileage under 1,700 miles

Asking Price: \$14,000

Contact Gonzo (949) 433-0761 or GonzoCrossUSA@gmail.com



California Triple Crown

SCMA will continue to offer challenge for SCMA members riding the CA Series.

This is a challenge that is completely doable, within reach of everyone, especially members in the southwest region or within a few states close to California.

With the introduction of the California Best 15 Roads, SCMA now has 3 rides with destinations that are often co-located with each other.

The Board of Directors came up with the idea of recognizing those riders who successfully complete the full CA Adventure Series in one calendar year between January 1st and November 30th.

The award is very similar to the SCMA Triple Crown and is a beautiful plaque to display in your home.

The **CA Triple Crown** will join the ranks of the other major awards designed to recognize riders that accomplish riding a significant distance in the calendar year.

Those other major awards are the **Triple Crown** award for riding three of the premier events, and the **Premier Grand Slam** for riding all seven premier events in a single calendar year.

The **California Triple Crown** is defined as completing the full California Adventure Series in one calendar year. There is one year of eligibility, defined as the year a rider registers for the event, to complete the series and qualify for the California Triple Crown

Be one of the few of the SCMA riders to receive this CA Triple Crown and sign up now!!

Contact Les Gullery, Chair of CA Adventures and the CA Triple Crown, if you have any questions.

<https://sc-ma.com/rides/california-missions-parent/california-missions-tour/>

From Home Page>Rides>CA Adventure Series>select ride>select info page



CLOSED !!
Kelso Station,
Mojave National Park

NP STAMP UNAVAILABLE

To verify visiting this national park you need only provide a photo at the Kelso Station or a photo at the Mojave HQ.



National News Section

(page 10 – 18)

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



Hope you can make it!

If you anticipate joining us for the Ride To Meet on September 9, 2023 in Angel Fire, New Mexico, you can start making reservations now. Hotel Don Fernando de Taos is in Taos, New Mexico and the reservation link is [here](#). Under Special Rates, use the Group Code "RTM" for the discounted rate of \$159 per night (only applies to September 7-11 dates).

Besides an "Only in New Mexico" scavenger hunt, the itinerary includes a Meet and Greet on September 8, and on September 9, there will be a group photo and tour of the Vietnam Veterans Memorial SP in Angel Fire, then the RTM luncheon back in Taos.

Scavenger Hunt

This year's fundraiser was so much fun, we're doing it again! The hunt will be a fun way to discover this "Land of Enchantment" with clues for 100 bonuses provided on September 1. Starts can be from anywhere, ending at the host hotel on Friday. The Top Five finishers will receive cash prizes and the Top Finisher will take home a handsome trophy.

It will be a Ride To Meet to remember! Please [email me](#) with any questions.

Sincerely,
Cynthia Brooks
Event Coordinator

Four Corner Finishers

By Dannie Fox
 #10198
 Chairman
 USA Four Corners Tour

Hello SCMA Members,

So far we have 27 Finishers. Most, if not all, registered riders are riding this tour solo. Get your finisher credentials to me as soon as you can as plaques are being ordered.

Also, Gonzo (Editor, SCMA Newsletter) would like to interview you about a leg or day of your 4C adventure. Give him a call when you can for a phone chat and to arrange for a lunch visit when you pass through Orange County CA between San Ysidro and Blaine WA.

Gonzo 949-433-0761

Danni Fox

Andre	Dennert	Miami FL
Vera	Castillo	Miami FL
Andy	Andresen	Newnan, GA
Ursula	Ashton	Memphis, TN
Javier	Ashton	Memphis, TN
Mary	Begley	Cadot, WI
Jim	Begley	Cadot, WI
Jim	Brelsford	Scottsdale AZ
Rebecca	Brown	Walpole, NH
Jerry	Bullock	Boyds, MD
David	Burkel Jr.	Fargo ND
Patricia	Caya	Boston, MA
Tim	Clark	Middletown DE
James	Davis	Pinehurst NC
Doug	Fields	Cincinnati OH
William	Francis	Caribou, ME
Mary Beth	Francis	Caribou, ME
David	Grant	Sefner FL
Kim	Henry	Killeen, TX
Lynn	Jackson	Hopkinsville KY
Lynn	Jackson	Hopkinsville KY
Larry	Janssen	Stillwater, MN
Dennis	Joyner	Richmond VA
Henry F.	Mros, III	Taunton MA
Richard	Pedersen	Aloha, OR
Gentry	Sharpe	Sugar Hill, GA
Thomas	Jacobs	Winchester, VA
Bryan	Weber	Front Royal VA
Douglas	Wilson	Henderson NV

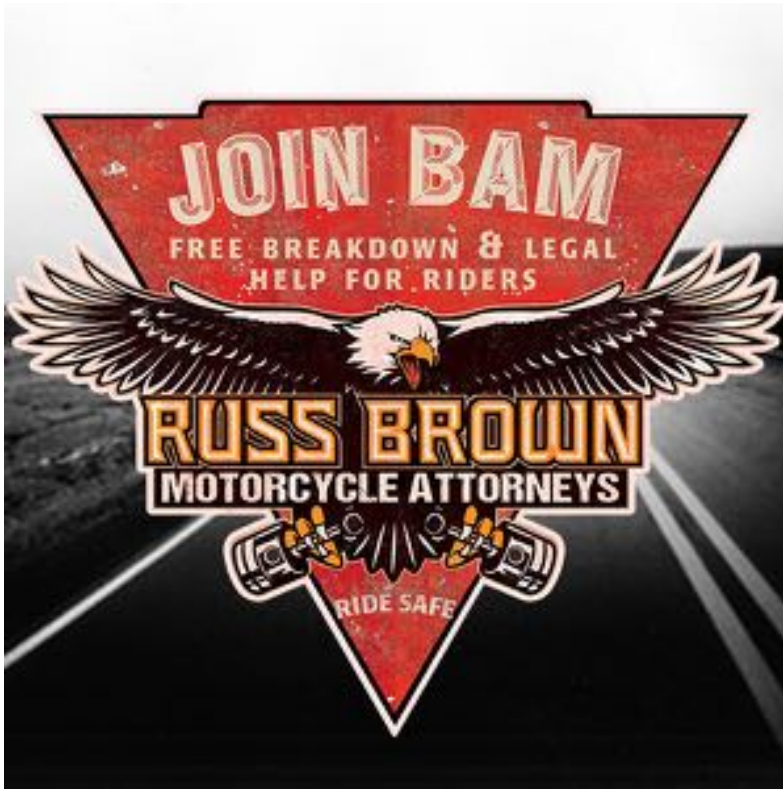
Riding Long Distances Alone And With Friends



SCMA - More Than Miles

ABOUT BAM

Katherine Markowicz
Marketing & Promotions
Brown, Koro & Romag LLP



BAM: Breakdown and Legal Assistance for Motorcyclists

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

Roadside Assistance for Motorcycles

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

Riding the Best 15's with Friends

By Bob Roger

#24838

Chairman Best 15 Roads Challenge

As members started signing up for the 2022 Best 15 US Roads Challenge, I noticed that both the SCMA Secretary and SCMA Treasurer had registered. Hoping to catch each one on his ride through Ohio on the Triple Nickel, I contacted both for possible meeting dates. Because John would be riding from California, his ride plans set the meeting time for mid May. Charlie lives in Virginia, so he's always pretty flexible for riding in the east...and I'm always ready!

John arrived in Ohio for dinner with my wife Carol and I, and lodging for the night. We hit the road at about 7am the next morning heading for Zanesville, the north end of the Triple Nickel. Much of OH555 had been recently repaved, so we had great road surface as we rolled through the hills, curves and "whoop Tees" as the locals call 'em, for our 65-mile ride down to Little Hocking, the south end of the Triple Nickel. "Whoop Tees" are the feelings you get when you ride over the sharp crests of certain hills. You cannot see the road ahead of the crest...to someone following you, it appears that you have just ridden off the edge of a cliff. As you approach the crest, you are not sure that isn't what's going to happen! Once over the top, it is a relief to see the road again.

After completing the Triple Nickel, John and I crossed the Ohio River into West Virginia and rode the 10 miles to Parkersburg where we caught I-77 south. That section of Interstate is a beautiful ride through the green rolling hills of West Virginia. Further down the Interstate, we rode through the mile long East River Mountain Tunnel into Virginia. About 60 miles into Virginia, we exited the Interstate at Fancy Gap to meet up with Charlie... he was there waiting!

We said our quick hellos, and then anxiously rode the short distance to get onto the Blue Ridge Parkway. It was Wednesday in the middle of May on a warm sunny afternoon with virtually no one else on the road...we owned the BRP! We had an enjoyable ride through the woods on the mountaintops for 130 miles to our destination at Little Switzerland. We stayed in the Diamondback Lodge that was built for motorcycle riders and has eight single occupant rooms. Besides other room type choices, Little Switzerland also has a restaurant, an inside and an outside bar, and a back yard patio overlooking a panoramic view of the mountains. It is the perfect place to stay when riding the Blue Ridge Parkway.

The next morning, I drew the short straw and was appointed ride leader for the day. Breakfast wasn't served until about 8am, so we left early. As we made the turn out of the parking lot onto the Blue Ridge, it became quite foggy...in fact; I have never seen such dense fog! I don't believe I could see more than about ten feet ahead. Fortunately, the double yellow lines had been recently repainted and were very bright and easy to see. I had two fears while leading these other two fools through this thick fog, one was riding off the side of the road, and the other was seeing a deer standing in the middle of the road. Luckily, neither happened. I was leading at about 15 to 20 MPH, and I thought "Those

guys are gonna kill me for going so slow". About then, there was a tiny break in the fog thickness and I saw a speed limit sign that said 25 MPH. I thought "I hope those guys saw that sign too". Apparently they did, I'm still here! As we rode through the fog, I kept looking at my GPS map to see what to expect for the next curve. I saw that we were approaching a horseshoe, 180 degree turn...my thought was "wonderful!" But as we made the turn, we came out of the fog and into a bright and clear sunny morning! It was amazing how fast those conditions changed! We had sunshine and blue skies for the rest of the day.

By now, we were ready for breakfast and Charlie knew of a Cracker Barrel Restaurant that was close by. After our fun ride through the fog, we had no problem taking an hour break to eat! Time to get back on the road toward the next Best 15 on the list, the Cherohala Skyway... but that's another story.

We had some great riding together, but it was time to split up. John got onto I-40 heading for Arkansas, then back home to California. Charlie and I rode north, homeward bound.



L to R
Bob Roger (Chair B15)
John Mickus (SCMA Treasurer)
Charles Lamb (SCMA Secretary)





Who's On The Road

Best 15 US Roads Challenge



Hello SCMA Members,

Registrations for the Best 15 US Roads Challenge are in progress with 10 of our members currently signed up for the ride. This event is quite a challenge, so there are very few who attempt the ride, let alone finish it.

Each month SCMA will publish the names of those riders who have registered for the Challenge. Most, if not all, registered riders are riding this tour solo. However, if you notice another rider from your state/city and are interested in tagging up with that rider, we encourage you to place a shout out on the SCMA Best 15 facebook page at:

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

Also, Gonzo (Editor, SCMA Newsletter) would like to interview you about a leg or day of one of your destination rides. Give him a call when you can for a phone chat.

Gonzo 949-433-0761

Safe Riding everyone,

Bob Roger

Chair

B15 US

FINISHER **NEW REGISTRANT**

Best 15 US Roads Riders:

1. Mark Burdick Houston, TX
2. John Mickus Woodland Hills, CA
3. **Charles Lamb Hopewell, VA**
4. **Andy Andresen Newnan, GA**
5. Ken Whetstone West Valley City, UT
6. Thomas Strobbe San Diego, CA
7. Thomas Spearman Mooresville, IN
8. Danny Graham Honolulu, HA
9. Bob Roger Dalton, OH
10. Bella Michel York, SC
11. **Jay Yanick Mercer Island, WA**
12. **Don McFarlane Turlock, CA**
13. **Craig Lanphear Lewisville, CO**
14. Keith Cromie Livermore, CA
15. **Doug Wilson Henderson, NV**
16. Noel Henderson, BC CAN
17. **Brian LaFollette, Turlock, CA**





Southern California Motorcycling Association Best 15 US Roads Challenge

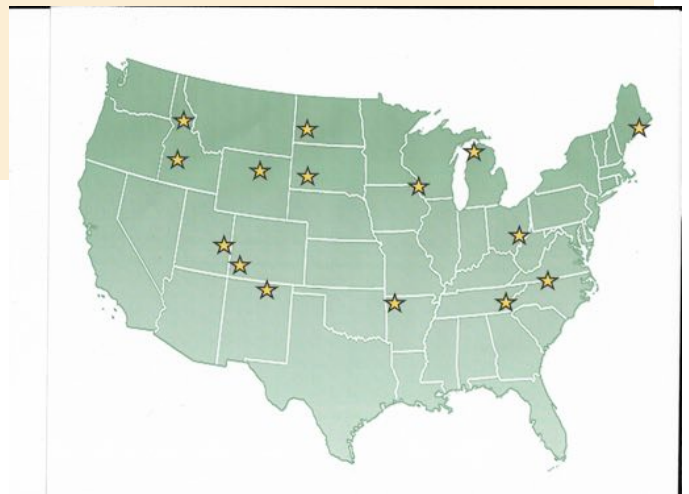


This difficult Premier Ride Challenge is offered again for its twelfth anniversary in 2022, with five new replacement roads. The sixteenth road will remain on the list so that a ride registrant may omit any one road from the list, then ride 15 roads to qualify as a finisher. This is a tough ride challenge ... in the first nine years that this Challenge has been offered, there have been 55 finishes which were completed by only 41 riders. Through 2019, just nine SCMA long distance riders have taken the Challenge more than once! Join this very exclusive group of finishers, or maybe the very exclusive group of repeat finishers and TAKE the 2021 Best 15 US Roads Challenge!

As a registrant, you will have a two-year window to complete the challenge one time, though ALL 15 Roads must be ridden in ONE calendar year (January 1 through November 15, and ride logs must be submitted by November 30). If, for any reason, you do not complete all roads the first year, you will have a second chance, BUT you start with a blank slate for that second attempt. Registrants will receive a starter packet containing a Best 15 US Roads Challenge t-shirt and Best 15 pin and patch. Finishers will also receive an engraved Buck 112 Ranger Knife to commemorate their accomplishment!

Get out on these Roads to Experience the spectacular and varied landscapes these roads offer. One recent finisher commented, "I don't know how you pick these Fifteen roads, I think I rode Thirty great roads to get to the Fifteen!"

(330) 857 8131
best15us@sc-ma.com



Riding Long Distances Alone And With Friends



SCMA - More Than Miles

To view a full descriptive list of the roads, please go to the SCMA website at:

<https://sc-ma.com/rides/best-15-parent/best-15-roads-list/>

On the Home page, at the black navigation bar, simply place your cursor on
Rides > Best 15 US Roads Challenge > Best 15 US Roads List

Best 15 U.S. Roads List

2022 Best 15 US Roads Challenge List

1. Acadia National Park (Maine): Park Loop 34 mile one way road.
2. Tunnel of Trees Plus MI 22 (Michigan): Cross Village MI 119 to Harbor Springs, US 31 to Traverse City, MI 22 to Empire, 164 miles.
3. Great River Road (Wisconsin): Prairie du Chien WI 35 to LaCrosse, 63 miles.
4. Theodore Roosevelt NP Medora (North Dakota): I-94 exit 24 or exit 27. Ride Park Loop, 35 miles.
5. Iron Mountain Road in the Black Hills (South Dakota): Keystone US16A to Custer, 34 miles.
6. The Big Horn Mountains (Wyoming): Ranchester US14 to Grey Bull, 79 miles.
7. Northwest Passage Scenic Byway (Idaho): Lolo US12 to Kooskia, 134 miles.
8. Payette River Scenic Byway (Idaho): Cascade ID55 to Horseshoe Bend, 51 miles.
9. Dinosaur Diamond Prehistoric Highway (Utah): I-70 exit 204 UT128 to Moab, 45 miles.
10. San Juan Skyway (Colorado): Placerville CO145 to Cortez, 83 miles.
11. The Enchanted Circle Scenic Byway (New Mexico): Counter-clockwise: Taos US64 to Eagle Nest, NM38 to Questa, NM522 back to Taos, 82 mile loop.
12. The Pig Trail (Arkansas): Eureka Springs AR23 to Ozark, 80 miles.
13. Cherohala Skyway (Tennessee/North Carolina): Tellico Plains, TN onto TN165 to NC143 to Robbinsville NC, 53 miles.
14. Blue Ridge Parkway (North Carolina/Virginia): ANY 150 mile section.
15. The Triple Nickel (Ohio): Little Hocking OH555 to Zanesville, 62 miles.
16. MY FAVORITE ROAD: The registrant can choose ANY US Road that is not already on this list! This one will also require the receipts and photos. By using this choice, the registrant can omit any one of the other 15 roads on the list.

There are Sixteen roads listed, but only FIFTEEN are required to be a Challenge finisher, the registrant can eliminate any ONE of the 16 roads offered. If you opt to ride "Tour Favorite Road" it cannot be one of the 15 (as in doing one of the 15 a second time).

For further clarification or questions about this event, contact **Bob Roger**, Chairman, Best 15 US Roads Challenge, at either

(330) 857-8131 or email to

Best15us@sc-ma.com

rsroger03@gmail.com

TOUR OF HONOR

benefiting **VETERANS AND FIRST RESPONDERS CHARITIES**

**50 states.
500 memorials.
You, your motorcycle,
And a good reason to ride.**



**A self-directed ride 1APR - 31OCT. Visit seven
memorials in any state to achieve Finisher status.
Or travel cross-country. It's up to you.**

Sign up at www.tourofhonor.com

Benefiting:



International News Section

(pages 19 – 35)

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

From Mexicali to Penticton

Three Flags Classic 2022 in the Rear View

James Kingdon

#



Credit to Woody

My wife and I had a little spat before I left Winnipeg MB for Mexicali MX on the 2022 Three Flags Classic (3FC) – 4,000 Kms (2,500 Miles), two time zones, and two international borders away. For some reason, after all our years together, she decided for this year's 3FC, I should become a more 'normal person.' As you can no doubt imagine, this didn't go well.

She knew I would visit friends in SoCal first, on my way to Mexicali. Which meant, she knew I would ride to SoCal in two and a half days – slightly less than the distance from Mexicali MX to Penticton BC in roughly half the time. (As it turned out, I got to SoCal in time for a lovely calamari sandwich lunch beside the ocean on the third day.) Regardless, in my defence, she launched her 'be normal' pitch while I was sitting at our kitchen island. I was studying the five-day route from Mexicali to Penticton. I was caught off guard, so I never bothered to look up from the screen when she started. I was feeling the stress of my lack of planning to attend the Three Flags and my mind was fully occupied.

I'm a 'wing-it' kind of guy. I only ever have a half-baked plan before I swing a leg over the saddle. My Winnipeg buddy Mel kindly offered a cot in his room in Mexicali, but otherwise I had no hotels booked. My plan was to ready-fire-aim the ride as per my usual. Then, over my screen, I overheard my Sweetheart insisting that I book ahead in all four check-stop towns along the route. Imagine that! I had never done that before. Then she insisted she would book them for me. Imagine that! Keep in mind, on Three Flags tours, I usually ride through to the second check stop town on the first night to get a full day ahead on the ride north. Why - I have no idea. It's just been 'my thing' on previous rides. But this was where things really went south between my Sweetheart and me. I

mean, I understand her insistence was based on her care for me, but what would make her think I would suddenly want to become a normal person after 66 years of being a wacko eccentric? The idea was bat-poop-crazy to my ears. But I understand now how this was the wrong position to take with the love of one's life. Especially after I mumbled, without looking up: "Well Sweetheart - I gotta do what I gotta do!" My voice trailed off to try to put an end the conversation. This turned out to be the absolute wrong response. Who knew?

But in the end, for the sake of domestic world peace and harmony, I capitulated. On the ride down to SoCal, I relented - by text - and asked if she would book the check stop hotels on my behalf. Or alternate hotels, because of course all the check stop hotels were already booked by this time. "Of course, they were!" my Sweetheart acidly assured me. So, as I rode over to Mexicali from San Juan Capistrano CA in 43C (110F) heat, I knew this Three Flags would be very different than any other tour I had ridden. This time I would be forced to pretend to be a 'normal person.' And it was not going to be an easy transition.

I ride alone so I can follow my own body rhythm. At least that's my excuse. The fact is, I'm selfish. I like to ride the way I want, how I want, when I'm on the road. Plus, I ride too fast and too long for most, but too slow and too short some for others. So, riding alone just works better. This meant, of course, I also didn't ride down to Mexicali from Winnipeg with Buddy Mel, who most kindly offered me a cot in Mexicali - like a normal person would do. But then again, riding alone, I meet people all along the way, which I wouldn't if I rode with a pal. These are the trade-offs and benefits to riding alone. I think of them as long-distance twists and roundabouts.

Riding into Mexico made me a little nervous. It usually does. But I never understand why, especially when I have always been treated so well there. But all that disappeared as soon as I rolled into the start hotel in Mexicali. It is such a wonderful moment to ride in knowing there will be an entire parking lot of kindred spirits there. It can be lonely sometimes outside the comradery of other like-minded, abnormal riders. But when I'm with the 250ish SCMA Three Flags riders – these are my people. People to whom I do not have to explain myself. Because they understand the lunacy of long-distance riding without explanation. Plus, they (mostly) forgive my eccentricities, abnormalities, and long-distance crustiness within a spirit of empathetic forgiveness. Afterall, I view all long-distance riders as just different versions of myself. We all have 'normal lives.' But amongst like-minded people, we can finally be ourselves. We no longer have to pretend. Or suffer

Day 1: The Grand Canyon AZ the strange looks when we tell normal people we plan to



ride from Mexico to Canada on the labour day weekend. As if we are just popping out to Costco to pick up a salad and an oven-roasted chicken for supper.

The ride up from Mexicali to Penticton was simply spectacular. But then I knew it would be. There were only a few roads I hadn't ridden before. Most were familiar. But the Ride Chair and his Three Flags team wove together a fabric of roads that was simply spectacular. These folks deserve a ton of credit. Imagine the pre-planning before we decide to casually sign up for the Three Flags Classic – the route planning,

registration logistics, check stop prep, and banquet planning. This is a thankless job done by countless people who deserve our utmost respect and appreciation. Because of their efforts, I can casually sit back in the saddle on autopilot and follow the little pink line on the GPS, and simply enjoy myself.

As a long-distance rider, I think of myself as an 'explorer of awe.' Because each day I find at least one moment, when I look through my face-shield, and find myself involuntarily exclaiming 'awe' at the vistas we long distance riders get to discover from the saddle. And yes – I rode a

couple of hours most days in temps as low as 4C (40F) in the morning and as high as 43C (110F) in late afternoon, but there is no better viewing seat from which to experience the North



Day 3: Estes Park CO at 12,000 Ft at 6:00

American continent than from the saddle of a moto. This is what long-distance riders know that precious few others do not.

And of course, my Sweetheart was right. As unusual. I stayed at all the check point towns and discovered the true gem of the Three Flags Classic tour – the people that ride them. These are otherwise normal people, that are in truth, not normal. All you have to do is walk up to a rider and start talking about their motorcycle, and the stories will start to flow like Gatorade in Mexicali. Under the

Day 5: Plains MT 6:00 A.M.



Day 4: US 191 WY 6:00 A.M.

helmets of these riders are the most extraordinary people I have ever met. Sure – the ride is amazing. But the people are the true hidden treasure of the ride. This is where riding alone pays off. Because it forces me to reach out to them. And I never have a shortage of friends on these tours.

From Dieter I learned about travelling in Europe and how much more I have yet to see. John pulled off his helmet only to reveal that he had recently retired and ridden from north of Edmonton AB to the tip of





Day 5: Kettle River WA 12:00 P.M.

South America, but only after spending two winters in Ecuador to acquire a deep immersion into the Spanish language. Karen chatted with me about her Three Flags tours on an exquisite red Ducati ST4S – a very similar ride to the Ducati ST4 I rode on my first Three Flags tour years ago. Then over some very good beer and steaks, an unassuming man named Solo blew me away with tales of his Hoka Hey ride – 10,000 turn-by-turn-paper-direction-miles, with no GPS allowed. Ridden in 9 days! Who in the world does that? Solo did. Reef talked to me about his switch to an Indian moto. Felipe offered to help me ride the Baja: “Whatever you need in Mexico, I gotta guy!” How can you beat that? Dave talked me into riding

from Prudhoe Bay AK to Key West FL - a ride I have been inexplicably resisting for years. Then Philip added a new route to get to Prudhoe to make things more interesting. I had breakfast with Keith and Steve where I learnt the attributes of the new Goldwings. At the group picture event, I ran into a past 3FC acquaintance from Nigeria - Ogonnaya. He and his friend had flown to Houston, bought their motos and then ridden over to Mexicali to start the ride. Again – who does this? But these guys did. And of course, I met up with my old friend Charlie – who is so devilishly deceiving with his Virginian charm – yet holds a long-distance riding resume that would stun any normal rider. But Charlie is most definitely not normal. He has ridden the Four Corners tour in every month of the year, having ridden it over twenty times. Yet he is still too modest to share the exact number of times with me. Keeping company with such riders will forever keep me humble in the saddle.

Yes – the Three Flags tour is always amazing. But the people who ride it are the real reason to come. All you have to do is say: “Hey - nice bike,” and then follow the trail of conversation from there. You will be amazed at what you can learn from the most unassuming people. As it turns out, adventure lust is a most cunning drug that makes ordinary folks achieve extraordinary feats.

So now, after the fact, I really don't know if I became any more normal during of this year's Three Flags Classic. Probably not. But I do know my wife was right. (I can see her grinning reading that.) Stopping more. Talking more. Yes – even pretending to be more normal – can yield tremendous benefits. Yet, in the end, I still can't promise to be more normal going forward. But I have pledged to spend more time getting to know more people on future Three Flags Classic tours. This is how I plan to spend my time on future rides. Exploring awe with the folks who, if not normal, are perhaps at least a little quirky. These are the best ones to get to know. Because in the end, it seems to me, normal is vastly overrated.

But don't tell my Sweetheart I said that.

*James Kingdon
Explorer of Awe*



My 2022 TFC Start Story

by Karen Butterfield

#33996

President, Red Hot Riders

San Diego

It was possible that my plan to ride the Three Flags Classic (TFC) this year would be canceled in early August if I couldn't arrange to be gone for about 10 days. This is the story of how it worked out and launched in Mexicali.

I rode the TFC one other time in 2014 and I worked the TFC check-in registration process in 2015 in San Diego, my hometown. I worked with the TFC planning committee on this 45th ride for the last three years. Fortunately, details fell together in August and I was going to be able to ride it this year. Now this meant the last few weeks in August were jammed with tasks like an oil change, new tires, Cardo install on the new helmet and packing for a long trip that I had not done in years. Heavy maintenance like brakes/chain/sprockets was done to the bike last year so the bike was mostly ready.

My plan for 2022 was to do the Mission Tour with several small rides but that didn't happen. I have a 2002 Ducati ST4s that has been well maintained but it's a **sport-touring** bike, not a **touring** bike. Since I rode the TFC in 2014, I have done what I can to make it fit me and be comfortable-ish for someone about 5'4" with a 31" inseam.

The bars were raised as high as the fairing for this model year would allow with a 1-inch aluminum spacer. I used the option in this spacer to pull the bars toward me about 9 degrees. I had the seat lowered and reshaped to fit me and I lowered the pegs 1 inch to compensate for lowering the seat. I have often used a piece of sheepskin on the seat since the days in my 20s when we rode sport bikes to the Grand Canyon and up the

California coast. The new Ducati Multistrada v2 900 adventure touring bike is looking like my size. That could happen next year.

Last minute adjustments the day before I left for Mexicali meant I had to give up the plan to leave early in the morning and I left after 12pm, during the time of heat warning.

Oscar Palacios and I had worked together on the summarizing information about crossing the border and getting to the hotel for two reasons. First, there are many route options and opinions, and second my friend Ron Farkas told me a memorable story of crossing into Mexicali on the way to the Araiza in a



prior year and having to return to the border to start over, and of course, it was hot.

A few of us committee members met with the Araiza staff in 2020, 2021 and 2022 and each time we took a different route. At some point I asked the Araiza staff what route they recommend to Americans who are coming to the hotel for the first time, and they recommended the East crossing from Calexico.

We put out some information about crossing the border and routes to the hotel. At the time I didn't know if people were interested in the information. After my experience and hearing from other riders, I know we need to do more.

The Araiza is only about 120 miles from my house, or about two hours away. Easy, right? I left my house on Monday 8/29/22 after 1pm and stopped at the Chevron station in Ocotillo where I always stop after descending into the desert on I-8 East. It was a little windy as is typical, with no traffic. Ocotillo is only about 80 miles from my house. I chose not to get any gas. I went south on S-2 from the gas station toward route 98 to take me to Calexico. Maybe I would get some gas there. I had been on route 98 in the winter in my car. It's a well-paved, fast asphalt road that is kind of fun.

I have lived in San Diego all my life. In my 30s I would cross the border in San Ysidro for lobster and tequila in Puerto Nuevo with groups of friends or at Otay for work at a company facility. These days I do not cross into Mexico often and never on my own. So that was a thing this time. Since I would arrive after 2:30pm, I knew I needed to cross at the West border crossing in Calexico.

I had asked Oscar to get the landmarks for the tricky part of the crossing to lead you from the West border to the main road to the hotel. He made a video that I used to create a printable reference document, so I knew exactly how to go left right after crossing the border and get to the Ave Madero that goes East. (We posted the video and the document on the SCMA website).

I could feel the heat as soon as I descended into the desert which increased when I stopped in Ocotillo and kept rising when I was on route 98 with heat coming up from the asphalt road. I didn't stop in Calexico. I had the West border crossing directions in my map holder and headed to the border crossing. It was getting hotter but all was going fine until traffic slowed to a stop before the last stop sign where you enter the border crossing. I could lane share for a little bit until a stopped car on the right side allowed only enough room for the two lanes of cars. I think it's a good thing my bike does not show me the air temperature. It will show me the engine temperature and it's the largest part of the small display. The bike temp will reach 200F easily in traffic and the fan will keep it below 220F but it's especially noticeable since my thighs are closer to the engine with less seat padding. The sheepskin helps a little.

I knew the air temp would be over 100F. It was still manageable for me until traffic stopped. My temperature kept going up during the traffic before the border gates, the traffic going through the border stops and moto-crossing over the big metal dots. I found my way to Ave Madero, but now there was not enough speed to cool me even a little bit since it was stop sign after stop sign and a stop light or two just to break up the stop signs all the way to the right turn at Calzado Justo Sierra leading to the Araiza.

I did pull over once in the shade to see if I could figure out how much further it was to the turn and I couldn't, so I kept going. I was wearing a coolie and a wet bandana around my neck. I am not crazy about wearing a wet vest, but I would try it again. I was also wearing a thin runner's shirt under my jacket that was sticking to me like saran wrap. I had too much of the wrong things on under my jacket that has few vents!

I had a small Camelback that was almost empty. Pretty soon I came upon the stop light with my right turn. At that point, it didn't matter to me that I wasn't sure if you could turn right on a red light in Mexico, so I did. It's not legal to do that in Mexico, oops got lucky. By the time I got to the next stop light I realized that I couldn't sit at another one and I needed to get this jacket off and sit down before I couldn't predict where I would stop. This was not a time to take any more risks by powering on.



A pharmacy appeared on the right side with a nice big parking lot in the shade. I pulled in, pulled off my helmet and my jacket and sat down on the sidewalk in front of the building. There was a bus stop nearby and lots of people who live in this heat and who were all very nice. I didn't want to leave the bike so I had a \$20 bill for anyone who would bring me a liter of cold water. I said so in Spanish and asked the people who passed by for someone who spoke English and a young woman said she would. I gave her the \$20. She came back with water but would not take the money. I don't know if the pharmacy just gave it to her or if they would not take the dollars. I filled the Camelback, added the electrolyte mix and sat there drinking it for about 30 minutes.

A nice man in a very sharp shirt and a crisp facemask walked out to ask me where I was going. When I asked him if he worked inside, he said yes. He was a doctor. By then I knew I was only a mile from the Araiza and I told him I was going there. I think he was relieved and pretty soon he had another call and wandered back inside. When I was ready to put the jacket back on, I rode to the Araiza and parked at the front door and proceeded to get inside. I think I was paler than usual but mostly fine. You don't realize the full measure of how hot you are until you go inside where there is air conditioning.

The bottom line is days where there is a heat warning are serious and risky. The temperatures in Mexicali were in the 110F+ range that afternoon and for the next few

days. For next time, I will be creating turn by turn instructions with landmarks, mileage and expected time for cases like this kind of crossing. I will also advocate for providing extra support, advice and teamwork for future rides with similar circumstances.



In the next couple of days I worked with Ride Chair Steve Shulman and Start Captain Colleen Sepulveda, committee members Les Gullery, Rodney

Chew, Dan Burt, Doug Wilson, Jack Knorst, Brian Hooker, Dannie Fox, the Wanamakers, and helpers like Candace Burdick, and some drafted volunteers to setup and conduct the registration check-in.



Terry Burrill from Canada shown with Chris White, and a guy from the Southern US shown with Brian Hooker were the very helpful volunteers that completed the registration stations. (My apologies for not being certain of the first name of the guy from the South. Dale Carnegie training fails me sometimes if I haven't "seen" someone's name. You might see a few more name tags in the future. Please

email me your name and I will make one for you - RHRredkaren@gmail.com). More committee members were working on other things. You can see some of the people in the pictures. We will have to do a team photo next time.



At one point, I walked to the front of the hotel to see how hot it was outside. In the late afternoon it was very HOT and humid. I walked back in to get bottles of cold water for the people arriving. I took off the top and handed the bottle to each of them. I encouraged them to come inside as fast as possible. Again, you don't always realize how hot you are until you get inside someplace cool. I found Tim Wannamaker and Chris White arriving at the front with two other sweaty guys, sweat being a good sign they were not dehydrated! There were a few serious cases from the heat that worked out OK.



I found Tim Wannamaker and Chris White arriving at the front with two other sweaty guys, sweat being a good sign they were not dehydrated! There were a few serious cases from the heat that worked out OK.

Tim Wannamaker came in on Gloria's vintage

bike

I think the Registration and Sign-In process, the First Time Riders meeting, and the Start Banquet all went well even though we all were out of practice. I think people were happy to see each other again. There was a record number of 80+ first time riders this year. In addition to the work Oscar Palacios and I did to translate the TFC documents including the new First Time Riders reference into Spanish, Oscar, Steve, Colleen and I worked with Andrea Gonzalez Acevedo from the Mexicali Tourism group for their assistance with the event in their town including the police escort. Oscar used his expertise to make the police escort process to be pretty smooth for most riders. My experience was quick at the border when it was hot and very dark with little or no moon. We heard the help was welcomed by most riders and we will apply lessons learned as well. Steve and Oscar presented Andrea with a 2022 plaque as a remembrance at the Start Banquet. I took a few pictures at the banquet and I would love to take more next time and make them available to riders.

A few lucky ones got hats and t-shirts from prior years. Until next time, wear all your t-shirts, hats, pins, belt buckles and patches. See you next time.

Watch for upcoming rides in the San Diego area- Facebook Group - <https://www.facebook.com/groups/187787055647987>



Steve Shulman, Andrea Gonzalez Acevedo, Oscar Palacios



Start Banquet
Araiza Hotel
Mexicali, MEX

2022 Finisher's Buckle



The Wannamakers, Gloria Amesqua, and Chris White



The Guys from Texas



Link to 330 photos on SCMA fb page

<https://www.facebook.com/group/s/scma.main/permalink/8843159>



Group Photo 3FC22 Finishers



Who's Riding the GLCTT ??

Bob Roger
#24838
Chair GLCTT

Hello SCMA members,

This is a very exciting time for me as I get to chair the Great Lakes Cabot Trail Tour in its inaugural year!

Currently we have five riders registered for the tour.....and I'm one of them.

You may have noticed that this event is listed within the International Section of the newsletter.....that is because it is indeed an international ride within USA and Canada. So, make sure your passport is up to date and you have records of your COVID vaccination as CAN requires that proof for entry into their country. You may also need to present a negative COVID test taken within recent hours of your entry. Requirements are very fluid, so be sure to do your research.

Each month SCMA will publish the names of those riders who have registered for the tour. Most, if not all, registered riders are riding this tour solo. However, if you notice another rider from your state and are interested in tagging up with that rider, we encourage you to place a shout out on the GLCTT facebook page at:

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

Also, Gonzo (Editor, SCMA Newsletter) would like to interview you about a leg or day of your GLCTT adventure. Give him a call when you can for a phone chat and to arrange for an interview and some photos to email for him to place in the newsletter

Gonzo 949-433-0761

Wishing you the best of riding.....and c'mon out on this ride !!

Bob Roger

Riding Long Distances Alone And With Friends

FINISHER NEW REGISTRANT

Great Lakes Cabot Trail Tour Riders:

1. **Charles Lamb Hopewell, VA**
2. **Andy Andresen Newnan, GA**
3. **Jeff Kramer Las Cruces, NM**
4. **Richard Pedersen Aloha, OR**
5. **Bob Roger Dalton, Ohio**
6. Mark Burdick Houston, TX
7. Dennis Mitchel Ft Myers, FL
8. **Steven Jackson Lindon, UT**
9. **Anthony Handy, Philadelphia, PA**
- 10 **Noel Henderson, 150 Mile House, BC CAN**



SCMA - More Than Miles

The Great Lakes Cabot Trail Tour



SCMA is proud to announce a new Premier Ride for 2022 titled The **Great Lakes Cabot Trail Tour**.

The Tour will be a self-guided ride to twelve designated checkpoints scattered along a suggested route through the northeastern United States and Southeastern Canada. The preferred starting point would be the Perry Monument on the Presque Isle peninsula in Erie, PA, though riders from western Canada may want to begin at Thunder Bay, Ontario. From Erie, the next checkpoint is Niagara Falls, on either the US or Canadian side. From New York there are several checkpoints through Vermont and New Hampshire before crossing Maine into New Brunswick and on to Nova Scotia to ride the Cabot Trail.

Next is a return to the US with a checkpoint at the SCMA Four Corners Park in Madawaska ME. Then the ride heads back into Canada to ride along the St. Lawrence River to the "walled cities" of Quebec and Montreal.

The suggested route turns west away from the St Lawrence River through Ottawa and Sudbury to the north shores of Lake Huron and Lake Superior. The route follows the shoreline of Lake Superior back into the US, turns the corner at Duluth MN, and heads east through Wisconsin into the Upper Peninsula of Michigan. After a ride over the famous Mackinaw Bridge, the 4200 mile long Tour finishes in Mackinaw City MI,

All 12 checkpoints must be visited. Proof of the visits will be a personal ride log containing a photo from each checkpoint that includes the rider, the motorcycle, and a sign or landmark showing the location, and a sales receipt showing the date and location.

The registrant will have a two-year window to complete the ride, BUT all checkpoints must be visited in one calendar year.

Bob Roger

Chair, GLCTT

SCMA
GREAT LAKES CABOT TRAIL TOUR

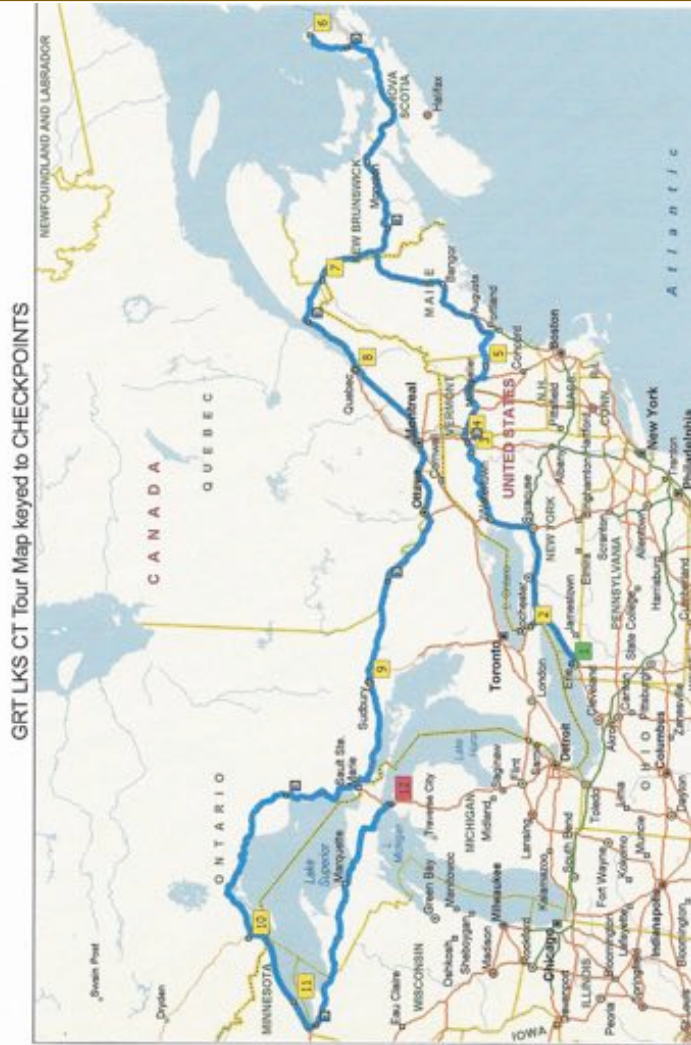
CHECK POINTS:

1. Perry Monument Presque Isle Peninsula, Erie, PA
2. Niagara Falls Either Side, New York, or Ontario
3. Lake Placid, Summit of Whiteface Mountain
4. Ferry across Lake Champlain, The Essex NY to Charlotte, VT Ferry is now the recommended crossing since the Port Kent NY to Burlington VT Ferry is closed for 2022.
5. Kancamagus Scenic Byway, RT112 Lincoln, NH to Bartlett, NH
6. Cabot Trail Cape Breton Island, Nova Scotia HWY19
7. Madawaska, Maine The Four Corners Park
8. Quebec City or Montreal, the walled cities
9. Sudbury, Ontario the Giant Canadian Nickel at the Dynamic Earth Science Museum, 122 Big Nickel Mine Road, Sudbury
10. Kakabeka Falls, TC11 20 miles west of Thunder Bay Ontario
11. Two Harbors, Minnesota, MN61 Split Rock Lighthouse
12. Mackinac Bridge to Mackinaw City, Michigan

Great Lake Cabot Trail

Additional Points of interest, but NOT required:

1. Mount Washington Auto Road to Summit, entrance is on NH16.
2. Acadia National Park is a 110 mile round trip spur out of Bangor, ME.
3. Confederation Bridge in New Brunswick to Prince Edward Island, is an 8 mile crossing in each direction adds a 75 mile spur off the main route. On Trans CAN Hwy 2/NS104 at Westmoreland, New Brunswick, take Trans CAN Hwy 16 to the bridge.
4. Fortress of Louisbourg, Cape Breton, Nova Scotia. Spur from the Cabot Trail at St Ann adds 80 miles and 2 hours riding time to the Cabot Trail Loop.
5. Toronto Spur (Ottawa > Toronto > Sudbury) adds 180 miles to the Tour.
6. Aerostich 8 S 18th Aw W Duluth, MN 55806. From the north: I-35 ex255A, US53 to next exit, Right onto N 21st Ave W., Left onto W Superior St., go four blocks to Aerostich.
7. Tunnel of Trees from Mackinaw City – it's a 24 mile ride to Cross Village. From there, MI 119 hugs the Lake Michigan shoreline for 21 miles to Harbor Springs.





SCMA - More Than Miles



SCMA's Premier Events

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

The planning for the 2022, 45th Annual Three Flags Classic is beginning. The ride will start in Mexicali, Baja Mexico, and head north for a finish in Penticton, BC Canada. The ride will be 5 days in duration. A lot of exciting things are happening and it's shaping up to be a continuation of our return to our Three Flags roots of riding through three countries!!!

<https://sc-ma.com/rides/3-flag-parent/three-flags-classic/>

Great Lakes Cabot Trail Tour (New Premier Ride in 2022)

Ride this 4,000+mile tour around the Great Lakes and along the Canadian side of the St. Lawrence River into Nova Scotia. Bob Roger is chairing this event in 2022.

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. Dannie Fox is chairing this event in 2022. <https://sc-ma.com/rides/usa-four-corners-tour-site/usa-four-corners-tour-ride-summary/>

SCMA Best 15 US Roads Challenge

During 2022, travel our annual list of Best 15 US Roads. Rules, application information and details can be found on our website. <https://sc-ma.com/rides/best-15-parent/best-15-us-roads-challenge/> Bob Roger is chairing this event in 2022 and can be contacted at rsroger03@gmail.com

California Adventure Series: The California Adventure Series includes three different rides: The CA Parks Adventure (CPA), the CA Mission Tour (CMT), and CA Best 15 Roads (CB15). Completing one or the other helps to qualify for the Premier Triple Crown award. Les Gullery is chairing these events in 2022.

CPA: During any single calendar year, in any order and at any pace, visit 24 of the 25 National Parks and Monuments in California as outlined in the rules: <http://sc-ma.com/rides/california-parks-adventure>.

CMT: During any single calendar year, in any order, and at any pace, visit all of the 21 California Missions. It works just like the CPA listed above <https://sc-ma.com/rides/california-missions-parent/california-missions-tour/>

CB15: Ride the CA Best 15 Roads; select 5 each located in northern, central and southern CA. Riders will select their roads from a list of 60 CA roads. Rules for this event can be found online at: <https://sc-ma.com/ca-best-15-parent/ca-best-15-roads-challenge/ca-best-15-roads-rules/>

SCMA's California Triple Crown

Awarded to riders who successfully finish all three CA Adventure Series events in a single calendar year. Les Gullery will be chairing the selection committee in 2022.

The SCMA Premier Triple Crown Award

Imagine completing a three-pack of any combination of USA Four Corners, Best 15 USA Roads, Three Flags Classic, and one of the three CA Adventure Series rides in a single calendar year (15Jan to 30Nov 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 tags you as a very unique long-distance rider: A Triple Crown Winner. Mark Burdick will be chairing the selection committee in 2022.

The SCMA Premier Grand Slam Award

Complete all seven (7) Premier Events: the USA Four Corners Tour, the Three Flags Classic, The Best 15 US Roads Challenge, Great Lakes Cabot Trail Tour, and all three of the California Parks Adventure Series (Parks, Missions, CA Best 15) in a single calendar year. Mark Burdick will be chairing the selection committee in 2022.

Some Valuable Fine Print (REALLY !)

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

Email Newsletter submittals to:
Chairman@sc-ma.com

The SCMA neither endorses nor sanctions any fund raising activities by its members or riders participating in its events for any purpose benefiting or on behalf of third party charities unless expressly stated otherwise. All such activities are outside of the control and view of the SCMA and no support of any kind should be construed.

SCMA's website is always your best source for complete and current information on our rides and events. Our membership application is

there. For more information go to

www.sc-ma.com. Links to all our affiliated clubs are there also.

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

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

Advertising space is provided to our members only. Regular membership is \$35 for one year and \$60 for two years. Want ads are free for regular members.

Businesses interested in sponsor membership advertising of 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, should contact the Chairman.

We
Want
to
Hear
From
You

Contact Us at:
Chairman@scma.com
or
ViceChair@scma.com

