

Note from the Chairman – April 2023

Welcome to Spring! I hope you all spent the winter preparing for this year's riding season and you are ready to get out of the garage and onto the road.

My last item on my list was finding new boots to replace my 15-year-old Sidi boots. You wouldn't believe how hard it is to find size 15 boots! On the back page of one of my bike mags was an ad for Motonation - they carry the Sidi Adventure boots I wanted. I went online and saw they had some coming in my size in 3 weeks. No one else had any so I went back to the site 3 weeks later and the site said sold out! I called them to get on a new waiting list and sales said that site was wrong and they said they had 3 pair coming in that Friday to try again then. They called me back early Friday morning (without me asking) and said they had them in and go online and snag one. I did! Monday, I went back to the site and saw that all those style of boots were on sale for \$100 off! I emailed them and asked if they would consider applying the sale price to my past order - they responded OF COURSE! I saw my credit the very same day. I have to recommend Motonation.com to you, big feet or not.

Many of our members have signed up for our tours this year. Lots of first timers and many return riders. I've received a few notes from members saying they have ridden a certain ride before and don't know if they want to repeat it. Curious, I asked one of our more infamous board members, Charlie Lamb, why he keeps repeating the 4 Corners USA tour - 22 times! (including the true X). He said every tour is different and has new "wow moments" every time. He has ridden the tour in every month of the year. Remember how cold it can be up north in Maine in winter months! He says he also varies the routes and includes our other SCMA tours at the same time. He also visits family on the way and hits the National Parks out of season. Charlie has also earned three Grand Slams which includes a lot of repeating tours. I guess the point here is that every tour is a different experience for a rider. Please consider repeating the Three Flags Classic, Best 15, and 4 Corners USA. Very few riders have completed the new Great Lakes Cabot Trail tour - put it on your list this year!

I was reminded several times this year that we won't be able to ride and live forever. You will thank your lucky stars when you sign up for one or more of the tours you have ridden before and do it again. Enjoy riding and living every moment you can!

I hope to see you in Puerto Peñasco for the kickoff of the 46th Three Flags Classic on August 30.

Ride safe and often,

Mark Burdick
Chairman



The Three Flags Classic: The Ultimate Motorcycle Tour Experience



Introduction

The Three Flags Classic is an iconic and legendary motorcycle tour that has captivated the hearts of enthusiasts for decades. This annual event takes riders on an exhilarating journey through three countries — the United States, Canada, and Mexico. With its stunning landscapes, diverse cultures, and rich history, the Three Flags Classic has become an unforgettable experience for riders. In this article, we'll dive into the origins of this remarkable tour, the exciting route, and what participants can expect along the way.

The Origins of the Three Flags Classic

The Three Flags Classic was founded in 1975 by the Southern California Motorcycle Association (SCMA). The original goal of the event was to promote camaraderie among motorcycle enthusiasts, while also encouraging the exploration of the beautiful regions traversed during the ride. Over the years, the tour has gained immense popularity and evolved into an essential experience for riders from around the world.

The Route: Three Countries, One Extraordinary Adventure

The route for the Three Flags Classic changes each year, ensuring that participants always have a fresh and unique experience. The tour typically covers a distance of around 2,000 miles, with the starting point alternating between Canada and Mexico. Every five years, we add an additional riding day of 500 miles. The journey takes riders through diverse terrain, from the breathtaking US and Canadian Rockies to the arid deserts of the American Southwest and Mexico.

The diversity of the route not only provides riders with an array of scenic vistas, but also offers an opportunity to experience the unique cultures of each country. Participants have the chance to visit historic sites, indulge in local cuisines, and interact with people from different backgrounds, making the Three Flags Classic more than just a motorcycle tour — it's a life-enriching experience.

What to Expect on the Three Flags Classic

1. **Camaraderie and friendships:** One of the key aspects of the Three Flags Classic is the sense of camaraderie it fosters. The tour attracts a diverse group of riders who share a passion for adventure and exploration. Many participants form lasting friendships, as they bond over the shared experience of traversing some of the most beautiful landscapes in North America.

2. Challenging and varied terrain: The Three Flags Classic is not for the faint of heart. Riders can expect to encounter a wide range of terrain, from winding mountain roads to flat desert highways. Participants must be prepared for the physical and mental challenges that come with long-distance motorcycle touring and ensure that they have the necessary skills and equipment for the journey. The weather can be another challenge as riders must prepare for sunny hot days, rain, fog, and sometimes even light sleet/snow!

3. Exploration of culture and history: The tour offers riders the opportunity to immerse themselves in the rich histories and cultures of each region they pass through. This may involve visiting local museums, historical landmarks, or simply engaging with locals to learn about their traditions and way of life.

4. Unforgettable memories: The Three Flags Classic is an experience that participants will cherish for a lifetime. The combination of stunning landscapes, cultural immersion, and the thrill of the open road creates an unforgettable adventure that riders will look back on with fondness and pride.

The 2023 46th Three Flags Classic

We start in Puerto Peñasco, Sonora Mexico on Friday, September 1st and finish in Calgary, Alberta, Canada on Monday, September 4th. Rally check-in and the Start Banquet is Wednesday, August 30 and the Finish Banquet on Tuesday, September 5. We have a day to relax, recover, and enjoy Puerto Peñasco on Thursday, August 31. Checkpoint cities along the route include Kanab, UT, Idaho Falls, ID and Ponderay, ID.

You can learn more and register at <https://www.sc-ma.com/the-three-flags-classic>. After registration you will be sent detailed information on the tour including the routes and hotel information. Please do consider registering and making your hotel arrangements soon as many hotels and campgrounds are seeing high demand and will sell out before the travel season starts. Currently, we have 187 registered riders and will close registration when we hit 300 riders or August 1.

Conclusion

The Three Flags Classic is more than just a motorcycle tour — it's an adventure that tests the limits of riders, while also providing them with an unparalleled opportunity to explore the breathtaking landscapes and vibrant cultures of North America. With its unique route, diverse terrain, and emphasis on camaraderie, the Three Flags Classic has become an iconic event that continues to captivate the hearts of motorcycle touring enthusiasts worldwide.

Mark Burdick
2023 46th Three Flags Committee Chairman
Chairman, Southern California Motorcycling Association

Bike Preparation Plan, Make Your Own – April 2023

By Karen Butterfield and Brian Hooker

Countdown to The 2023 Three Flags Classic or Any Tour

We are within 5 months of the start of The Three Flags Classic. We decided to share a series of articles focused on preparation. Of course, all of this will also be great for any motorcycle tour. The first big prep step is readying your motorcycle. I revisit old favorite lists and look at new ones to get ideas for my own list and to make my plan. I like to have the heavy maintenance done about 4 weeks before the ride. That works for me so I can just fine tune it for a few weeks. It seems like I always have some new luggage or straps or gizmos, so I need a target date. The main thing is to allow at least a week for enough time to put 100 miles or more on the bike before leaving on the ride. Most riders have heard about the Motorcycle Safety Foundation (MSF) Pre-Ride Checklist that you can find here.

https://www.msf-usa.org/wp-content/uploads/2022/06/T-CLOCS_Inspection_Checklist.pdf

Pre-Ride checklists are also known as T-CLOCS inspections, translating to: Tires, Controls, Lights (and Electrics), Oil (and Other Fluids), Chassis, Stands.

The next page is a slight variation on the topic. It's a T-CLOCKS INSPECTION reference that is very helpful with a little more information in a narrative style. It's from the Alberta Road Riders Association (ARRA) <http://www.goldwingcalgary.com/> newsletter formerly known as WingWag. T-CLOCKS stands for: Tires & Wheels, Lights, Oil, Chassis, Kickstand. Brian Hooker got permission to use this chart from Suzanne Shaver author/editor for the newsletter.

In Brian's words, "Further to the Plan your Ride, and Ride your Plan mantra, it's always better to prepare in advance, rather than suffer on the road. Make sure you are at one with your machine. Give it some love. Here's a great way to start the season, and review before your ride. Nothing sours a fun ride faster than sitting on the side of the road while your buddy fixes something on their bike that should have been looked after pre-ride."

My local garage is booked months in advance so it's time now or past time to book an appointment for July. I have a spreadsheet of my bike's service record that is better than my medical records summary. I need to verify the last time the timing belts were done and the last front fork service with seals. I remember carefully wiping off a little caked on sandy dirt that sloppily dripped onto the shiny gold titanium nitride slides during the last TFC. Enjoy the walk through the bike on paper. You will be ready to refer to your bike's maintenance records and prepare your list of tasks for yourself on the bike. Then, setup the maintenance appointment for your next big ride.

Next time we will have an updated Packing List to review for Three Flags or any motorcycle tour. Send any brilliant ideas you have about packing to Brian Hooker at 3FC@BrianHooker.com for possible inclusion.

Here we go!

T-CLOCK INSPECTION

T-CLOCK stands for:

Tires & **W**heels **C**ontrols **L**ights **O**il **C**hassis **K**ickstand.
It is the most complete pre-ride check you can do.

TIRES & Wheels

Tires

- Condition: tread depth, wear, weathering, evenly seated no bulges or embedded objects
- Air pressure - check when cold and adjust to load/speed rating

Wheels

- Spokes: bent, broken, missing, tension, loose
- Cast: even, not bent or warped, no cracks
- Rims: round/true, if out by more than 5mm replace
- check - spin wheel against a stationary pointer
- Bearings: grab top and bottom of tire and flex: no free play (clicks) between hub and axle and no growl when spun
- Seals: not cracked, cut, torn, no excessive grease on outside, not reddish brown on outside.

CONTROLS

Levers

- Condition: not broken, bent, cracked, mounts tight
- Pivots: lubricated

Cables

- Condition: no fraying, kinks
- lubrication - ends and length
- Routing: no interference or pulling at steering head or at suspension; no sharp angles; wire looms in place

Hoses

- Condition: no cuts, cracks, leaks, bulges, chafing, deterioration
- Routing: no interference or pulling at steering head or at suspension; no sharp angles; wire looms in place

Throttle

- Operation: moves freely, snaps closed, no revving

LIGHTS

Battery

- Condition: terminals clean and bright, fluid level, strapped in place
- Vent tube: not kinked, routed properly, not plugged up

Lenses

- Condition: not cracked, broken, no condensation inside, securely mounted

Reflectors

- Condition: not cracked, broken, securely mounted

Wiring

- Condition: no fraying, chafing, in tact insulation
- Routing: not pinched, no interference or pulling at steering head or at suspension; no sharp angles; wire looms in place

- Connections: tight and clean

Head Lamp

- Condition: no cracks in glass; reflector clean and silvered; solid mounting; adjuster works
- Aim - height, right/left

OIL

Levels

- Engine: check warm on centerstand
- Hypoid Gear: transmission, drive shaft
- Hydraulic Fluid: brakes and reservoir, clutch
- Coolant: check cold in reservoir and/or recovery tank
- Fuel: look in tank or rely on gauge

Leaks

- Engine: gaskets, housings, seals
- Hypoid Gear: gaskets, seals, breathers
- Hydraulic Fluid: hoses, master cylinder, calipers
- Coolant: radiator, hoses, tank
- Fuel: lines, caps, carbs

CHASSIS

Frame

- Condition: no cracks at gussets; accessory mounts secure; no paint lifting, peeling

Steering Head Bearings

- Condition: no detent or tight spots on full travel
- check - forks for play by raising front wheel and push/pull

Swingarm Bushings/Bearings

- Condition: no play
- check by raising wheel and push/pull

Suspension

- Forks: smooth travel, equal air pressure if anti-dive
- Shocks: smooth travel, equal air pressure pre-load or equal damping settings; linkage moves freely with adequate lubrication

Chain/Belt

- Tension: check at tightest point, set to specs
- Lubrication: (chain only) check side plates when hot
- Sprockets: securely mounted; teeth are not hooked

Fasteners

- Threaded: tight; no missing bolts or nuts
- Clips: none broken or missing
- Cotter Pins: all in place; none broken

KICKSTAND

Centerstand

- Condition: no cracks; not bent
- Retention: springs in place; stays up firmly

Sidestand

- Condition: no cracks; not bent
- safety cut-off switch operates
- Retention: springs in place; stays up firmly

Riding Safely Takes Focus and Commitment – April 2023

By Colleen Sepulveda

What to look for in ongoing motorcycle training and why to take classes. Details on courses available in California including a special series at Laguna Seca Racetrack near Monterey, California in July 2023.

Unexpected situations happen to motorcyclists and other roadway users everyday. If we aren't prepared for these surprises, we may experience a collision. With little to no time for reaction, the odds aren't in your favor. Riders can't depend on the other driver to watch out for us. We have to be as sharp and precise as possible to stay safe. Regular training and practice on your motorcycle can hone your skills and reduce your vulnerability.

As human beings, we have a natural tendency to overestimate our own abilities no matter what task we are defining. In the field of psychology, this human tendency is called the Dunning-Kruger effect. For example, surveys have shown that 93 percent of all car drivers believe they are better than the average car driver. That's statistically impossible. The same thing happens to us as motorcycle riders.

Getting the most out of your brakes, learning to swerve effectively and improving your cornering skills are critical to enjoying many years of riding. No matter how good you believe you are, the moment of truth the instant before a collision is all the proof you get. Make sure that you are up to the task with ongoing training.

There are many classes available to improve your skills. One example is the 1-Day Premiere Course (1DPC) offered by the California Motorcyclist Safety Program. The course focuses on maximum braking and swerving exercises as well as vision and cornering skills. There is a mix of classroom and riding exercises throughout the day. You will ride away with additional tools to keep you safe on the road. The 1DPC is offered in many locations throughout California.

Another option is the Total Control Advanced Rider Clinic Level 1 (ARC L1), a 1-day course mixing riding and classroom material. The focus is throttle control, trail braking, and cornering techniques that will increase your enjoyment of the twisties exponentially. Cornering mistakes cause 50% of the single vehicle fatalities for motorcyclists according to National Highway Traffic Safety Administration data. A section of the course provides details on suspension set-up and how your suspension can help you maintain traction and control on the road.

The Total Control Advanced Rider Clinic Level 2 (ARC L2) will take you up another level in your cornering. This course revisits maximum braking, introduces speed shifting up and down and then covers advanced cornering skills. Decreasing radius curves, avoiding an obstacle in a curve and trail braking in a curve elevate your riding. The course ends with an exercise that allows you to put your new skills to a road course, similar to our favorite twisty roads.

The best part is how much fun you'll have. The Clinics are done in one 9-hour day on your own motorcycle. The amount you'll learn is limited only by your willingness to get better.

You might consider planning a trip to Laguna Seca near Monterey July 14-16. You can take the 1DPC on Friday, the ARC L1 on Saturday and the ARC L2 on Sunday, riding a couple of parade laps on the famous Laguna Seca track after each course.

Other courses available in California include street and off-road choices such as: Streetmasters, SoCal Supermoto, American Supercamp, Moto Ventures and Rich Oliver's Mystery School to name a few. Any school offering braking, swerving and cornering skills will provide valuable tools to enhance your confidence and keep you safer.

Even a basic course is likely to be quite useful. It will help you refine and polish your basic control skills and smoothness. Take the class with a family member or friend. You will be creating a new riding buddy while you perfect your control of your bike!

See you on the road!

Find classes by conducting an internet search for Total Control Training, California Motorcyclist Training Program and the other listed organizations.



Colleen Sepulveda is a retired motor officer after 25 years with the Santa Cruz Police Department and a certified instructor and instructor trainer with the California Motorcyclist Training Program.

The Best 15 US Roads Challenge Ten Years Later

By Bob Roger

We, as SCMA long distance riders have a virtually limitless number of great US roads to ride! SCMA offers many of these indescribable roads around our Lower Forty- Eight States each year, with road changes from time to time to refresh the road lists, and to hopefully add interest.

Roads have been rotated onto and off the Best 15 US Roads Challenge lists over the past decade. For 2023, we're offering something a little different with 20 roads, all of which have been on a Best 15 list before. The Blue Ridge Parkway is the only required road, leaving 19 roads from which the registrant can choose any 14 to round out his or her list of 15. Though not necessary, I know that there are several "hardcore" riders who will do all 20!

I finished the Best 15 US Roads Challenge for the first time in 2013, the third year of the offering. I wanted to document my "ride of a lifetime" with my required Ride Log...which turned out to be a little longer than the typical Best 15er's log! I guess I was overwhelmed with the excitement of having ridden so many spectacular roads, I had to try documenting my experience! I hope that reading my ride log may entice a few of you to think about taking the Challenge!

The article from Rider Magazine is in the following pages. For your reference the article can also be reached at this link. <https://ridermagazine.com/2014/03/26/the-15-best-u-s-roads-motorcycle-challenge/>



The 15 Best U.S. Roads Motorcycle Challenge

By **Bob Roger** March 26, 2014

The Southern California Motorcycling Association produces an annual Best 15 U.S. Roads Challenge. The 15 roads are announced annually as the “collection” for that year, with some being retained from year to year. The entire distance of each road must be traveled between the locations listed for the road. The roads for each year can be taken in any order at any time during that calendar year. All miles (including getting to the challenge roads) must be completed on a motorcycle, trike or sidecar. Participants must be members of SCMA and must assemble a logbook of the 15 roads that displays a photo in front of a recognizable point-of-interest at the start of each road and a gasoline receipt showing the date and time. For more information, visit <http://sc-ma.com/rides/best-15-us-roads-challenge>.

Author Bob Roger completed the Best 15 challenge in 2013 and, in this article, highlights his trip along each of the 15 roads in a logbook style.

My challenge ride began on July 3, 2013, with a trip to Waynesboro, Virginia, to the north end of the **Blue Ridge Parkway**. The next morning, I got an early start to ride the required 150 miles on the Parkway. This scenic highway follows the ridge tops, offering many panoramic views of the Shenandoah Valley on one side and row after row of the blue Appalachian Mountains on the other. Traveling around sweeping curves, through the woods and over the meadows, I saw numerous deer, a few groups of turkeys and even fox. The road is a casual cruise along the heavily wooded mountain ridges and,



Red Rock country on Utah Route 12.

even at 35-45 miles per hour, the 164-mile tour to Floyd seemed to be complete before I was ready to finish. The Blue Ridge Parkway would be on anyone's list of top 10 favorite roads.

I continued my ride through Virginia and arrived in Tazewell by late afternoon. I was ready to begin my ride on the Back of the Dragon, also known as Virginia State Road 16, which took me 32 miles south to Marion. This road has great mountain-style twisties as it ascends and descends a couple of mountains on the way to Marion. Unfortunately, many of the tight curves have gravel on the road surface about halfway through the turns...very unnerving! If the locals want to compete with the Tail of the Dragon for motorcycle riders, they'll have to keep this gravel off their road.



The Road Glide and I are ready to take on this Dragon.

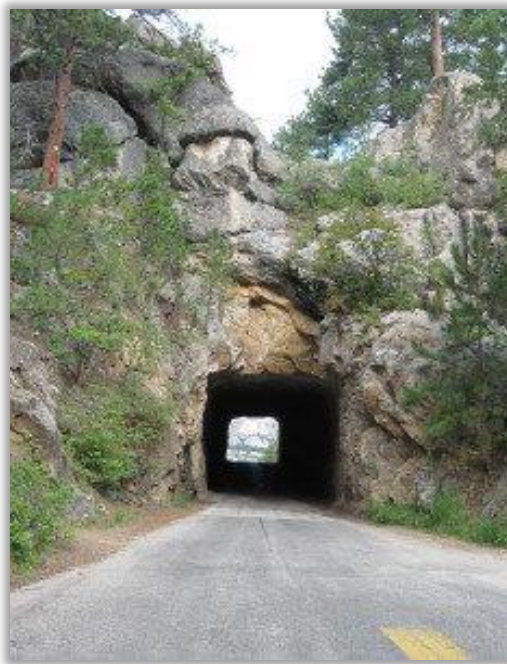
Speaking of the **Tail of the Dragon**, I rode that and the **Cherohala Skyway** the very next day. I started in Tallassee at the U.S. 129 Dragon Harley-Davidson and rode the 11 miles and 318 curves to Deal's Gap. The Tail is a unique road having so many curves in such a short distance. I've told friends who've wanted to ride the Tail of the Dragon, "Do not do so until you can operate all of your motorcycle controls at the same time!" The Cherohala Skyway is a very different ride from the Tail. It has sweeping curves and an elevation change of a couple thousand feet as you ride over the mountain from North Carolina into Tennessee, then on to Tellico Plains. It's a more relaxing ride, not a white knuckler

like the Tail of the Dragon. They're a nice contrasting combination of roads to ride together.

Unless you're doing a Four Corners tour, the Kancamagus road group in New Hampshire is a little out of the way. I started up the hill from Wentworth, New Hampshire, on State Route 118, then rode down the mountain, through the tree tunnel, to North Woodstock and Lincoln. Here, the road name changes to State Route 112, the **Kancamagus Scenic Highway**. It's an easy mountain road over

Kancamagus Pass with great views of the White Mountains. From the pass, the highway takes you down to Conway and State Route 16. Mount Washington Road is a different story...it is a narrow, two-lane road, 1½ lanes wide, with no guardrails! The top few miles are not paved and the drop off is very steep. This mountain road is not for the faint of heart, especially with its windy conditions! The rest of the ride north to Berlin was a breeze. I'm not sure why I had to ride any further after returning to "ground level" and coming out of the clouds of Mount Washington, but I did ride to Berlin to complete the prescribed route, and finished the challenge roads east of the Mississippi River.

My western loop, to ride the 11 roads west of the Mississippi River, was to be my route to the sign-in for the 2013 Three Flags Classic. The first western road I encountered was **U.S. Route 16A** in South Dakota. Riding east from Custer, then north toward Mount Rushmore, I believe two of the three tunnels frame the presidents as you ride through, presenting a very impressive approach to the national monument. Unfortunately, I rode this one in the less preferred direction due to my overall ride plan. Not to disappoint the southbound traveler, the third tunnel also frames the presidents in this direction. I've ridden this road a few times before, and always love the ride through the pine woods with all the granite outcroppings. This is probably the best scenic road in the Black Hills and is one of my favorite roads.



After riding U.S. Route 16A south through the tunnel, I had to stop to get a look back through the tunnel to see Mount Rushmore.

Onto Wyoming and the **Chief Joseph Scenic Highway**, which follows the Nez Perce Trail. I rode it in the opposite direction in which the Chief led his tribe. The view from Dead Indian Point was impressive, as I imagined how Chief Joseph guided them all up that steep mountainside, with just their horses to carry them and all they owned. At the end of the Chief Joseph Scenic Highway, a sharp right turn put me onto U.S. Route 212 toward the **Beartooth Pass**. Again, I'm riding in the wrong direction! Approaching the Pass from Red Lodge is much more impressive because of the steep climb.

However, my ride up the mountain from Wyoming was still pretty spectacular, especially at the pass, which is alpine zone and all the rock is bare! The ride down the hill toward Red Lodge requires your full attention since those switchbacks are just as sharp in this direction. These roads absolutely belong on anyone's top 10 list!



From Dead Indian Point, these are a few of the switchbacks on the Chief Joseph Scenic Highway.

Tuesday, August 13, was a busy day at Glacier National Park in Montana and, with construction underway, the parade of cars moving through was slow. That was OK because the scenery along the **Going to the Sun Road** should be enjoyed. The large lakes on each side of the Continental Divide (at Logan Pass) are surrounded by spruce forests and high, bare rock mountains—some over 10,000 feet high! Glaciers are visible in many places on these mountains, and I even saw a big-horned sheep across the road from the visitor's center at Logan Pass. This was a great ride through one of the most beautiful of our national parks!

The next morning, I left Kalispell early, heading south to Missoula and on to Lolo. I got gas and a photo, then headed west on the **Lolo Pass (U.S. Route 12)**. I did have to stop for a photo of the 99 Miles of Winding Road sign, which some people might take as bad news, but I saw it as a blessing. I rode the curves along the Lochsa and Clearwater rivers to the Snake River in Lewiston, Idaho, finishing another of the 15 Best. Arriving in Lewiston at mid-afternoon, I decided to get a jump on the next day's ride by continuing 120 miles to Spokane, Washington. This seemed like a great idea at the time, but I woke up in the middle of the night realizing that I had not taken a photo of myself crossing Idaho on U.S. Route 12! I knew I had to go back in the morning, so I rode at dawn. When I made it to Lewiston, I rode about 35 miles east on U.S. 12 to Orofino for the photo, then back to Spokane—300 miles later—by noon. I was a half-day behind schedule, but I had a nice morning ride!



U.S. Route 12 hugs the Clearwater River all 175 miles across Idaho to its confluence with the Snake River at Lewiston.

I made it to Omak by 3 p.m. to get gas. At the station, I spoke to a fellow Harley rider and learned that **Washington Route 20** was closed due to a mudslide a few days earlier. To make a valid ride on the road, I needed to ride to the closure, supposedly 15 miles west of Winthrop. I had to ride 35 miles west of Winthrop to find the Road Closed sign at Rainy Pass (which it was). I had ridden 83 miles from Omak, coincidentally half of the 167 miles to Concrete, the required ride on Route 20. I returned to Winthrop for the night. The ride through the American Alps was worth the effort in spite of the rain and road closure.

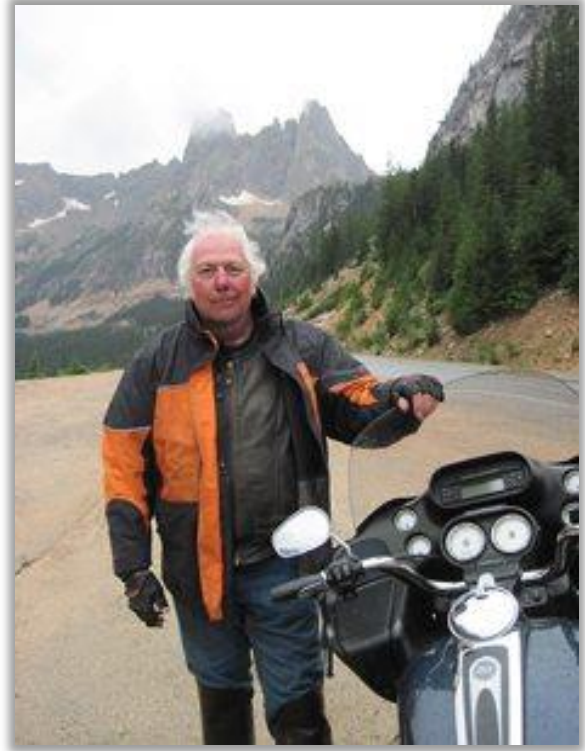


The next day, I got gas and a photo of the “Welcome to Monterey” sign in California, then rode the **Pacific Coast Highway** south. It’s just a short ride through a stand of redwoods before the Pacific Ocean comes into view! The road then hugs the shoreline, through twisty curves. About halfway up the mountainside, the fog turned to clouds just above my head, exposing views of the ocean for the next 120 miles to Morro Bay. This road is another one of my top three favorites because it has woods, mountains, twisty roads and ocean views.

The rain, along with the Road Closed sign at Rainy Pass, just added insult to injury in Washington.

At sunrise, I started the day in Sacramento by jumping onto Interstate 80 east. Soon, I crossed over Donner Pass into smoke from a forest fire in Yosemite National Park. By the time I reached Lake Tahoe, the smoky fog almost completely hid the lake from my view. I stopped in Carson City, Nevada, for my ride beginning photo and gas receipt, then set out on “**The Loneliest Road in America**” into the desert in the smoky air. I rode to Austin, about halfway across Nevada, before the air cleared and I once again saw blue skies. I made enough of the required stops along the way to earn my “I Survived U.S. 50” certificate and ended up staying in Ely that night. The next morning, I continued on **U.S. 50** to Baker and the Great Basin National Park for a short visit. Next, it was on to Utah!

Utah Route 12 was the only road on the list that I had not ridden before. I knew about this road and have wanted to ride it for about 10 years. Over those years, the few times I'd been riding in Utah, I'd been in the wrong places to include Route 12. I had developed ideas of what this road would be like, but I found that I was way off. The road and the scenery were 10 times better than I'd imagined. Just when I thought I'd seen every possible combination of colors, sizes, shapes and textures of rock formations, I'd go around a corner and find another variation. I wasn't sure why it was called the Grand Staircase as I didn't seem to be changing elevation much, but then I came around a corner and found myself at the top of the stairs! The road was the highest surface in all directions, and there were steep drop-offs on both sides of it. I had never been on a mountain road that fell away on both sides! I am thankful that the road was fairly straight and level across the top. The varying rock formations and the breathtaking surprise at the summit absolutely make this road another one of my top three favorites.



Along Washington Route 20, I saw some campers, so I stopped for this photo op in the Northern Cascades, also known as the American Alps.

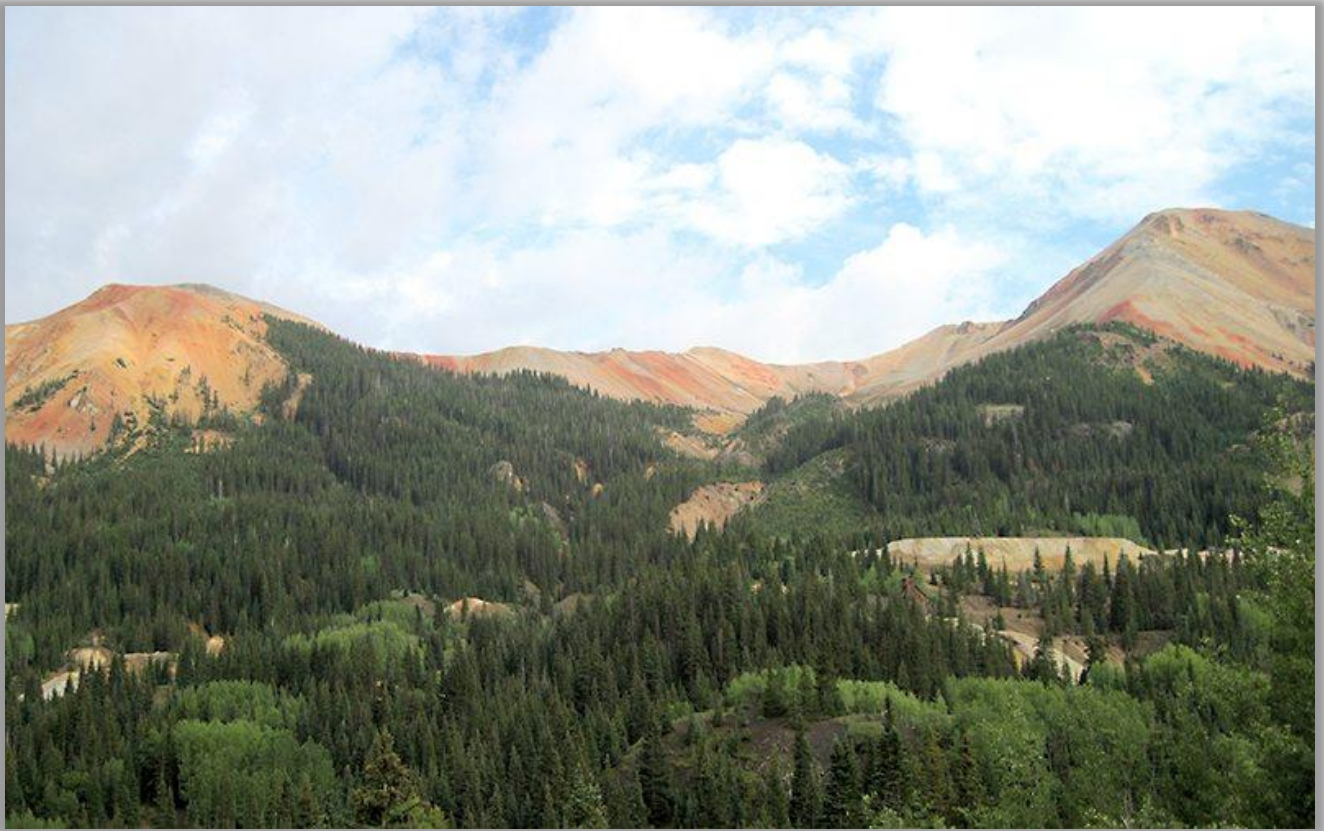
After spending the night at the Americas Best Value Inn in Springerville, Arizona, I awoke rested and ready to ride. **U.S. Route 191** begins with sweeping curves through the pine and spruce forests, with signs warning of elk crossing. As I got further along, the curves got tighter, finally becoming mountain twisties—very different from the start of the ride. At the end of these mountain curves and switchbacks, I came upon the Morenci Mine, a totally unexpected and very different scene. The copper mine has been in operation for about 100 years, and the size of the hole is indescribably large...the earth movers on the other side look like tiny toys, though their wheels are probably 10 feet in diameter. I continued on through town, then into more of a desert terrain. I made it to Three Way for gas and a photo to complete my ride on another of the 15 Best Roads. Don't blink though, or you'll

miss this intersection called Three Way. With these different types of terrain, U.S. 191 was yet another great ride, and another favorite road!



I rode north on U.S. 195 out of Lewiston. A few miles out of town, at the top of the hill, I stopped to look back south at this panoramic view of the Snake River dividing Lewiston, Idaho, and Clarkston, Washington.

Having completed 13 of the 15 Best U.S. Roads, I headed east on Interstate 10 toward Texas Hill Country to ride the **Twisted Sisters**! Leaving Van Horn, Texas, I spent most of the morning riding I-10. At Sonora, as I headed south off the Interstate, the drizzle started. I had light rain on and off for the rest of the day, but it was little more than an inconvenience. I did enjoy riding these Texas Hill Country ranch roads, each with its own character. My first encounter with one of the three Twisters Sisters was Ranch Road 335. With its undulating vertical changes, this road was like a roller coaster ride, while RR 336 was the ridge runner with many long-distance vistas. Later, RR 337 was a cruise across the valley toward Medina, though she also contains sections with the attributes of both of her sisters. I saw another bighorn sheep on RR 337, but this one was a road kill and the main course for a dozen feasting buzzards. On RR 336, I was surprised to spot life-sized sculptures of an ostrich family of three, which was just before sighting a herd of ibex. The sisters are full of surprises—let them entertain you!



View of Red Mountain from U.S. 550, 10 miles north of Silverton, Colorado.

I started out of Deming, New Mexico, beginning Day 1 of the Three Flags Classic, a four-day ride to Winnipeg, Manitoba. The Three Flags Classic, also an SCMA offering, would allow me to incorporate **U.S. Route 550**, the 15th and final road on my list! I rode the nearly 500 miles to Durango, Colorado, before starting to document my ride on the **Million Dollar Highway**. I got my gas receipt and a photo before riding into the mountains. Views of the Rocky Mountains from this road are probably my favorite. The mountains, up to the alpine line, are covered with green spruce and pine forests with splotches of yellow aspen groves. The aspens were just starting to show their fall colors to add some contrast. The rocks were incredible too. I could not begin to describe the colors on Red Mountain Pass. The canyon into Ouray is also difficult to describe with its



I cruised across the Kancamagus Scenic Highway to New Hampshire Route 16 north to the Mount Washington Auto Road, then up to the summit.

close, vertical walls and treacherous drop-offs. I made it to Montrose alive and, having ridden the length of the Million Dollar Highway, I completed the challenge of riding the 15 Best Roads. U.S. 550 is yet another of my 20 or 30 top three favorite roads!

I'd ridden most of these roads a few times before, but including the 11 western roads of the 15 Best into one loop made this my ride of lifetime! Rewards for finishing the 15 Best U.S. Roads Challenge include a certificate, pin and patch. First-time finishers also receive an engraved pocket knife.



The scenery along the Going to the Sun Road was more enjoyable due to the slow moving, heavy traffic!



Rewards for finishing the 15 Best U.S. Roads Challenge include a certificate, pin (top) and patch (bottom). First-time finishers also receive an engraved pocket knife (center).

Carroll Walker Remembrance

By Gonzo Gonzalez

Carroll Walker's celebration of life was held Wednesday, March 22nd, at McCormack & Sons Mortuary. His family and many friends were in attendance, including SCMA members Dean Tanji, Charlie Hart, Gonzo, and Randy Quam from Vancouver BC. Also paying her respects was Lisa Landry, IBA Rally Master.

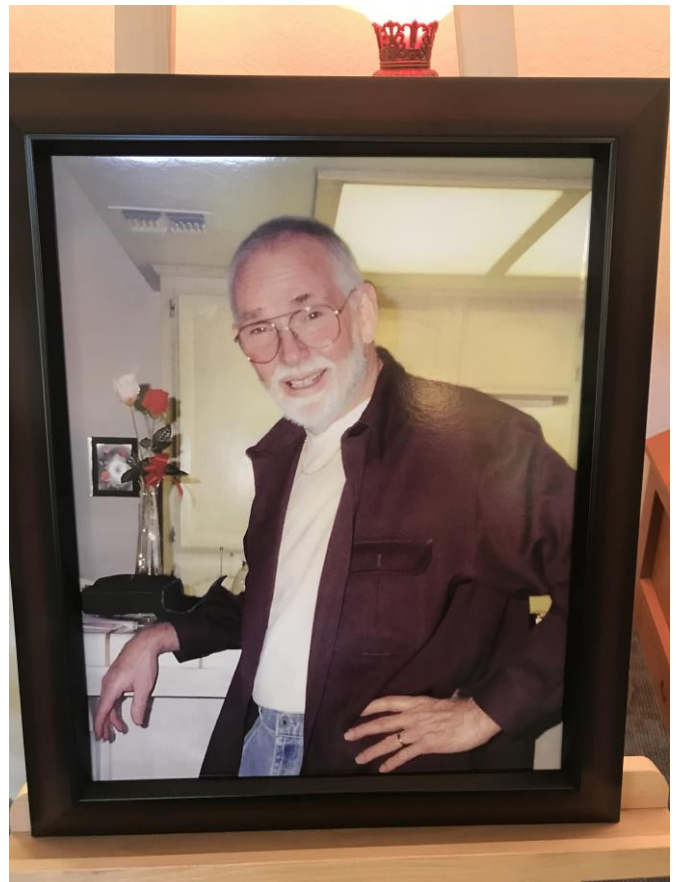
The memorial began at 11:00 am following a visitation with a Naval Honor Guard removing the flag draped over the casket and then folding it into a precise triangle. The bugler played his heart-rending Taps, and then the flag was presented to Judy, Carroll's wife of 57 years.

Carroll's two sons gave a wonderful eulogy recalling Carroll's history and reminiscing about the life lessons they learned from their father. After the ceremony everyone gathered in a meeting room for a light lunch and refreshments and have the opportunity to get to meet 'n greet and exchange their favorite stories about Carroll.

Carroll was born in 1939 in Granite Falls, NC. As a young boy he was always playing outside and was always involved in outdoors activities. He did not particularly care for school as he likened it to being in "jail". He loved adventure, was quite competitive, and didn't like to lose.

After high school he joined the Navy in 1957 for 4 years and worked in communications. Later in life he would get into engineering designing. In 1960, after being discharged from the Navy, he returned to NC but missed being in California . . . so he packed up and moved to Pasadena. At this stage in life, he realized he enjoyed learning and enrolled at Pasadena Community College. It was here that he met his wife, Judy.

His two sons, Mike and Eric recalled his love of motorcycling and when the boys were old enough, he had them on their own bikes and they would go on trips. Their trips were always camping trips. Carroll's knack at designing electronic systems flowed into his motorcycling. He designed a helmet communication device for him and the boys so they could converse while riding; this device was ahead of the design curve as it was designed for the radar sensor to override communications. Later he configured his first Goldwing with 2-meter ham radio equipment, a drinking water container that would pump water to the rider making it easier to take a sip while riding, and an external fuel tank to allow him to make less fuel stops.

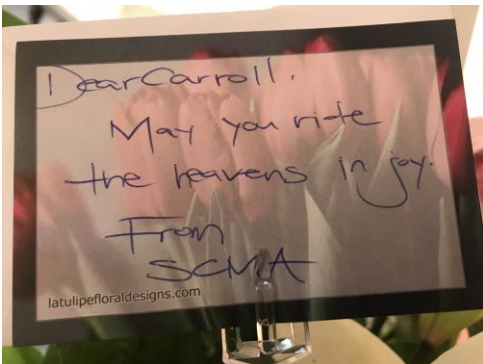




Carroll enjoyed distance riding; he rode the IBA Rally one year and was a successful finisher. We were not able to get a final count of the number of Three Flags Classics that he rode. Some think it was in the high 20's and some think in the low 30's. Eric and Mike found numerous buckles and plaques and brought some of them to display at his memorial. Carroll also assisted the SCMA by designing routes for the monthly SoCal ride and was always available to discuss ideas and offer suggestions.

SCMA is gonna miss this wonderful, humble motorcyclist.....Rest In Peace Carroll.

A Three Flags Classic Historical Presentation. Notice the light blue 2002 Baby Butt Classic 1000 route sheets from the Red Hot Riders event in the bottom picture.



Editor's Profile

By Karen Butterfield

Our Chairman asked me to do a profile so you will know a little more about me. I am the new editor of the newsletter. I have taken up some of the roles that Gonzo has left to us so he can spend more time on other things. I wanted to share some stories about when I was learning to ride motorcycles. I have a few bits here about getting into the SCMA by way of one of the SCMA's Associate club The Red Hot Riders in San Diego, California. Let us know at newsletter@sc-ma.com if you would like to share pictures and a few paragraphs. I always like to hear first bike stories or the story about the bike you really wanted and couldn't get . . .yet.



"Tour" in the Early 1980's

I am finding lots of old pictures and still looking for others. This first "touring" shot is the last stop at the bank to get cash before heading out to the Four Corners area in Southwest North America. Of course, it's where corners of four states meet. We didn't do many road trips when I was a kid, so every motorcycle trip showed me new and different places I had heard about.

It's the early 80's. We tore apart Walkman headphones to Velcro the speakers into the helmet ear cups, ran the cord inside the jacket into the Walkman in the tank bag playing a cassette tape. You might be able to see the cord hanging out of my Shoei Z-100 helmet down from the handlebar.

The Z-100 was a welcome upgrade from a Simpson Model 62 that had permanently open vents. The guy on the right is Frank. He got me into motorcycling. He had the black Simpson Model 30 helmet with the Darth Vader look prior to the Arai he is wearing here. The guy on the left is his buddy Clay, the navigator. Clay and I are on Kawasaki GPz 550s. Clay's bike is a 1982. Mine is a 1985. Frank is on a 1983 Yamaha 550 Seca with beautiful custom dark orange rims that you cannot see. I often marvel at how easy it has become to get riding gear. Back then, you had to know who to call to order Hein Gericke leather jackets like Frank and I had back then. We were in our early twenties and ready for anything.

Highlights of that trip for me are seeing the tops of the buttes peaking above the landscape toward the Monument Valley for the very first time. They were on the left and we need to go right. We turned left at the crossroads anyway and went that direction a little to see more. Then we had to turn around to go back toward where we were staying in Canyon de Chelly. This wasn't our first motorcycle trip. We had been up and down California, so we were experienced by then, ...a little.



Might be a touring bike someday?

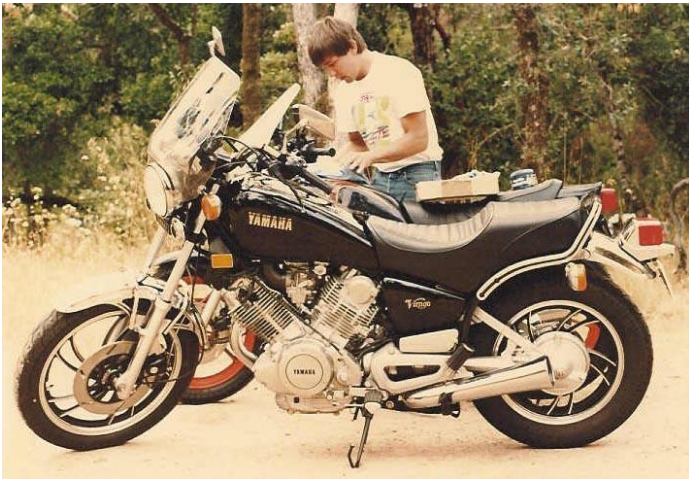
As a teenager I always wanted to ride motorcycles. It was a dream to ride the coast of California. In the mid 1970's the Yamaha Corporation had big graphics on the tanks of their bikes like this one. I thought this bike would do the job. How would I know? I wasn't allowed to ride in the desert with the neighbor kids who had bikes. The next person who moved into that house with a long wide driveway just perfect for motorhomes and trailers was John. He took me for a ride on his 70-something whiskey colored Gold Wing with a white Windjammer fairing and I was hooked. It was what I thought it would be and more.

A series of fortunate events led me to experience touring around on motorcycles with great people under many different circumstances. I met Frank on a ski trip. He also had dirt bikes and street bikes, so it was possible to proceed with the dream. I was very fortunate to learn to ride in the dirt first. There were open areas nearby at the time. All of them are covered with houses now. Desert riding areas were only a couple of hours away. Those trips were where my love of the desert started. The first bike I road was like this yellow Yamaha AT-1 125. Later I had a 1984 Honda XR200. The first street bike I road was a Yamaha SR500 single. It was easy to ride but difficult to start. It was narrow and small.



My first ride. Yamaha AT-1 125.

I upgraded to this 1981 750 Virago by Yamaha, also narrow with a 29.5-inch seat height which is still a priority for me. The rake made it turn slowly, and small changes helped the handling and stopping. Then I discovered the newly released Ninjas that handled well.



1981 Yamaha Virago 750 in Oregon somewhere.

I was also fortunate to ride behind Frank who was a skilled rider. He rode deliberately when I was behind him. He had studied racing and riding since he was little. He shared the basics of what to do all the time, keep your eyes level, look as far forward as you can and on and on. We spent years together. Then I was without a bike for a while but went back to Kawasaki Ninja 600s and settled on a ZX-6 (below) that I rode around the Southwestern US for several years. This era started with saying yes to a group of accountants of engineers where I worked who planned a weekend ride to the Death Valley. They invited me and I went on that adventure.

This picture at Badwater Basin below sea level in Death Valley is one of my all-time favorite photos. It was a

quick stop. The guy taking the photo yelled from afar to get someone to look and I decided to waive with both hands in my favorite t-shirt of the time from my first trip to London.

This group led me to Red Hot Riders Motorcycle Club in the 1990's and many more trips of one or two weeks with great people. Some of the Red Hot Riders were members of the SCMA. They had ridden the Utah 1088 serious scavenger hunt and they had won the lottery a few times to ride The Three Flags Classic. I wanted to do that one. I was fortunate to ride the TFC in 2014, to help with it in San Diego in 2015 and to ride it again in 2022.

I met many in the SCMA on last year's TFC and I hope to meet more of you on this year's ride. I rode the red Ducati ST4s in 2022. I settled on the Ducati ST4s as a good blend for me. I have always enjoyed the power band of a V-twin and the narrow fit of a V-twin and L-twin. I was tired of shifting the ZX6 a lot and I wanted more power plus real luggage. The Ducati is powerful, it's still narrow, the height is adjustable to fit me, and it's small to medium size at 550lbs. I am not sure if I could work up to a really big motorcycle.

I am planning to add the small V2 900 Ducati adventure bike to my garage for riding distances in a little more comfort.

One last picture of me and the Ducati ST4s on the 2014 Three Flags Classic, somewhere in Washington. It had been cold that morning. I think I was stepping out of the way to get a shot of the dirty bike. Granola bar breaks at gas stops are precious but necessary. I like to avoid being hungry in the morning, and take a couple of pictures. On a ride like the TFC at gas stops you may run into others who are on the ride with you.



Badwater in Death Valley with the ZX-6.



2014 Three Flags Classic somewhere in Washington.

These days I am past working almost 7 days a week / 24 hours a day on big application software systems like Payroll, Human Resources, Research Accounting, and Contracts Management systems in multiple industries. I still need to free up my time to do what I want to spend way more time doing. That is riding across and around the US. I am the primary care giver for my 94-year-old mom who is in generally good health but has suffered from chronic neck and back pain for decades. Things will be shifting around this year and I should have more free time. In the meantime, I have been able to keep busy on my computers at home in order to have some fun working with other SCMA volunteers. I worked on the 2022 Three Flags Classic ride starting in 2019. I worked directly on many of the documents and coordinated translations to Spanish. I was a big part of the registration and start in Mexicali and then enjoyed the ride too. I am working with key people to transform the newsletter to a different kind of online document for us. I am also applying my skills to evolving the new website and membership system. We will expand what is available in the newsletter and hopefully increase communications. We will do more with marketing and media so you will see know more about that in the future.

We are working on simplifying how the 2023 Three Flags Classic will run for you which is intended to be smoother for everyone. I will be in the registration room again this year in Puerto Peñasco, setting people up for what looks to be a nice route up to Calgary.

I hope to see you there or somewhere else.

2023 CALIFORNIA ADVENTURES SERIES UPDATE

- April 2023

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

- 1.) CA Missions 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 California



Summary lists of roads and destinations are below, and for **all the details** follow this link to the series on sc-ma.com. <https://coyote-heron-7x64.squarespace.com/california-adventures-series>

WHO'S ON THE ROADS THIS YEAR:

* going for the CA Triple Crown

Missions Tour:

1. Shareef Assadiq	Boerme	TX
2. John Parker	Fallbrook	CA
3. Robert Govier *	Santa Ana	CA
4. William Wilson	Camarillo	CA
5. Kenneth Trass	Bowie	MD
6. Albert Wolff *	Napa	CA
7. Michelle De La Cruz	Santa Ana	CA
8. Mitchell Cohen	Santa Ana	CA
9. Matthew Griffin	Yorba Linda	CA
10. Mark Nechodom	W. Sacramento	CA

Parks Adventure:

1. Robert Govier *	Santa Ana	CA
2. Pradeep Kundur	San Ramon	CA
3. Albert Wolff *	Napa	CA
4. Maruthi Emany	San Ramon	CA
5. Rambabu Uppu	San Ramon	CA
6. Ragen Borra	San Ramon	CA

Roads Challenge:

1. Robert Govier *	Santa Ana	CA
2. Gary Whitehead	Grand Terrace	CA
3. Ben Greenwood	Laguna Niguel	CA

- | | | |
|-------------------|-----------|----|
| 4. Albert Wolff * | Napa | CA |
| 5. Doug Wilson | Henderson | CA |
| 6. William Wilson | Camarillo | CA |

APRIL UPDATE: Series 'D' Roads, CA-1, Between San Luis Obispo and Carmel, is currently CLOSED due to landslide.

California Adventures Series Summary Lists

The California Missions:

1. San Diego de Alcalá, San Diego
2. San Carlos Borromeo de Carmelo, Carmel
3. San Antonio de Padua, Jolon
4. San Gabriel Arcángel, San Gabriel
5. San Luis Obispo de Tolosa, San Luis Obispo
6. San Francisco de Asís, San Francisco
7. San Juan Capistrano
8. Santa Clara
9. San Buenaventura, Ventura
10. Santa Barbara
11. La Purísima Concepción, Lompoc
12. Santa Cruz
13. Nuestra Señora de la Soledad, Soledad
14. San José, Fremont
15. San Juan Bautista
16. San Miguel Arcángel, San Miguel
17. San Fernando Rey de España, San Fernando
18. San Luis Rey de Francia, Oceanside
19. Santa Inés
20. San Rafael Arcángel, San Rafael
21. San Francisco Solano, Sonoma

The California National Parks

1. Cabrillo National Monument
2. Channel Islands National Park
3. Death Valley National Park
4. Devil's Postpile National Monument
5. Santa Rosa and San Jacinto Mountains National Monument
6. Fort Point National Historic Site
7. Golden Gate National Recreation Area
8. John Muir National Historic Site
9. Joshua Tree National Park
10. Kings Canyon National Park

11. Lassen Volcanic National Park
12. Lava Beds National Park
13. Manzanar National Historic Site
14. Mojave National Preserve
15. Pinnacles National Park
16. Point Reyes National Seashore
17. Redwood National and State Parks
18. Rosie the Riveter WWII Home Front National Historic Park
19. San Francisco Maritime National Historic Park
20. Santa Monica Mountains National Recreation Area
21. Sequoia National Park
22. Whiskeytown National Recreation Area
23. Yosemite National Park
24. César Chávez National Monument

California Best 15 Roads

Series A

Northern California:

CA-3 Weaverville to Yreka.

CA-108 Sonora to Junction of CA-395.

CA-120 Junction of CA-108 to Benton.

CA-139 Susanville to Adin.

Gazelle-Callahan / Callahan-Cecilville Rds Gazelle to Cecilville.

Central California:

CA-35 "Skyline Blvd." Junction of CA-92 to Junction of CA-17 (Patchen Pass).

CA-190 Porterville to Kernville.

CA-198 Coalinga to San Lucas.

CA-245 Junction of CA-198 (Visalia) to Junction of CA-180.

Caliente Bodfish Rd. Caliente to Lake Isabella.

Southern California:

Woodford-Tehachapi Rd. Junction of CA-202 to Keen.

CA-33 Junction of CA-150 (Ojai) to Maricopa.

CA-74 Hemet to Palm Desert.

CA-76 Oceanside to Lake Henshaw.

S1 "Sunrise Highway." Junction of I-8 to Junction of CA-79 (Julian).

Series B

Northern California:

CA-4 Angels Camp to Markleeville.

CA-70 Oroville to Quincy.

CA-299 Redding to Arcata.

NF-15 Junction of CA-97 (Macdoel) to Junction of CA-89.

Mattole Rd. Ferndale thru Petrolia & Honeydew to Redcrest.

Central California:

CA-25 "Airline Highway" Junction of CA-198 to Hollister.

CA-168 Big Pine to Junction of CA-266.
CA-178 Junction of CA-14 to Bakersfield.
Santa Rosa Creek – Old Creek Rds. Cambria to Cayucos.
Vineyard Canyon Rd. San Miguel to Parkfield.

Southern California:

CA-38 Redlands to Big Bear Lake.
CA-74 San Juan Capistrano to Lake Elsinore.
CA-94 Campo to Junction of CA-54.
CA-243 Banning to Mountain Center.
Lockwood Valley Rd. Junction of CA-33 to Junction of Frazier Mountain Park Rd.

Series C

Northern California:

CA-89 “Volcanic Legacy Scenic Byway” McCloud to Greenville.
CA-36 Red Buff to Fortuna.
CA-1 “Shoreline Highway” Marin City to Leggett.
CA-49 “Golden Chain Hwy” Auburn to Loyalton.
CA-88 “Carson Pass” Jackson to Alpine.

Central California:

CA-49 “Golden Chain Hwy” Oakhurst to Jamestown.
Preach Tree / Indian Valley Rds. San Miguel to Junction of CA-198.
Nacimiento-Fergusson Rd. Fort Hunter-Leggett to Junction of CA-1.
Sherman Pass Junction of Mountain Highway 99 to Junction of US-395.
CA-155 / Granite Rd. Wofford Heights to Junction of James Rd. (Bakersfield).

Southern California:

Foxen Canyon – Tepusquet Rds. Los Olivos to Junction of CA-166.
NF-95 Frazier Park to Junction of CA-166.
CA-18 Big Bear to Junction of CA-210.
Lilac Road Junction of Camino del Rey (Bonsall) to Junction of S6 (Valley Center Rd., East Grove).
S2 “Great Southern Overland Stage Route” Junction of CA-79 to Ocotillo.

Series D

Northern California:

CA-96 Willow Creek to I-5.
CA-44 Redding to CA-36.
CA-29/175 Hopland to Calistoga.
CA-20 Marysville to I-80.
Morman Emigrant Trail Pollock Pines to CA-88.

Central California:

CA-180 “Generals Highway” CA-198 to Kanawyers.
CA-190 Olancho to CA-127.
CA-1 “Cabrillo Highway” Carmel to San Luis Obispo.
G-14 King City to Paso Robles.
CA-58 McKittrick to Santa Margarita.

Southern California:

CA-154 “San Marcos Pass” Santa Barbara to US-101.
CA-150 “Casitas Pass” Santa Paula to US-101.
Amboy/Kelbaker Rd. Twentynine Palms to Baker.
CA-79 Temecula to Santa Isabel.

S22 “Montezuma-Borrego Hwy/Borrego Saltón Seaway” Hwy 2 to CA-86

Have questions? Contact Les Gullery, Ride Chair for the California Adventures Series at adventures@scma.com .

Great Lakes Cabot Trail Tour (GLCTT) Update - April 2023

2023 Registrants of the GLCTT

1. **Ken Trass**, Bowie, Maryland
2. **Gary Ballou**, Gahanna, Ohio
3. **Charles Lamb**, North Prince George, Virginia
4. **Mark Burdick**, Houston, Texas
5. **Dennis Mitchell**, Fort Myers, Florida
6. **Trina Williams**, Los Angeles, California
7. **Susan Bithell**, Ivins, Utah



For more details on the GLCTT tour –
www.sc-ma.com/great-lakes-cabot-trail-tour

2023 Great Lakes Cabot Trail Tour Checkpoints

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**, Port Kent, NY to Burlington, VT
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

For further clarification or questions about this event, contact **Bob Roger**, Chairman, Great Lakes Cabot Trail Tour, at either (330) 857-8131 or email to GLCTT@sc-ma.com or rsroger03@gmail.com .

USA Four Corners Tour Update – April 2023

The USA Four Corners Tour™ is the most challenging SCMA ride to specific destinations in the Four Corners of the United States in 21 days or less: San Ysidro, CA; Blaine, WA; Madawaska, ME; and Key West, FL; using any route and sequence you desire. You do not have to return to the first corner to finish the event.

The ride is approximately 7,000 miles (depending on your route), not including your travel to the first corner and your ride home from your final corner.

The True X version of the tour is to ride from one of the Four Corners of the United States to the geographical center of the country in Lebanon, Kansas. Then ride to one of the remaining three corners and back to Lebanon, Kansas. Then ride to one of the two remaining corners and then back to Lebanon, Kansas and finally ride to the fourth corner to complete the ride in 26 days or less.



The details and registration for this ride are here - <https://www.sc-ma.com/usa-four-corners-tour>

The 29 riders currently signed up to ride in 2023 are listed below.

APRIL UPDATE: Before starter boxes can be mailed out, we need the Release of Liability (ROL), shirt size, sleeve length (short or long sleeve); the year, make, and model of the motorcycle to be ridden on the Tour; age and birthdate for bragging rights after completing the Tour.

Tony Campbell should be back in Maine by 30 July after riding the Four Corners this year. He is offering up a place to stay for riders and some northern hospitality. He is 200 miles south of Madawaska in Bangor and reachable at this phone number 207-852-8509.

2023 Registrants

RIDER #	First Name	Last Name	City & State
1	Shareef	Assadiq	Boerne, TX
2	BJ	Hallquist	New Bern, NC
3	Carl	Harris	Hopewell, VA
4	Anthony	Campbell	Kenduskeag, ME
5	Dean	Aukes	Sherman, TX
6	Gary	Ballou	Gahanna, OH
7	Harry	Knerr	Blandon, PA
8	Dan	McGee	Rockwall, TX
9	James	Hawkins	Newnan, GA
10	Avril	Phillips	Stockbridge, GA
11	Rudy	Payne	Huntsville, AL
12	Bryan	Bailey	Auburn, WA
13	Joel	Evans	Fairview, TX
14	James	Salter	Ingram, TX
15	Lee	Roberts	Dallas, TX
16	Melisha	Cilien	Lakeland, FL
17	Gary	McDowell	Manchester, GA

18	Ansel	Whatley	Cataula, GA
19	Kim	Mack	Terrell, TX
20	Robert	Barker	Hampden, ME
21	Sinco B.	Steendam	Old Saybrook, CT
22	Ralfie	Fonseca	Milford, CT
23	William	Hayes, II	Old Saybrook, CT
24	David	Allen	Providence, RI
25	Edward	Monsour	Laguna Niguel, CA
26	Don	Later	Burlington, WI
27	Paul	Whelan	St. Augustine, FL
28	Jack	Winternheimer	Evansville, IN
29	Randy	Lepper	Webb City, MO
30	Michael W.	Robson	Anmore, BC Canada
31	Kent	Forsythe	Duck Creek Village, UT
32	Victor N.	Daly	Red Deer, AB Canada
33	Mark	Netti	Reno, NV
34	Greg	Strickland	Metter, GA
35	Dean	Seigrist	Santa Maria, CA

2022 Registrants in Their 2nd Year

First Name	Last Name	City & State
Lyle	Cooper	Middleboro, MA
Charles	Lamb	North Prince George, VA
Thomas	Franks	Farmington, NM

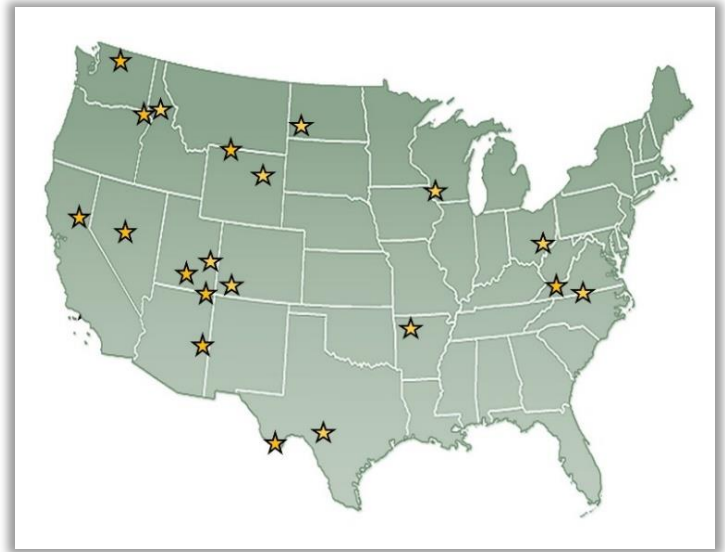
Have questions? Contact Dannie Fox, Chair, USA Four Corners Tour™ at usa4c@sc-ma.com

[Also visit our USA Four Corners Tour™ Facebook page.](#)

USA Best 15 Roads Challenge (B15) Update – April 2023

2023 Registrants of the B15

1. **Ken Trass**, Bowie, Maryland
2. **Albert Wolff**, Napa, California
3. **Carl Harris**, Hopewell, Virginia
4. **James Bowen**, Centennial, Colorado
5. **Charles Lamb**, North Prince George, Virginia
6. **Jeff Kramer**, Las Cruces, New Mexico
7. **Bob Roger**, Dalton, Ohio
8. **Mark Burdick**, Houston, Texas
9. **Noel Henderson**, 150 Mile House, BC, Canada
10. **Ken Whetstone**, West Valley City, Utah
11. **Thomas Strobbe**, San Diego, California
12. **Bella Michel**, York, South Carolina
13. **Edward Monsour**, Laguna Niguel, California
14. **Tone Handy**, Philadelphia, Pennsylvania
15. **Lynn Jackson**, Hopkinsville, Kentucky
16. **Jay Yanick**, Mercer Island, Washington
17. **Tameka Singleton**, Philadelphia, Pennsylvania



For more details on the B15 tour –

<https://www.sc-ma.com/best-15-us-roads-challenge>

2023 Best 15 U.S. Roads Challenge

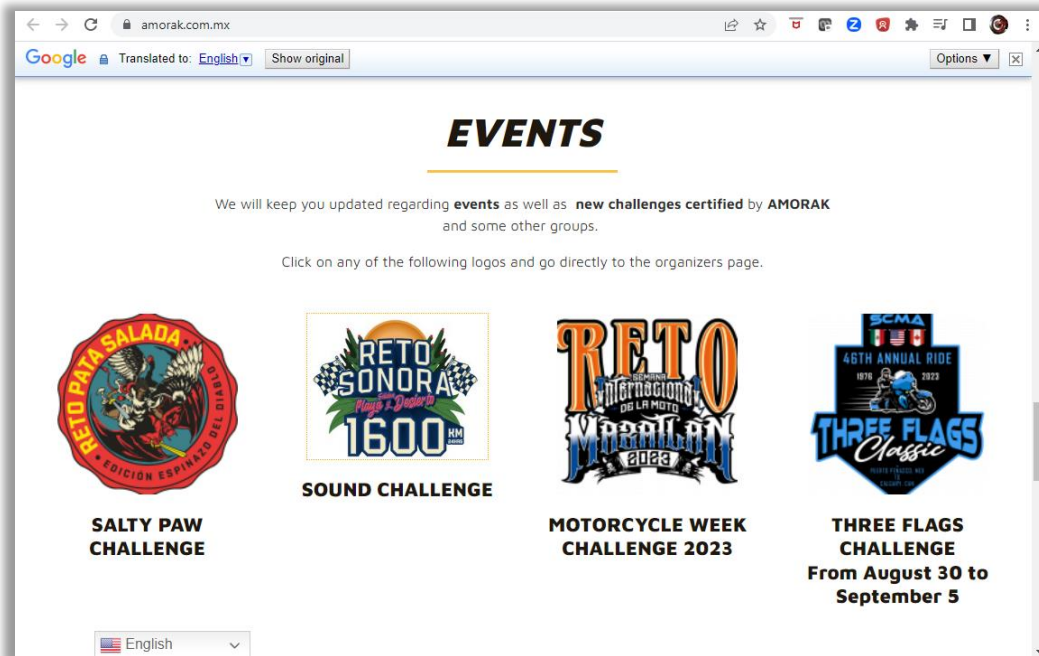
1. **Blue Ridge Parkway Virginia and/or North Carolina** - Any 150 mile segment.
This ONE is required ... to get you east of the Mississippi River!
2. **Pig Trail Arkansas Rt23** - Ozark to Eureka Springs - 80 miles.
3. **Twisted Sisters Texas RR335 - RR36 RR337** - 155 miles.
4. **Big Bend National Park Texas US385** - Ross Maxwell Scenic Drive Maverick Drive to Santa Elena Canyon - 33 miles out and 33 back.
5. **Coronado Trail Arizona US191** - Three Way to Springerville - 130 miles.
6. **Monument Valley Arizona US163** - Kayenta to Mexican Hat - 43 miles.
7. **San Juan Skyway Colorado CO-145** - Cortez to Placerville - 83 miles.
8. **Dinosaur Diamond Prehistoric Highway Utah UT128** - Moab to I-70 - 45 miles.
9. **Grand Staircase Escalante NM Utah UT12** - Torrey to Bryce Canyon exit - 102 miles.
10. **Loneliest Road in America Nevada US50** - Ely to Fernley - 285 miles.
11. **Feather River Scenic Byway California CA70** - Quincy to Oroville - 79 miles.
12. **Northern Cascades Highway Washington WA20** - Concrete to Okanogan - 148 miles.
13. **WA129/OR3** - Clarkston Washington to Enterprise Oregon - 84 miles.
14. **Lolo Trail US12** - Lewiston Idaho to Lolo Montana - 206 miles.
15. **Beartooth Pass/ Chief Joseph Scenic Byway US212/WY296** - Red Lodge Montana to Cody Wyoming - 112 miles.
16. **Bighorn Scenic Byway Wyoming US14** - Greybull to Ranchester - 80 miles.
17. **Theodore Roosevelt National Park** - Medora North Dakota Park Loop - 35 miles.
18. **Great River Road Wisconsin WI-35** - LaCrosse to Prairie du Chien - 63 miles.
19. **Triple Nickel Ohio OH555** - Zanesville to Little Hocking - 62 miles.
20. **Back of the Dragon Virginia VA16** - Tazewell to Marion - 32 miles.

It's still the Best 15 US Roads Challenge, but with a little twist for 2023. There are 20 roads listed, all of which have been on a Best 15 US list over the past twelve years. **Number One above, the Blue Ridge Parkway, is the only Road that must be included on your list.** The registrant can choose 14 of the remaining 19 roads to complete his/her list of Best 15 US Roads for the Ride Log. I have included all of these roads on one continuous loop around the country so that 20 roads could be ridden. Ride 15, or ride'em all, it's up to the ride planner. Just remember to include the BRP! 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 or rsroger03@gmail.com .

New Affiliate Group AMORAK and Upcoming Annual Events



We have expanded our group of affiliate associations and clubs to include the Mexican group AMORAK, whose name roughly translates to the Association of Endurance and High Mileage Motorcyclists. Two of our SCMA members, Oscar Palacio and Rodney Chew have known the AMORAK President Felipe Salmán for some time. They arranged a Zoom conversation with Felipe Salmán from AMORAK and Jesús Tirado Director of the Mazatlán International Motorcycle Week. During the Three Flags Committee meeting we discovered we have similar goals. We have agreed to promote each other's events. This move will also increase the exposure of each group's goals in North America.



We plan to tell you more about AMORAK and its president Felipe Salmán in the next issue of the newsletter. We wanted to share two events in Mazatlán that are coming quickly and let you know we will have representation at the events and a report in the future. You can see the AMORAK group is serious endurance riders with challenging association events who also have connections to Iron Butt Mexico.

The AMORAK website can be translated to English using the widget that will appear at the top of the page or there will be a flag at the bottom. Website link - <https://amorak.com.mx/> Facebook link - <https://www.facebook.com/profile.php?id=100089732161912&mibextid=ZbWKwL>

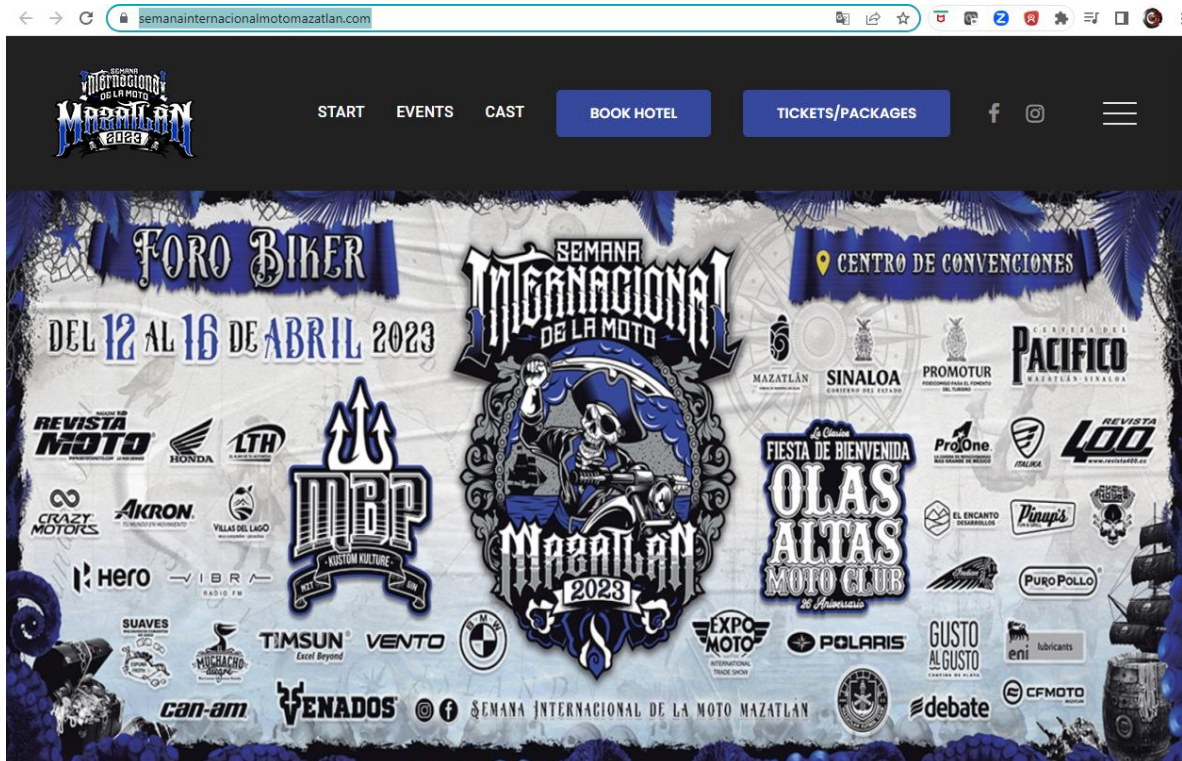
The two events in April are AMORAK's Ride to Mazatlán April 9-14 that will get you to the second event The Mazatlán International Motorcycle Week April 12-16. The second largest event in Mazatlán and one of the largest motorcycle gatherings in Mexico.

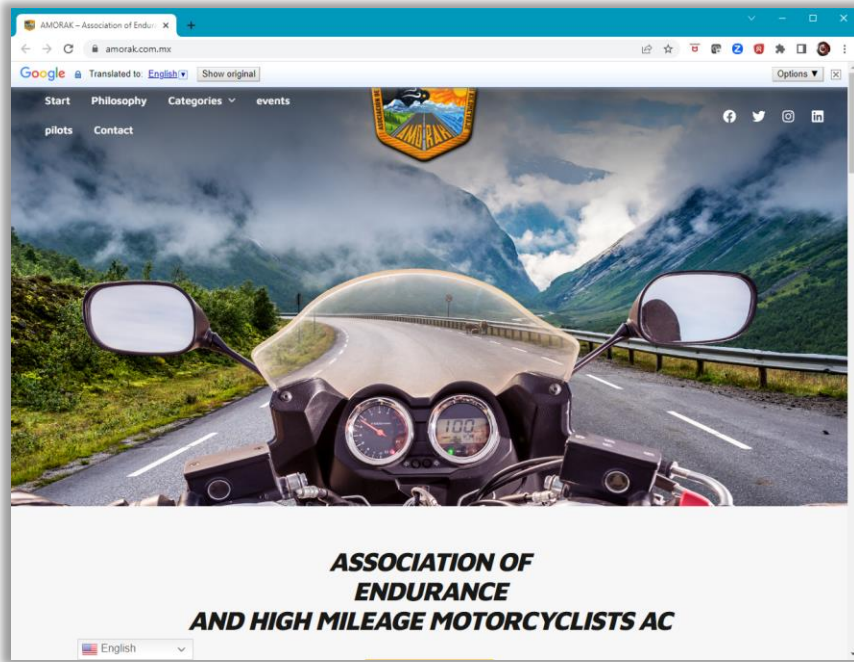
ARE YOU GOING TO ATTEND THE **Mazatlan International Motorcycle Week?**

Are you a hard-rolling Challenger biker who would like to test your limits by certifying yourself as an Endurance Biker in the middle of the biggest biker party in Latin America?

Then you are in the right place, since AMORAK in conjunction with the International Motorcycle Week have just launched this new initiative, which will allow you to take advantage of your trip to Mazatlán by rolling in style! and receiving your certification on the stage of the largest Biker Forum in Mexico. Check the mechanics and rules of the INTERNATIONAL MOTORCYCLE WEEK CHALLENGE 2023, register and be part of this unique experience.

09 - 14 APRIL 2023
MAZATLAN, MEXICO





AMORAK website - <https://amorak.com.mx/>

AMORAK on Facebook

<https://www.facebook.com/profile.php?id=100089732161912&mibextid=ZbWKwL>

RHR April Fools Ride 4/1/23

By Karen Butterfield

Red Hot Riders Motorcycle Club has run several rides around April Fool's Day in the past and we went out this year on April 1, 2023 for fun. It was the first day of decent temperatures in the 60s for months. Springtime is coming very late in the San Diego, Southern California area and elsewhere, I am sure. We also inadvertently chose the day the San Diego State University Aztecs played in the Final Four of the NCAA basketball tournament for the first time.



Casino Pauma parking lot: Ray Grindell, Mark Sovern, Gonzo Gonzalez, Karen Butterfield, Pat Julien, Mike Barber, Malcolm Jarvis.

Some of our local folks bailed, all for very good reasons. We had a small but dedicated group for one of the weirdest rides I have been on where everything was a little off but it all worked out fine. After all the rain here, we were cruising in "GREEN" landscapes everywhere. Typically, we have some places that are green in March and it's all over by the beginning of April.

We met at the Mainstream Bar and Grill in Poway. Gonzo Gonzalez, Mike Barber, Pat Julien, and a guest of Gonzo's, Ray Grindell, came down from Orange County on this cool morning and joined locals Jim Branch, Malcolm Jarvis, Mark Sovern and me. We took our time with a little toast and coffee after all arrived at the restaurant. The weirdness had already started and we needed a plan.

Jim Branch and I were the first ones there and we both had issues that morning. Jim Branch's beloved VFR had been getting over electrical problems with the regulator/rectifier Achilles' heel for these bikes. The custom charging gauge he has was showing it could fail. I had a problem with my front tire and showed up in my car with a plan to ride on the back of Jim's bike. I got to my storage area that morning where the bike lives. When checking the air pressure, I unscrewed the cap and it turns out the cap was stuck to the inner valve and I unscrewed it too. I did not have a tool to tighten it. In that moment I decided not to take that chance so I headed up to the meeting spot in the car with my gear, the waivers and the turn-by-turn sheets.



Inner valve stem backed out.

We explained to the group there was a chance that Jim may have to stop. I was optimistic as I hopped on the back of his bike and grabbed the bars behind me. It had been years since I rode on the back of a bike. Twice I have ridden on the back of my bike when someone else's biked failed and it was the best choice to get home. We set off on a fun route that connected some favorite roads where the road conditions should be fine and fun even after all the rain.



Gonzo Gonzalez, Mike Barber, Pat Julien, Ray Grindell. Two BMWs and a Rune by Honda.



Malcolm Jarvis on CBR900RR, Mark Sovern and the V-Strom 1000.

Within a short time, Jim was in the lead and he pulled the group over and stopped. There was not enough charging going on and he had to head home before he needed a tow truck. Fortunately, Mark Sovern had the V-Strom 1000, and he said "Yes" to "Can I ride on the back of your bike?", from me. I had seen what a skilled rider Mark is on many rides and also a patient guy over all. Seriously, there was no **hopping** on or off either of these bikes. It's harder that it looks when you are short like me. It definitely takes practice getting on and off the back of a motorcycle. I am a decent passenger once I am on the bike. I make sure I do not lean at all and we were fine on the medium twisty roads. Mark said he was glad he did not bring the bigger BMW touring bike. His choice was also handy when splitting lanes to take me back South to Poway.

We took a direct but particularly scenic route to Dehesa Road. It goes by the Singing Hill Golf Resort which is always green and beautiful. You can get a tasty burger or chicken sandwich in the

restaurant. We made a quick stop at the Sycuan market where the gas is cheaper. I took the opportunity to pay for gas for the V-Strom when the pay station was picky. Soon we passed the first Casino in the area, Sycuan Casino Resort. Dehesa Road runs into long-time favorite Japatul Valley Road which was the centerpiece of a weekly run for coffee every other week for a few summers. It has short and long radius turns and a spectacular crest and then long view of Loveland Reservoir. This is where I learned to ride many years ago.

Before we approached I-8, we passed Lions, Tigers & Bears. I think I will finally visit this place I have heard about on the local news many times. It's a wonderful home for wild animals that were not properly cared for somewhere else. They are lucky to be at a fine place for proper care. They also let visitors see some of the animals and the property. <https://www.lionstigersandbears.org/> They are a non-profit. Of course, they always need money so there is an admission fee and fancy benefits.

On the 8 West we passed casino number 2 Viejas Casino & Resort, that has a fine shopping center with a nice collection of bronze animal statues. A couple of reservoirs later we passed Lake Jennings to get to Wild Cat Canyon Rd and a snack stop at the Barona Station just outside the third casino Barona. As a new rider in the 80's, this land was remote and undeveloped. Not anymore. It's still a beautiful valley. The casino is non-smoking with a nice buffet and artwork outside and inside.

Past the Barona Speedway 1/4 mile clay oval track and the Barona 1/8 mile dragstrip we took an easy way through Ramona to make up some time. We were off to lunch at Casino Pauma in the foothills of Palomar Mountain. This casino is one of the smaller ones where you don't have to walk a long way to get to lunch. There is a nice restaurant in the back with lots of windows and great food.



Gonzo Gonzalez, Mark Sovern, Karen Butterfield, Ray Grindell, Pat Julien, Mike Barber, Malcolm Jarvis.

After a nice break with good food, good conversation, and a few pictures we all had varying amounts of lane-splitting and traffic to end the day. For one of the stranger rides I can remember, it all worked out fine. I did thank everyone somewhere in the middle of the ride for being willing to enjoy all the moments. I think the traffic to get home was the most challenging stuff after a chilly start. Overall, it was a good ride to celebrate the warming of the riding season.



Mark Sovern, Gonzo Gonzalez, Ray Grindell, Mike Barber.



Ray Grindell and the Rune.