



# SCMA NEWSLETTER

Founded 1968

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## SCMA Board of Directors

Chairman	Mark Burdick	chairman@sc-ma.com
Vice Chairman	Rodney Chew	vicechair@sc-ma.com
Secretary	Charlie Lamb	secretary@sc-ma.com
Treasurer	John Mickus	treasurer@sc-ma.com
Member Service Director	Jim Filley	membership@sc-ma.com
Referee Risk Manager	Mike Burges	scmariskmanager@sc-ma.com

## Ex-Officio Board of Members

Chair, Three Flags Classic	Mark Burdick	3flags@sc-ma.com
Chair, USA Four Corners Tour	Dannie Fox	usa4c@sc-ma.com
Chair, CA Adventure Series	Les Gullery	adventures@sc-ma.com
Chair, Best 15 US Roads Challenge	Robert Roger	best15@sc-ma.com
Marketing Director	Karen Butterfield	marketing@sc-ma.com

Questions? Contact a director directly.

## Chairman's Letter - June 2023

The weather has improved up north and the bikes are out of their garages - finally. I've just returned from riding the AZRatPack 20th Anniversary ride. A four day ride through Arizona, Colorado, Utah, and Nevada - 2,000 miles according to my GPS. A great time with great folks. It started off a little rough by picking up a large bolt in my brand new rear tire at 4:30am 45 miles out of Houston, then a tow into the dealer to replace the tire then back on the road at 10:00am. The following days were uneventful, in a mechanical way, and the only concern was dodging a few storm cells. There was still snow at elevation in the mountains so packing heated gear and heavy gloves is always prudent. Spent a few days in Pasadena, CA then took the scenic 1,500 mile I-10 back to southeast Texas. Yes, I hear everyone laughing who has driven the western half of I-10, there is nothing scenic about that trip down the slab.

We have great participation for our tours this year and expect a lot more people to sign up now that the pandemic has past us. No restrictions crossing the borders at this time. Stay tuned to the Four Corners articles as we have a member attempting a 10x circuit this year! USA Best 15, Great Lakes Cabot Trail, and all the California ADV series have a lot of riders signed up. The 2023 46th Three Flags Classic has over 80% of the tickets sold so if you or your riding buddies are thinking about going, go sign up now on the website.

If you are in the market for a new ride, your options, availability, and pricing is much improved over 2022. Harley Davidson just released their 2023 CVO Road Glide Limited Anniversary Edition model that rides and looks stunning, an excellent choice for long distance touring. The 2023 Gold Wing is another awesome high milage scooter that carries a ton of gear and cuddles the rider in inclement weather. The BMW K1600 and R18 models also provide great comfort with sports bike acceleration and handling. I'm partial to the BMW R1260GS Adventure pack mule with an upright riding position and an 8 gallon tank. Several of my friends wouldn't consider touring without their Yamaha FJR's - wonderful performance and range and that's even before they install their aux fuel tanks. Go ahead and get your new bike, trick it out, and break it in. You've spent two years inside or riding limited distances so go out and make up for it!

We are still working to improve the new website and also the revised newsletter format. Thank you all for your patience as we knock out the kinks and add content. We are always looking for your stories to add to our media, your hints, tricks, and experiences help us all improve our touring.

Please share your newsletters and the links to our tours to your friends and family who haven't joined the SCMA. We are grateful for your membership and your participation and look forward to seeing you out on the road and on stops along the way.

Ride safe and ride often,

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



## 2022 California Triple Crown Finishers



Les Gullery, Ride Chair for the California Adventure Tours delivered the Award Plaques for the 2022 Triple Crown finishers earlier this year. Triple Crown finishers have completed all 3 of the California Adventure Series rides: CA Mission Tour, CA Parks Adventure, and CA Best-15 Roads Challenge.

### **Congratulations to 2022 California Triple Crown Finishers**

Wayne Green  
Victoria Green  
Edward Monsour  
Kenneth Whetstone  
Gary Whitehead  
Kurt Worden

Tustin, CA  
Tustin, CA  
Laguna Niguel, CA  
West Valley City, UT  
Grand Terrace, CA  
National City, CA

Les met up with Ken Whetstone and his wife Beverly in West Valley, UT. Les was on a visit to see his daughter in Park City, UT. The rest of the group met up at Portillo's restaurant in Buena Park, CA, on a Saturday in April.

Wayne Green and his daughter Victoria Green are the first Father/Daughter duo to complete the California Triple Crown.

Edward Monsour, Kenneth Whetstone, and Gary Whitehead signed up for the Parks Ride in 2023.

See the next page for pictures with names.

More awards photos for ride finishers to come in future issues.



Wayne and Victoria Green



Ken Whetstone



Gary Whitehead



Ed Monsour



Kurt Worden



Ed Monsour and Les Gullery

## Ken Whetstone on the Best 15 US Roads Challenge

I've done the 15 best roads before, and enjoyed the experience thoroughly. I don't want to take anything away from the list of roads (they are all worth doing), but the best part - in my humble opinion - is the adventure of traveling the back roads often necessary to get to those 15 best roads in the US. Roads and sights that otherwise I would very likely never see.

Case in point is the Back of the Dragon. Following the plan we made for this trip, after completing the Blue Ridge Parkway, next on the list was The Back of the Dragon. On our way to The Back of the Dragon we motored on narrow winding roads through numerous tiny towns in the states of Tennessee, North Carolina, Virginia, et.al. We eventually reached Marion, VA, where we put the icing on the cake of a great day of riding by completing The Back of the Dragon.

The best part of the Best 15 Roads US is seeing the back country of America to get to those Best 15 roads!

I really appreciate the SCMA putting together these kinds of rides because there are so many things I would have missed otherwise and a special thanks to Bob Roger for all the work you do!



Ken Whetstone



Ken Whetstone

Ed. Note – SCMA Member Ken Whetstone spent a few minutes in a hotel room in Ohio to share some experiences and pics of riding the Best 15 US Tour with us. Right around that time, Best 15 US Ride Chair Bob Rogers was lucky to spend a day riding down to Little Hocking, Ohio, to meet Ken who was with his wife Beverly and all rode OH555, the Triple Nickel. Apparently, there was a little time to check out the Triple Nickel Diner.

Ken has been updating a Tombstone blog since 2010. Recent 2023 categories relate to the Best 15 US Roads. <https://2mbstonestravels.blogspot.com/2023/04/2023-us-15-best-trip-1.html>

SCMA Members - let us know about your travels any time.



Bob Roger and Ken Whetstone

# Highlights of the 2023 TFC Path – Day 1

## Puerto Peñasco to Kanab, Utah

By Doug Wilson



Organ Pipe Cactus National Monument

Ed. Note – We thought it might be of interest to you if we shared some research of what we will be passing through on this year's Three Flags Classic ride. You might be a registered rider or a potential rider who hasn't quite committed yet. These pages note options to stop on this ride or on a future ride in this area. Obviously doing them all would make the days too long. You may see something special you would like to add to your schedule for the day. It might just be a photo spot. One of those you might otherwise miss, this time through.

Leaving Puerto Peñasco, we will proceed northeast to the town of Sonoyta after travelling about 60 miles through sparsely populated desert. We will continue through Sonoyta for about 3 miles before reaching the US Border at Lukeville. Once across the border, we will travel through the Organ Pipe Cactus National Monument. The Kris Eggle Visitor Center is about 4 miles north of Lukeville, and is probably the best place to stop for a photo opportunity due to the soft shoulders. Continuing north, we will pass the hamlet of Why (named for the shape of the local highway intersection) and continue on to the town of Ajo.



Ajo Plaza



Ajo Mural

Ajo was once a mining town and regional hub due to the massive New Cornelia copper mine located just to the southwest of town. The mine pit can be viewed from the Mine Lookout Visitor Center and a glimpse into the town history is available at the nearby Historical Society Museum. Ajo was once the terminus of a railroad line established primarily to haul copper ore to Gila Bend. The Ajo Train Depot and Plaza areas have been restored and now house the Ajo Visitor Center. With the cessation of mining activity, Ajo has become more of an artist's enclave and has a number of public art displays and murals throughout the town, particularly along Artist's Alley on N. Plaza Street.



Gila Bend Space Age Lodge



Gila Bend 9/11 Memorial

It's about 45 miles north to Gila Bend, a longtime crossroads town with history dating back to the days of the stagecoach and covered wagon. While the nearby interstate ensures that Gila Bend still sees its share of traffic, it is no longer the hub it once was. Gila Bend is home to the iconic and quirky Space Age Lodge and its collection of space-themed art and collectibles; definitely worth a stop. A small but elegant 9/11 memorial has been established in town, and the municipal airport on the north edge of town features a pair of F-101 jets that are near enough the road to grab a picture with your bike.

Resuming our travels north, we will pass through some of the truck farming areas along the Gila River before approaching the Phoenix metro area. Once transiting the metro, we will resume our travels north. The terrain becomes hillier and more twisty while climbing to 2000 ft. There are a number of scenic pullouts for photos as we climb to 3200 ft and approach Camp Verde. The area around Camp Verde has become a notable wine-producing region. It is also home to Montezuma Castle National Monument, which showcases a multi-family high-rise dwelling carved into a sandstone cliff. The monument is located about 2.5 miles off our route.



Montezuma Castle National Monument





Red Rock Scenic Byway

Leaving Camp Verde, we will pass through the Coconino National Forest as we ascend to Flagstaff at 6900 ft. This part of Arizona showcases a number of geographic features such as Bell Rock and Courthouse Vista in the areas near the Red Rock and Slide Rock State Parks. After proceeding through the Flagstaff area, we will continue north as we traverse the range land of the Navajo Nation towards Tuba City.



Oak Creek Slide Rock



Antelope Pass Vista

As we approach the edge of the Navajo Nation at the Colorado River, an impressive view of Marble Canyon and the Vermillion Cliffs area is available from the overlook at Antelope Pass. At the river, you can explore a Navajo market, learn area history at the visitor center or walk out across the historic Navajo Bridge. A better view of the “marble” canyon walls is available at Lee’s Ferry where the canyon widens out. Lee’s Ferry is a popular destination for fly fisherman and rafters. The road is fully paved with a turnaround at the boat launch.



Marble Canyon Bridges

Continuing on from Marble Canyon, travel along the base of the Vermillion Cliffs before ascending the Kaibab Plateau at 8000 feet. There are some great views of the cliffs and valley available at the House Rock Valley Overlook on your way up the grade to the town of Jacob Lake. Jacob Lake itself is one of the few permanent water sources on the Kaibab Plateau. The nearby Jacob Lake Inn dates back to 1923 and features a plethora of fresh baked goods if you wish a cool-off break among the pine trees.



House Rock Valley Overlook

Continuing on through the Kaibab National Forest, we will traverse the plateau before beginning our descent down to Fredonia. Sadly, this area has had some recent fires so it is not as scenic as it once was. The view from the LeFevre Overlook north towards the Grand Staircase-Escalante National Monument is quite a vista and definitely worth a stop. From there, it’s a relaxing descent into Fredonia, which features the Red Pueblo Museum and its extensive collection of Native American artifacts. It’s just a few more miles from Fredonia to our Checkpoint in Kanab, Utah.



LeFevre Overlook

# Highlights of the 2023 TFC Path – Day 2

## Kanab, Utah to Idaho Falls, Idaho

By Doug Wilson

Ed. Note – We thought it might be of interest to you if we shared some research of what we will be passing through on this year's Three Flags Classic ride. You might be a registered rider or a potential rider who hasn't quite committed yet. These pages note options to stop on this ride or on a future ride in this area. Obviously doing them all would make the days too long. You may see something special you would like to add to your schedule for the day. It might just be a photo spot. One of those you might otherwise miss, this time through.

Kanab sits at the southern end of the Long Valley area and along the east fork of the Virgin River. There are a number of geographic features in the vicinity, and Kanab serves as the southern gateway to Utah's Mighty 5 area of National Parks. There are a couple of interesting spots just to the north of Kanab that are probably best visited at the end of day 1. There is an area of sand caves in the embankment along the former riverbed, with several being accessible via a moderate hike from the parking area. Less than a mile north is Moqui Cave, which doubles as a history museum. Normal hours are 9 AM to 7 PM.



Moqui Cave Exterior



Cedar Breaks National Monument

Continuing north from Kanab you will see some gorgeous colors in the valley walls. Zion and Bryce Canyon National Parks are each within an hour's ride. While both are spectacular and highly recommended, they will be busy on a holiday weekend and you would need to budget substantial time to visit one. As a quicker method to get a flavor for the area, you might consider a loop past Cedar Breaks National Monument to Panguitch. Cedar Breaks NM offers some spectacular vistas and the viewing areas are located very near the roadway.

Panguitch is a charming western town that features a popular balloon festival every June,

including a motorcycle parade through downtown. The area is noted for fishing and equestrian events. As we continue north and approach Circleville, the preserved childhood home of outlaw Butch Cassidy offers a glimpse into Utah pioneer life. North of Circleville we will proceed through the Kingston Canyon area and then past Otter Creek reservoir. There are only a few small towns between the reservoir and Salina, but the Grass Valley Mercantile has most anything you might need. There is a rather amazing pencil drawing of the store on the wall inside as well as a nicely restored vintage gas pump. Once past Koosharem, we will skirt the Fish Lake area make our way to Salina.



Cedar Breaks

Salina is a town of 2500 that serves as a regional center and supports travel on I-70 as well as commercial traffic from the salt mines in nearby Redmond. Gearheads might want to check out the Robinson Truck Museum while history buffs might enjoy the restored Camp Salina CCC/POW camp and its rather infamous legacy.



Robinson Truck Museum



From Salina, we will continue north towards the towns of Gunnison, Manti and Ephraim. Manti is home to the John Patten house and its Pioneer Museum as well as an unexpected find; a museum dedicated to the artwork and creations of car customizer Ed "Big Daddy" Roth. Car nuts from the 60s and on are probably familiar with his "Rat Fink" characters; as a scale model builder in my youth, I certainly am.

Roth Museum

We will pass through the towns of Ephraim, Mt. Pleasant and Fairview as we make our way north. Ephraim features the Fort Ephraim Camp Museum and Cabins, and a good old-fashioned Malt Shop if you're in the mood for a cool treat. You're sure to trigger some pleasant memories as you pass the Basin Drive-In Theatre in Mt. Pleasant, which is still in operation. Continuing north we will pass through Fairview, whose substantial Museum of History and Art includes a life-size replica of the Columbian Woolly Mammoth skeleton found at nearby Huntington Reservoir. Leaving



Fairview Museum Mammoth

Fairview, we will enter the Manti – La Sal National Forest and continue northwest along the Spanish Fork River through Covered Bridge Canyon before entering the city of Spanish Fork.

Exiting Spanish Fork we will pass through Provo, the home of Brigham Young University. More notably we will pass BYU's LaVell Edwards Stadium, which may be the most scenic place ever to watch a football game. We will continue on through majestic Provo Canyon and its unique folded rock formations. Utah's own Bridal Veil Falls will be viewable from the parking area at the base. As we continue our climb towards Heber City, we will pass Wasatch Mountain State Park and Deer Creek Reservoir. Aviation enthusiasts may wish to check out the vintage planes of the Commemorative Air Force wing located at Heber Valley Airport while train fans might enjoy a stop at the Heber Valley Railroad.



Provo Canyon



Deer Creek Reservoir

We will make our way north past Jordanelle and Echo Lake Reservoirs, both of which feature an overlook area for photos. We will also pass the skiing mecca of Park City, which is home to the Sundance Film Festival as well. Park City was originally a mining town for gold, silver and lead; it fell into recession when the prices for metals declined substantially after the Great Depression. It did not become a ski destination until a winter sports promotion campaign during the 1960s. Once past Echo Lake, we will aim for the state line and cross into Evanston, WY.

Most folks have probably been to or through Evanston previously as it is a major stop on the interstate as well as the historic Lincoln Highway. Originating as a railroad town, Evanston features a restored train depot and locomotive roundhouse near downtown, as well as a number of other restored historic buildings. Among them, the Uinta County Museum is housed in the restored Carnegie Building which dates back to 1906.

Departing Evanston, we will pass the farming and ranching communities of the Bear River Valley. The Bear River flows into the Great Salt Lake after a 350-mile journey through parts of Wyoming, Idaho, and Utah; it is the longest river in North America that does not ultimately reach the sea. In the town of Randolph, we will pass by a restored early home of Wilford Woodruff, later head of the Mormon Church. Continuing through the river



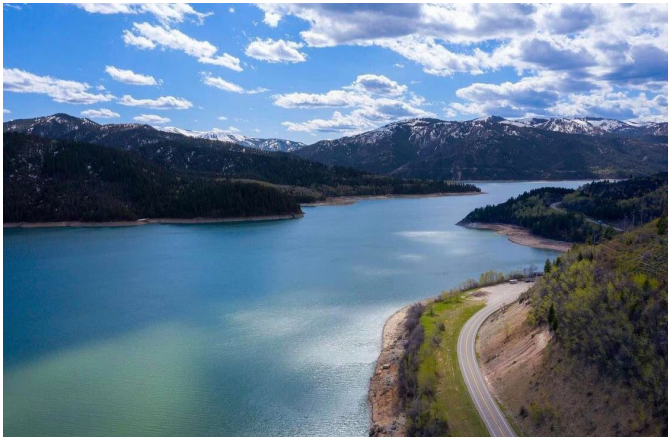
Evanston Locomotive Roundhouse Complex



Salt River Pass

valley we will pass through the Cokeville Meadows National Wildlife Refuge and spend just a bit of time on what was once part of the Oregon and California Trails as we pass through Cokeville WY, site of a 1986 elementary school bombing and hostage situation.

We will continue north along the Idaho/Wyoming border before entering the Bridger National Forest and the Star Valley. As we crest Salt River Pass at roughly 7600 feet, there is a scenic overlook where you might want to grab a picture. You might also want one of (or with) the reputed World’s Largest Elkhorn Arch as we pass through Afton WY. Afton is also home to the Call Air Museum, a very specific history of the evolution of a popular crop-dusting airplane – manufactured in Afton from 1940 to 1970.



Palisades



Idaho Falls and Temple

Continuing north we will enter the town of Alpine at the confluence of the Greys, the Salt, and the Snake Rivers where they flow into Palisades Reservoir. We will travel northwest along the reservoir through the Targhee and Caribou National Forests. The Snake River exits the reservoir near the town of Palisades (go figure); you might want to check out the Dam Store if you’re interested in antiques or curios. Just west of Swan Valley, there are some nice cascades on the south bank of the river where Fall Creek joins the Snake River at Fall Creek Falls. After the Falls, the road turns away from the river but continues to offer great views of the Big Hole Mountains as we pass thru farmland on our way to the Day 2 Checkpoint in Idaho Falls. If you’re in the mood for something different you could try a ranch tour (or a hike!) at Wilderness Ridge Trail Llamas; we will pass their stables about 15 miles before entering Idaho Falls. Should you fancy a bit more river exploring the checkpoint location is very convenient to the river parkway which runs along the Snake River in central Idaho Falls.



JUNE 2, 2023 BY RODNEY CHEW

## 20th Anniversary Tour Recap

GO AZ Motorcycles Scottsdale

A great group of people came together to celebrate the RATPack 20th Anniversary Tour. El Presidente assembled a route that took us to places we had enjoyed in the past. The tour ended up covering a significant number of miles visiting the states of New Mexico, Colorado, Utah and Nevada. The planned trip was 5 days in length covering 2000+ miles for most (look for more comments later) by the time you returned home. A number of people came from Southern California from the Southern Calif. Motorcycle Association (SCMA). The Chairman of the SCMA (an AZRATPACK member) rode in from Houston, TX, to participate.

We typically have a ride summary produced by the ride chair. The 20th Anniversary Ride had a variety of riders and skill levels. At our request a few of the riders wrote their own summaries of the tour for your enjoyment. While the group of riders were together for some of the trip many broke into smaller groups taking a variety of routes. Please enjoy the other accounts of the AZRATPack 20th Anniversary Tour included after my review.

### **Day 1 – GOAZ Motorcycles of Scottsdale to Holbrook, AZ**

We left GoAZ as a group of about 10 riders. We proceeded out AZ60 towards Globe, AZ, through Salt River Canyon. It was a great morning to ride with the weather, a bit ominous but cooperating nicely. We made it through Superior to Globe and headed north toward Show Low. Riding North with us this day was Big John our favorite GOAZ Sales person. Big John would ride with us for the first day of the tour. The road through Salt River Canyon was in great shape and provided

entertaining riding for all. From the bottom of the canyon we headed up toward Show Low. On the way we all started to see the dark skies building. A few raindrops with hopes we could skirt the rain but we rode right into a large cell about 15 miles outside of Show Low. We were all reminded that if you don't want it to rain you should put on your rain gear, before it rains. Too late, as bolts of lightning coming down nearby, raining so hard you could not see. We found an Indian gas station, just up the road. The locals found it amusing we were riding through the rain. Eight of us pulled over here and put the rain gear on, joking about how we should have done it sooner. We got back on the road to find large rocks have littered the road.

We roll into the House restaurant in Show Low. The House has been a favorite AZRATPack stop for years. Everyone grabbed some food and warmed up after our dousing on the rd. Next Stop Holbrook, AZ, the end of road for Day 1. We also discovered another AZRATPACK person at the House. John Hilty has traveled up day 1 in his car. The 30 miles to Holbrook proceeds quickly. The majority of us arrive at Brads Inn and a few others go to the Holbrook Tee Pee motels. Brads is a small courtyard hotel that was discovered on a previous AZRATPack ride. It has been a stop for us since then. At Brads riders had beer and wine, chips and other snacks to be shared while they gathered all the chairs in the parking lot and had a nice get together. An important part of the AZRATPack HOLBROOK experience is the SOUND of TRAINS, all types of trains, freight, passenger, etc etc. The trains pass through Holbrook 24 hours a day, approximately every 45 minutes. Staying at Brads or Tee Pees you might swear they come more often.. all night. (Something you get used to, hahaha)

Dinner was at Butterfield's Steak House. One of the few places to have a group dinner in Holbrook. We enjoyed a nice group dinner and talked away the time about the ride so far, and the days to come. The owner of Brads, Jody and her friend Paul joined us for dinner. After a great dinner we all went back to Brads for a few more beers and parking lot time.

## **Day 2 – Holbrook to Montrose, CO via Gallup, NM to Durango, CO, Hwy 550 – the Million Dollar Hwy – to Montrose, CO**

It's 6a-7:30a, I think the trains reminded us, as people said goodbye to Holbrook. As many looked at the routing for day 2 many remembered other RATPack trips through this area and decided on different directions to Montrose, CO. In short, many decided to take AZ 191 north to Four corners, some decided to intersect Indian 12 at the I-40 and proceed north to Indian 13 to Shiprock, some took the original rte NM491 off the I-40 to Durango. Along with these alternate routes north came other rtes to Montrose. Some would go through Durango, CO and the Million Dollar Hwy others would go through Cortez to Telluride, CO to Montrose.

Our group decided to ride Indian 12 to Indian 13. Indian 12 crawls the AZ/NM border north of the I-40. The rd passes through amazing scenery through the forests and red rock formations. You pass through villages and tribal centers on this road. You cannot look in any direction without seeing amazing red rock scenery. We traversed Indian 12 to Indian 13, a most amazing road taking you east to the town of Shiprock. Indian 13 is known for its tight hairpin 10mph corners along a river, At the top you start down the same variety of amazing turns to an amazing vista view of Shiprock. Shiprock is a volcano with all the dirt stripped away. It dominates the landscape for all directions. Our group stopped on the road to view a lava wall that connects to Shiprock.



Our group decided to lunch in Shiprock. Some of us remember a trip to four corners years ago where we ate at local restaurant, Naatani Nez. Some of our group had a need for an Indian Fry Bread fix. We stopped and were reminded that this restaurant is a local favorite with a buffet and variety of local favorites for a most reasonable price. One of our group talked to a local native asked what roads we had traveled. When told Indian 12/Indian 13 he responded now you know our secret, we never drive the other roads. We took a nice break and got back on the road heading north towards Cortez, CO. Our route was going to take us through Telluride, CO. We watched the clouds all day hoping to avoid rain. We managed to maneuver through the mountains avoiding all the rain to Montrose. The roads through the mountains could be rough, potholes, etc. and cold as we approached the snow line. We only got a few minutes of rain, not enough to get wet. The long road into Montrose was busy. Other people experienced weather on the other routes. The group arrived at different times and ate at the Mexican restaurant across from the hotel. A side note the Mexican food was a local favorite, and quite good. Riders discussed their plans for Day 3 and the routes through/around Salt Lake City.

Other reported riding the Million Dollar Hiway experiencing snow and hail. Not bad enough to be dangerous but some difficult riding. All routes in this area provide amazing scenery.

### **Day 3 – Montrose, CO. to the Bonneville Salt Flats to West Wendover, NV.**

Another early morning start. Some people leaving as early as 5a. Some decided to head north to Dinosaur, UT then to Provo, UT. Another group decided to ride towards the I-15 and take the roads southwest of Salt Lake City (SLC) to meet I-80 west of SLC. Our group followed the provided route to go to the UT 6 from the I-70. It was going to be a long day on the road. Todd who was leading our group took us to the town of Helper, UT. Helper is a very cute town restored as it was in the 1920s. We stopped and had lunch there. The food was tasty and the restaurant provided a nice break. The traffic north on the I-15 was intense toward Salt Lake. While it moved it was quite dense till we were able to head west on UT401 to I-80.

The group heading to Provo, UT had a great ride over the Rangely Rd then catching I-80. Another group wrapped around the I-15 south of Salt Lake to Eureka, UT, Toole, UT. They encountered mining operations and other interesting scenery. At one point they encountered a closed road situation involving the movement of large mining equipment. They said it was cool to see the monsters coming down the road.

Once on the I-80 West it was obvious that the water levels of the Salt Lake were up. The separated Hiway had water very close to road level in some areas. The ride across the salt lake while interesting took a certain tediousness. As the miles passed you begged to see the Salt Lake rest stop on the west side of the lake. As the rest stop approached a certain anticipation began to rise. As we pulled into the rest stop you saw the flat white, somewhat soggy salt before you. You could park and walk out onto the salt, you also saw cars, three hundred yards out on the salt. Everybody ventured out to take a step on the salt. Mike and Todd contemplated taking their GSs on the salt. Mike rode down the shoreline and ventured into the salt. A high revving noise was heard and spinning rear wheel was seen. He sunk to the salt but managed to get out, giving his bike a nice coating of salt. No one was able to observe the route the cars took to the salt. The group moved onto the scheduled stop at the gas station further west. It was very hot by this time. The gas station had drinks, souvenirs and a very pungent East Indian restaurant. Five miles further down the road was the signage marking the salt flats. A warning sign identified the salt as

very wet and potentially muddy. Todd tried riding on the salt and described it as slippery like snow.

We pulled into West Wendover hoping the hotel would have a swimming pool. It didn't LOL. Mike sent us a picture of his swimming pool at his motel. We decided to pass. The group found dinner places and talked about the ride to AREA 51 and beyond to Las Vegas.

#### **Day 4 – West Wendover, Nevada to Ely, NV to Rachel (Area 51) to Las Vegas, NV.**

Another early morning start to the longest day of the trip. At the start of the trip a handout was made for all the riders to understand the trip to Rachel, NV. and the gas situation. Many people asked if it was possible to approach Rachel from the West on NV375 (Extraterrestrial Highway). After looking at the gas situation it was basically determined that approaching from the west required you to have a fuel range of approximately 230 miles per tank. Anything else would require carrying extra fuel with a rider. A rider with the proper range could travel from Ely to NV6 to the West side of NV375. Without the range you would follow the 318 on the west side to NV375 on the west side.

SPOILER ALERT: After reaching Rachel, NV from the West side it was discovered that a GAS STATION was opened in Rachel. Oh well everyone could have made it around the west side without range problems.

Upon reaching Ely we were mostly prepared to approach Rachel from the West. While waiting at the gas station a group of our riders arrived stating that the NV318 was closed to a special event. The EVENT was the SILVER STATE CLASSIC, a high speed event where entered vehicles make top speed runs. The average speed being 225mph. WHAT? Memories of the prior Area 51 ride? The roads again would not allow a visit to Rachel. Well not knowing about the new gas station many re-routed to NV 93 and simply went south to Las Vegas. For the rest of us we headed down NV6 watching our speed to get the best gas mileage we could. The route into Rachel from the west looks similar to the approach from the east – nothing but desert. Arriving Rachel everyone got something to drink and milled around and headed eastward to get to the 93 for the run into Las Vegas.

Las Vegas was a busy place with the multi-day EDC music festival and the NHL Hockey finals taking place. Fortunately, the roads were clear to the south side of the city. For those arriving in Las Vegas ahead of those visiting Rachel the swimming pool at the South Point hotel was visited. The South Pointe provided a nice coupon package of free drinks and dining opportunities. Everybody met up at the hotel buffet or Mexican restaurant. A good time was had by all reminiscing about the trip and talking about the next ride.

#### **Day 5 – Las Vegas, NV to home or your next destination**

Most left early the next day for various places. A few got stuck on the road north of Kingman AZ. A new battery seems to solve that problem. ElChinoloco and Todd decided to stay another day. They ended up at the Gordon Ramsey Pub at Caesars palace for dinner where a Ramsey favorite Beef Wellington was served. It was by luck a reservation could be had.

Riders arriving home were surprised to see the total miles they rode for this tour. This tour was rated for advanced riders and placed riders in a variety road, weather and distance riding situations. Riders had to know their motorcycles and their limits to ride the tour. It was not unusual to see total miles around 1900+ miles with some riders above 2500+ total miles. Just for reference the SCMA Three Flags Classic is typically around 2100 miles one way. If you haven't ridden that far before under those situations you should feel accomplished. It proves a well understood ride with specific goals and rider discipline can enjoy LONG DISTANCE rides without fear of difficulties.

Thanks to all who came out to make the AZRATPACK 20TH ANNIVERSARY TOUR the great event it was. Special thanks to El Presidente, Victor Casteneda for planning this trip and the routes provided. Additional thanks to AZRATPack Board Members: Dean Sarrocco, Carlos Goodwin and ElChinoLoco for supporting the ride.

I hope you enjoy all the pics that everyone shared, other ride reviews are from the perspective of other riders on the tour.

The Anniversary Tour is our last ride before summer sets in. Our next ride will be the Annual Sedona ride, August 26th. Our next overnighiter will be the annual Route 66 ride on October 6th. Look for a variety of breakfast and dinner gatherings in the meantime

### **Riders Account: Russ, Honda Goldwing**

*The first day was an easy ride up the Salt Canyon. The thunderstorm meant a quick change into raingear, but arrived at Brad's Desert Inn early enough to enjoy a beverage of choice around a picnic table and meet new friends. This was my first official ride with the AZRatpack.*

*The second day was a little less organized as to who was going which route and when. I ended up riding on my own, which has its pluses and minuses. There was a large thunderstorm hanging over the mountains between the Million Dollar Highway, which I really wanted to do, and the easier Telluride route. Making a quick check of radar weather, I saw that the storm would meet me at the MDH at just the wrong time, so I went the Telluride way and avoided most of the storm.*

*Saturday, Mark led Randy, Barry, and myself along Highway 6 into Provo. What an awesome road! Then we followed Mark around the Salt Lake City area, riding the back roads to the west and then north to connect with interstate 80, and avoided the heavy SLC traffic. Another beautiful ride. Then on to the Bonneville Salt Flats and Wendover.*

*Now, Wendover is right on the time change border, and depending on your phone service, you had to constantly figure out what time it really was. This was particularly critical when leaving with others the next morning. Not without issue, I managed to meet up with Barry and Randy again, and we headed out ahead of everyone else.*

*They say that if it goes as planned, it wasn't an adventure. After almost two hours, we thought we saw a sign that said road closed ahead as we got onto NV318 in Ely. Not wanting to believe it to be true, we continued on...to the next sign reminding us the road was closed ahead. A conversation with a local at a gas station confirmed the road was closed because of a road race*

that day. By the time we retraced our tracks, about 30 miles, the rest of the group was parked at a gas station where we delivered the bad news. Undaunted, we changed course and still arrived at the Southpoint hotel in time to relax before the dinner buffet.

I can't speak for others (except for Barry, who crossed my path just outside of Wickenburg), but other than a 20-minute roadwork delay, the trip home was uneventful. I left at 5:30 a.m. and was home by 11:30a.m. Beautiful countryside on every leg of the journey. It was a great first time trip with the AZRatpack.

### **Riders Account: Mike P., BMW GS**

*Million Dollar Highway: Heading out of Durango, I looked up and saw snowy peaks ahead. "I'm sure glad I'm not going up there," I thought, but soon, the road wound around bringing me in close contact with the cold white stuff. When I reached the top of the first mountain pass, rain and fog had moved in, and I cursed myself for leaving so late that morning. I paused for a picture at the side of the road and realized I was being pelted by small balls of hail. I resumed the ride downward and noticed that the asphalt had a slick sheen to it. Even though it seemed slightly too warm for ice, my careful paranoia had me occasionally dragging my feet along the surface just to make sure I still had grip. At the top of the next mountain, it had cleared up, so I stopped again to take more pictures and send texts in case it was the last time I was heard from. The lack of guard rails on the Million Dollar Highway was disconcerting and I tried my best not to look down. Not only did the road's edge ride along my vision's periphery, it remained a weight that tingled the back of my neck; a warning not to screw up and to stay calm. A couple of riders including a sport bike went past me in the opposite direction and I felt bad for them, however, little did I know it was going to get worse ahead before it got better.*

*I passed through Silverton, and it was raining hard again. I wanted to stop, but was behind schedule, so kept on trucking. The last thing I wanted was to get stuck out there in the dark. As I left town, a couple of vehicles had stopped on the other side of the road. I thought perhaps there was an accident but followed their gaze to my right and saw two big moose standing on the shoulder near me. I would have loved to stop but didn't want to risk dealing with the possibilities of ill-tempered wildlife in bad weather. Eventually, the rain stopped, the sun came out, and I was blessed with gorgeous views at Bear Creek Falls just a couple miles south of Ouray. There was a small, fenced overhang for those unafraid of heights to step out onto to get the best view of several waterfalls. I took a moment to listen to the rush of water falling down the cliff walls to the rocks below, shaking my head at the vehicles passing by without a second glance.*

### **Riders Account: Carlos G., Harley Softtail**

*There are many parts of this trip I will remember fondly. Just 16 miles from Kingman, my engine stopped running. Lucky for me it was just a dead battery. Then 50 miles outside Wickenburg I hit a pothole so big that my left muffler separated, and caused a serious exhaust leak. But the most memorable, above all else, was when a few of us followed "Hammer" through some of the most scenic roads of eastern Arizona: the views, the colors, the difference in the elevations, and the friendly people. This is what made the ride that more enjoyable and unforgettable.*

### **Riders Account: Sledge Hammer, BMW GSA**

One of the most pleasant surprises with the 20th Anniversary ride occurred on Day Two, Holbrook to Montrose. With this being an open ride day our very own ChinoLoco suggested a route to a few of us through the Navajo Nation via two gorgeous Indian Service Routes, 12 and 13. Route 12 started 10 miles or so from the New Mexico border off of I40. This route meandered north along the New Mexico border through stunningly beautiful red rock cliffs and high plateau pines crossing through several small villages along the way. The road was fairly well maintained, a few potholes here and there to avoid, but for the most part not straight so as to require some attention while enjoying the scenery. Eventually, towards the top of the state, you arrive at the small town of Lukachukai nestled up against red rock cliffs that gives areas of Sedona a run for its money. Here we started Route 13 which immediately gets your attention with slow, tight, and short switchbacks that climb the red rock cliffs behind the small town, a knee draggers dream and big bike challenge. A few of us would have had even more fun on this road had it not been wet at the time. Climbing, you eventually cross over the top in the pines and arrive at a point where there are stunning views of the red rock country of New Mexico and a fantastic view of ShipRock. The road eventually drops down again and brings you right to the foot of ShipRock for great up close views of the formation and the remnants of a lava tube leading from the extinct volcano.

This route literally made the second day of the Anniversary ride even as we traveled through the Rockies to arrive at the destination in Montrose which also had its own stunning views.



# Managing Waypoints Question and Answer from Del Banack

## Our GPS Expert is Fielding Questions

### QUESTION – Managing Waypoints/Favorites versus Routing to a Town

Got your contact from the SCMA newsletter. This couldn't have come at a better time as I am planning the Lower 48 Ride. My concern is the time it takes when placing all the dots on each day on the roads we wish to take. This is a 10 day 7200 mile trip. Each day is 720-800 miles. A couple things happened last time I planned a trip on BaseCamp and I do not want same things on this trip.

One day our hotel was on the route and I knew we were heading East so I didn't turn on the GPS. I thought I would wait until we were getting off that road. When I turned on the GPS it kept trying to start from the hotel 200 miles back. I could not get it to find us. What did I do wrong or will Zumo not do that?

Another thing - is there an easier way to plot a trip without the dots on the highway? If I put in a town as a waypoint it takes you to Town Center and does not keep you on the road you are traveling on. If you bypass the turn to town center then it will say make a U-turn for the rest of the day. If you reroute, it changes the whole day.

It seems the Apple Maps continually will find you and re-route you. If you would like to call me that would be great. However, I feel you will be pretty busy with them listing you as a resource. Please help if you can.

### ANSWER

A big trip will take a lot of waypoints or favorites as some call it. To avoid the travel-through-town headache I select a point on the highway about 1 mile before the exit.

- Name it 1 123 gas Prescott. 1 represents the first day of the trip, 123 is the mileage, gas designates the feature, Prescott is the town. If you do not need to stop, you motor through the point and never go back.
- Another example 1 779 lodging Marriott. 1 is the first day of the trip. 779 is the mileage. Lodging represents lodging. Marriott is the name of the hotel.
- 1 625 Hwy 25 N. This a point 1 mile after the corner. Does not interfere with the communications with Garmin.

Your waypoints can be listed as per sequence. If you get off track, you can get to your next destination without an issue.

I use about 12 waypoints/favorites for 1,200 kilometers (750 miles) I have a lot of just-in-case stops and only use 7.

At the end of the day go into your waypoints/favorites and delete all the points starting with 1, EXCEPT THE HOTEL, and you have deleted a bunch of old info.

Your Zumo should give you an option to go back to the start or closest point. Check your settings for this feature. When you leave the route, do not cancel, and use the PAUSE option. Then hit RESUME when you are coming back to the route.

Most Zumo units will hold 500 or more waypoints/favorites. Check the amount of memory in your Zumo. On a Zumo 665 you extend the memory with an SD card formatted to FAT32. In BaseCamp, plot out your route. Go back and label the points as depicted above. You will find it easier to work with.

## GPS Product and Setup Recommendations from Del Banack

Garmin GPSMAP 60 to 67i series are excellent units for off road hiking and riding. The new units have some excellent features with respect to interaction with other devices, 2-way messaging, emergency messaging to name a few. If you are comfortable with the unit keep it. Put it to use every time you can.

The units do not come loaded with City Navigator but they do have some mapping capabilities. To get the best performance from your unit I suggest loading City Navigator.

Load Garmin Express and BaseCamp to your computer.

Best to have your unit hooked up to your computer during this process.

The programs will prompt you to update the unit if required.

Before you try and load the City Navigator you must ensure that there is enough memory on your unit.

If there is not enough room, you may have to download your previous saved data to your computer.

Garmin has specific procedures for each unit. It may take some digging, but Garmin has solved a lot of mysteries for me.

Below there are some links to Garmin.

Garmin Express

<https://www8.garmin.com/manuals/webhelp/drive51-61/EN-US/GUID-8AF0BAE6-8578-4C3A-B124-56B2ADA19992.html>

Garmin BaseCamp

<https://www.garmin.com/en-CA/software/basecamp/>

Load City Navigator

<https://www.garmin.com/en-CA/p/1456/pn/010-D0743-00>

# Brian's Got the Picture - June 2023

By Karen Butterfield

When I saw the photos from Brian Hooker's May Long Weekend Ride from Calgary to the South Dakota Black Hills (Sturgis area), I asked how he got so many great pictures on the road. Was it stills from a GoPro or what? I heard the story about the fatal rock strike to the GoPro a while back and how it creates too much evidence anyway, so true. Then Brian shared the details on his camera of choice and why. (Circa 2012). [https://www.photographyblog.com/reviews/fujifilm\\_finepix\\_f770exr\\_review](https://www.photographyblog.com/reviews/fujifilm_finepix_f770exr_review)

Fujifilm Finepix F770EXR Travel camera, around my neck. I got this camera because it has a GPS built into it.

**Issue was:** that's a cool pic, where was that? (No idea)

**Solved:** this camera shows GPS location AND the direction you are facing. Saved to the photo DCIM info for the image. Had to JB Weld a paper clip to the one side to get the camera to "hang" right for quick shots.

Hit Cruise, Hit camera ON, Aim, shoot, hope for a decent shot.

See the ride images here:

[www.BrianHooker.com/2023BML](http://www.BrianHooker.com/2023BML)

I got a few shots of Charlie Hart's super tough Ricoh camera last year on a ride.

Obviously, it takes appropriate conditions to be able to hold up a camera without looking and without taking too much risk just like using a remote. Then you bet on the wide-angle lens to get something worth looking at again. Other times it enables a really quick stop to capture something to preserve and share later on, or revisit much later on.





One of my favorite shots Brian posted from the South Dakota trip. He makes use of dry erase marker windshield notes to assist the GPS. Plexus polish clears old notes.



It's nice to have some real captured images to go along with the various types of mental pictures in your head: 1) you know where it is, 2) you might be able to figure out where it is, 3) not reproducible conditions and you missed it so you need to find more and try again.



## 2014 FJR 1300 for SALE in the Santa Cruz, California Area



2014 Yamaha FJR 1300 Red in color is for sale. The bike has 54,500 miles and is in good condition with hard side bags. Includes soft luggage liners and a tank bag plus a white XL Cortech GS Sport Jacket. Add a 1 year old XL Shoei RF1200 helmet for \$200.00. Bike has never been in an accident but does have some minor cosmetic scratches on the mirrors and on one side panel. Bike Report provided to serious buyers. Contact Doug Green at [browneagledg@sbcglobal.net](mailto:browneagledg@sbcglobal.net) or (831) 359-7044 by call or text if interested.

# 2023 CALIFORNIA ADVENTURES SERIES UPDATE

## - June 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



State Route 89 (Monitor Pass) opens May 12, 2023, latest in 19 years.

[https://m.facebook.com/story.php?story\\_fbid=pfbid02tynWkHCVBLEuN7gv5SLhW1t3F6QhHWRoD1sxUY9xQBPFuSgYXcNS3fx2BtngiyYRI&id=100064507907873&mibextid=qC1gEa](https://m.facebook.com/story.php?story_fbid=pfbid02tynWkHCVBLEuN7gv5SLhW1t3F6QhHWRoD1sxUY9xQBPFuSgYXcNS3fx2BtngiyYRI&id=100064507907873&mibextid=qC1gEa)

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

# Shareef Assadiq

## CONGRATULATIONS !!

### FINISHER

## 2023 CA – MISSIONS TOUR

### WHO'S ON THE ROADS THIS YEAR:

- \* Going for the CA Triple Crown
- \* **FINISHER**

### Missions Tour:

- |                             |                  |           |
|-----------------------------|------------------|-----------|
| 1. <b>Shareef Assadiq *</b> | <b>Boerne</b>    | <b>TX</b> |
| 2. John Parker              | Fallbrook        | CA        |
| 3. <b>Robert Govier *</b>   | <b>Santa Ana</b> | <b>CA</b> |
| 4. <b>William Wilson *</b>  | <b>Camarillo</b> | <b>CA</b> |
| 5. Kenneth Trass            | Bowie            | MD        |
| 6. <b>Albert Wolff *</b>    | <b>Napa</b>      | <b>CA</b> |
| 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 |
| 7. William Wilson * | Camarillo | 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 |
| 7. Kenneth Whetstone | West Valley City | UT |
| 8. Edward Monsour    | Laguna Niguel    | CA |

## JUNE UPDATE:

### Series 'A' Roads Closed;

CA-108 - Snow, CA-129 - Snow, CA-198 - Landslide, CA-245 - Landslide, CA-33 - Landslide

### Series 'B' Roads Closed;

CA-4 - Snow, CA-70 - Snow, CA-178 - Landslide

### Series 'C' Roads Closed;

CA-89 - Snow, Nac/Fer - Landslide, CA-155 - Landslide

### Series 'D' Roads Closed;

MET - Snow, CA-180 - Snow

CA-1, Between San Luis Obispo and Carmel, portions still closed now in June.

## Parks:

Devils Postpile – Stamp located at the Mammoth Lakes Visitor Center.

## 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 Bárbara
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 Postpone 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](mailto:adventures@scma.com).

# Great Lakes Cabot Trail Tour (GLCTT) Update - June 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
8. **Rick Lane**, Newport Beach, California
9. **James Valentine**, Capistrano Beach, California



For more details on the GLCTT tour –  
[www.sc-ma.com/great-lakes-cabot-trail-tour](http://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](mailto:GLCTT@sc-ma.com) or [rsroger03@gmail.com](mailto:rsroger03@gmail.com) .



# 46th 3 Flags Classic Update – June 2023

We are 80% sold out of tickets for the 46th Three Flags Classic. Ticket sales close on August 1, 2023 so you have less than two months to get your ticket and any additional meal tickets for your guest. Ticket sales will close whenever we sell out. Please sign up now to guarantee your spot in the tour and the start and finish festivities.



Currently registered riders should have an email from me with all the details regarding the preparation and planning of your tour. Please check your spam and make sure it wasn't snatched out of your inbox before you got to read it. The registered riders document is cumulative and contains the current information for the ride. Please remember to make sure all your information in your member's profile is complete and accurate as that is our "system of record" for sending this document. If you can't find this email, please let me know and I'll resend to you.

As you might imagine, it takes a lot of time and effort by volunteers to pull together an event of this magnitude which meets the expectations of our riders. We do hold ourselves to a high standard because we buy tickets and participate too! I have ridden eight Three Flags Classic tours and hope to ride many, many more. Many of our volunteers have ridden the same or more times as I have. You do have to take the same actions as we do for the event. Ride registration, route review, hotel arraignments, bike preparation, packing and planning the trip to the start and home from the finish. The more you plan and prepare, the more you will enjoy the whole experience.

### Checkpoint Volunteers



We still are finalizing the plans for the 3FC. The 46th tour SWAG will soon start production. The Start check-in/banquet on Wednesday, August 30 and Finish banquet Tuesday, September 5 planning is complete except for last minute setup details. We are working on the activities for Thursday, August 31 which is our rest and recovery day in Puerto Peñasco, MX.

Our Route Chair, Del Banack has done a tremendous job tuning the route, creating the turn-by-turn maps, and creating a gas spreadsheet for you to use for your planning. Please reference your registered riders' documentation for location information of those files. Please note, Del is still monitoring the route for road closures and construction information. Please know that we will try to keep all the information up to date as we learn about impacts to the route. That being said, we all know that road work can be unpredictable and unscheduled so always stay alert and prepared for the things that can impact your daily ride, including weather, which is another variable to be considered. Most experienced riders know to not sleep in and get a late start or make too many stops that consume daylight hours. We will cover touring strategies and recommendations in our New Riders seminar on Thursday, August 31. Please note, many riders (including myself) do not use the turn-by-turn instructions and rely strictly on GPS and Phone guidance. If you want to use the turn-by-turn instructions, please print them off at home, make your annotations, and pack them with your maps on the motorcycle.

We think this will be one of the best Three Flags Classic tours we have ever run. We have a few surprises planned and hope you are looking forward to this tour this year as much as we are. This is our main opportunity every year to see many of our old riding friends. We also get to meet and welcome new riders, who will see what the event is all about, and returning next year as old friends!

Please tell a friend or two what fun this tour is and encourage them to ride with us. They will be grateful you did.

Cheers,

Mark Burdick

[msburdick@mac.com](mailto:msburdick@mac.com)

713-443-8349 (voice and text)

## 46th 3Flags Classic Update – May 2023

We have 74 tickets remaining for this year's Three Flags Classic. The final ticket sales date is July 31, 2023, unless we sellout before then. We all are going to enjoy the ride, touring with old and new friends, and all the festivities - you won't want to miss it! If you have a riding buddy who is considering making the tour this year, please encourage them to get a ticket now and experience the event. I hear people say that they never had any idea how great the Three Flags event is and wish they had started riding it sooner.



Please grab your passport and make sure that it won't expire until six months after your return to your country. The six-month rule is the preferred scenario. There are cases where certain passports traveling across borders by land need only be valid through the trip dates. Airline travel typically enforces the six-month rule in all cases. I personally did not know this requirement last summer when I was not allowed to board a plane for a two-week trip to Germany. You can research the details. It might be best to renew and avoid more research or a debate at a border crossing. There are expedite procedures you can use now to get your new passport if you need one but you got to do it NOW.

Covid travel restrictions are being lifted on May 12 for Canadians entering the US by motorcycle/car. No restrictions are in place for entry into Mexico, to the US from Mexico or for entry into Canada.

The 3FC committee is very busy with working on making sure this year's event is one of the best. There is a lot of work-in-progress by folks running the start, checkpoints, and finish. The committee is finalizing the designs for hats, t-shirts, and buckles so production may start.

Please watch your inbox Friday for the latest Registered Rider tour document that I will be sending out. It will contain the most current "one stop" information for planning your ride. I do expect changes to the route to be included in this release also. It is also important to make your hotel reservations as soon as possible due to the demand of the general public traveling during the weekend we are riding.

I hope you are out enjoying the beginning of the riding season. I look forward to seeing you at the starting festivities in August in Puerto Peñasco!

Cheers,

Mark Burdick

## Three Flags Classic Update – March 2023

Don't miss out on a great Three Flags Classic this year - 166 riders already signed up! <https://www.sc-ma.com/the-three-flags-classic>

Since we opened registration on January 16, 166 riders have signed up for the 2023 46th Three Flags Classic. We have already sent start and finish hotel registration information to those riders. We should have our checkpoint hotels and overflow hotel arrangements in place by March 15.

Our "Routemaster", Del Banack, has designed a unique route that will be fun to ride. Once we finalize the checkpoint hotels, we can publish the route and GPS files. I will release an e-Blast with the known details at that time. This year, all the e-Blasts will be cumulative and have all the information released about the ride available at that time. No more looking for separate notes for relevant trip planning information. The hotel registration information and discount codes will be release only to registered riders.



The registration will close on August 1, 2023. If there are any remaining rooms left in our blocks held for riders, participating hotels will release them. Please remember that this tour is limited to 300 riders. Also, do not wait until later this spring/summer and try to find rooms on the tour. Many vacationers have rediscovered the great American road trip and are avoiding flying. Hotel occupancy rates and prices have greatly increased due to demand.

The 2023 46th Three Flags Classic Start Banquet and day one of Rider Check-In is Wednesday, August 30. You will pick-up your SCMA passport in Rider Check-In on this day, preferably.

We will continue late arrival rider Check-In Thursday and use this day for "relaxing, re-hydrating, having fun, and recovering." SCMA is planning optional workshops where you may choose to participate, such as the First Time Rider's briefing, GPS Programming, and other sessions to be announced. We will also have information posted in the lobbies where you can find out about optional activities you may want to do like fishing, water sports, massages, etc. in addition to just hanging out at the pools/restaurants/bars talking to the other riders about bikes, gear, and touring. We are working with the local Puerto Peñasco Fire Department to host fundraising bike washes at the host hotels. We will also have the great bike mechanics and service team from Mexicali returning this year to support any work you need done. Details to follow.

The TFC will start Friday morning 4AM to 8AM September 1st. The US Border opens at 6AM.

2023 46th Three Flags Classic overview:

Aug 30: Wednesday - Rider Check-In and Start Banquet

Aug 31: Thursday - Rest, recover, re-hydrate and have fun day!

Sep 01: Friday - Puerto Peñasco, Mex - START

Sep 01: Friday - Gila Bend, AZ – Quick Stop for gas top off and to pick up your Rider bling. (T-shirt, plaque, hat, etc.)

Sep 01: Friday - Kanab, UT - Checkpoint 1

Sep 02: Saturday - Idaho Falls, ID - Checkpoint 2

Sep 03: Sunday - Sandpoint, ID - Checkpoint 3

Sep 04: Monday - Calgary, Can - FINISH

Sep 05: Tuesday - Calgary, Can - Finish Banquet

I want to thank all the volunteers on the committee for the hard work they have done to date to plan a tour that will be remarkable and will live up to the experience of the past tours.

I hope to see you all in Puerto Peñasco on August 30. I should add that some riders are planning to come in a little early before we start. It is a great spot to visit and enjoy the sights and people of this friendly town on the "Sea of Cortez." Your hotel discount codes will apply for these earlier days too.

Mark Burdick  
Chairman, 2023 46th Three Flags Classic committee and SCMA



Puerto Peñasco planning session in January 2023. Les Gullery, Karen Butterfield, Oscar Palacio, Mark Burdick, Rodney Chew

# USA Four Corners Tour Update – June 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 riders currently signed up to ride in 2023 are listed below.

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

<b>RIDER #</b>	<b>First Name</b>	<b>Last Name</b>	<b>City &amp; State</b>
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
36	Ron	Carreira	Springvale, ME
37	Thomas	Franks	Farmington, NM
38	Charlie	Wojcik	Fairfax, VA
39	Charles	Lamb	N Prince George, VA
40	Bill	Waller	Louisville, KY

## 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

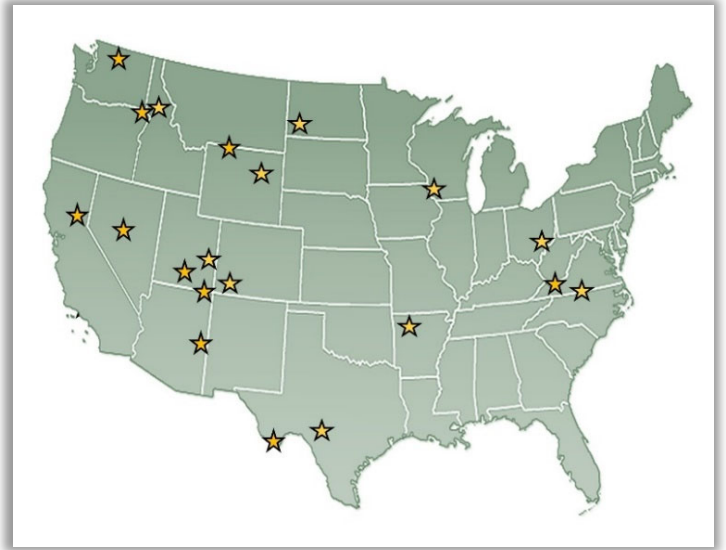
Have questions? Contact Dannie Fox, Chair, USA Four Corners Tour™ at [usa4c@sc-ma.com](mailto:usa4c@sc-ma.com)

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

# Best 15 US Roads Challenge (B15) Update – June 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
18. **Steven Jackson**, Lindon, Utah
19. **Rick Lane**, Newport Beach, California
20. **James Valentine**, Capistrano Beach, California



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](mailto:Best15us@sc-ma.com) or [rsroger03@gmail.com](mailto:rsroger03@gmail.com) .

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