



SCMA NEWSLETTER

Founded 1968

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Chairman's Intro - July 2023

Thank you for taking the time out of your busy schedules to read the SCMA monthly newsletter. Many people work hard to bring you information you can use about our rides, members, bikes/gear and related riding information.

Summer is here in the southwest with miserably hot weather sitting over the region from Arizona to Texas. Our members in Phoenix are experiencing a string of days over 115F/46C (it's a dry heat!) and here in Houston it's been 103F/39C but with 98% humidity! All of our readers should review this month's Hot weather articles to refresh their strategies for riding comfortably in the heat.



I hope you'll take time to review all the articles on the 2023 tours whether you are riding them or not. It is good to stay in the loop on the tours you are riding and seeing what everyone else is experiencing. It's also a good way to learn more about the tours so you can consider participating yourself.

I'm very excited about the upcoming 46th Three Flags Classic as you can probably deduce once you read the 3FC article. There is a lot of "buzz" surrounding the ride now as we are only 8 weeks from the Start check-in and banquet on Wednesday August 30. I'm getting calls and emails from fellow riders deep in their planning processes and everyone is excited to be doing the 46th this year. We are over 80% booked with ticket sales ending August 1st or when we sellout.

If you've been on the market for a new bike or are shopping for tires/parts/gear, you'll notice that the supply is back to what it was pre-pandemic. Prices are a bit higher but not as much as groceries. Most of us are enjoying lower gas prices (sorry Californians) and all indications are that they will continue to trend downward. US Retail Gas Price is at a current level of 3.643, down from 3.685 last week and down from 4.979 one year ago. This is a change of -1.14% from last week and -26.83% from one year ago.

If you are out touring, there is a lot of competition for hotels, restaurants, and more traffic on the roads. Many vacationers are doing road trips vs fly. Gone are the days when you can pull up to any hotel/motel at 6:30pm and book a room. I used to just head out on my tours and stop whenever I got tired and hungry - no more. I'm too old and soft for staying at the "Iron Butt Motel" and hate to drive from town to town after dark looking for a clean bed and room.

We continue to improve our new website and the methods we use to communicate with our current and potential members. For the first time, all active members received an e-Ballot to vote for open Director positions. Our revamped newsletter is another example. Doug Wilson continues his outstanding work creating and monitoring content for all our SCMA related Facebook sites. I know there are a lot of folks who prefer to not use Facebook, but you can get on just to look and only engage with us if you want to. We are always looking for articles for the newsletters and will soon have new sections in the website for rider created content. Please submit your article for review to newsletter@sc-ma.com.

I hope all current members will login to the SC-MA.com site and update their profile including posting a picture. A picture is required for members riding the Three Flags Classic. This profile picture will be used in the Passport we issue for each rider.

Summer is here - get out and get on the road. You'll be glad you did.

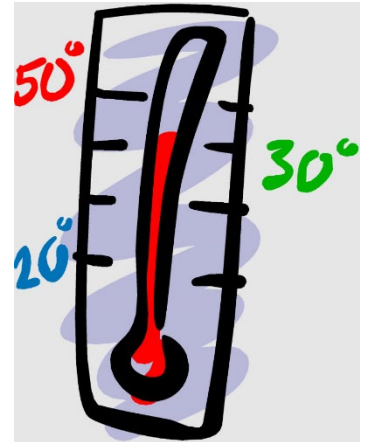
Ride safe and ride often,

Mark Burdick
Chairman, Southern California Motorcycling Association

Riding in Hot Weather – July 2023

Hot Fun in the Summertime is a great old song, and that is what we have in Southern California right now. We went from cool and gray right past warm to hot. The evening news has been spending loads of time on all the extreme heat events all over North America every night.

We gathered some favorite articles with important things to consider when riding motorcycles in hot weather. We have reprinted them here. That's how important we think they are for you. In the next Feature article, you will find short descriptions of what some SCMA riders told us they do when riding in the heat. I like to hear the real-world stories about what other people have learned to do that works for them.



One of the most important and comprehensive articles about why it's important to take specific steps when riding in heat is the [Long-Distance Riding in Hot Weather](#) by Tom Austin, from 2010 in IRON BUTT MAGAZINE. Tom Austin was the Iron Butt Association Chief Technical Advisor in 2010. It may look a little intimidating to read, but it is very well written and leads you through learning a lot about what to wear, why, and how much water to drink to commit to being comfortable.

I found the next article last year in an online magazine from Women Riders Now. It was written by the editor Tricia Szulewski after the 3000-mile group ride on Route 66 from Milwaukee to Santa Monica. **Top 6 Tips for Riding Your Motorcycle in Hot Weather - Danger signs to watch for and products to help motorcyclists beat the heat.** I was interested in the electrolytes section to start and I found a lot of practical info in the discussion of these tips:

1. Hydrate with Electrolytes – lots of options
2. Bring Water – about hydration packs
3. Keep Cool – new and different cooling options
4. Ride with Protection – cover up
5. Protect Yourself from Bike Burns
6. Stay Dry – keep free skin irritation

Brian Hooker got permission from LDComfort® to share the one-page explanation of their LDComfort® Long Sleeve Shirt and how to use it to stay cool. It's another great illustration of the power of evaporation and how to manage it.

Beyond these, there are many articles out there if you do a search. See the real-life explanations from people you may know that are in the next feature for suggestions to try.

If you have any questions on this topic, send them to newsletter@sc-ma.com and we will get you some recommendations.



Long-Distance Riding in Hot Weather

HOTWEATHER BECOMES a significant risk to long-distance motorcycle riders when the temperature climbs above the typical human skin temperature of about 93°F. Three of the four mechanisms by which riders normally stay cool while riding no longer work when the air temperature exceeds human skin temperature. The danger of heat exhaustion and/or heat stroke skyrockets.

It is possible to ride safely, and even comfortably, in triple digit temperatures, but you have to be aware of how things change when the air temperature exceeds your skin temperature. Conventional wisdom is that mesh riding suits are best suited for such conditions because they maximize airflow over the skin. However, for the reasons explained below, maximum air flow is not what you need under these conditions.

To understand what gear works best in hot weather, it helps to know how thermal regulation of the human body works.

Temperature Regulation of the Human Body

Being warm-blooded, humans must maintain a core temperature within a few degrees of our 97-99°F normal temperature. If we get just 5° hotter or colder, we are seriously impaired; 10° hotter or colder, we die.

With the right gear, we can ride safely and comfortably at temperatures below freezing. With adequate insulation and wind protection, the heat our basic metabolism is creating (about 100 watts when we are sitting at rest and 140 watts with light activity) is sufficient to maintain our core

temperature. However, it is much more difficult to maintain a safe and comfortable temperature when the ambient temperature exceeds our skin temperature. Insulation doesn't work because we become overheated from within when the heat generated by our metabolism has no place to go.

To avoid becoming over-heated by our metabolic heat release, we need to be in contact with or surrounded by something cooler than our core temperature. That's why the maximum comfortable room temperature is typically 80°F or lower. In still air, we get uncomfortably warm and experience an increased rate of perspiration when the temperature is

higher.

Human bodies exchange heat with their surroundings through convection, conduction, radiation, and evaporation.

Conduction involves the transport of energy by means of direct physical contact in the absence of relative motion. Conductive heat transfer can be very significant for a body immersed in water, but air is such a poor conductor, that conduction plays a fairly minor role.

Convection involves the transport of energy by the means of the motion of air surrounding the body. Heat transfer occurs when air at one temperature comes into contact with the skin at a different temperature. Convection allows the heat transfer to continue by bringing a fresh supply of air to the skin surface. At zero wind speed, there is a minor amount of convective heat transfer associated with the motion caused by the temperature differential between the skin and the air. At non-zero wind speeds, convection becomes significant if the air is at a different temperature than the skin.

Radiation is the form of heat transfer that does not depend on direct physical contact with the surroundings, only on the temperature differential. Heat radiates from a hotter surface to the colder surroundings. In still air, radiation is the primary cooling mechanism for the human body when the air temperature is significantly lower than the skin temperature.

Evaporation is the cooling mechanism associated with perspiration (which is about 99% water). It is an insignificant factor when the air temperature is significantly lower than



the skin temperature, but it becomes the dominant cooling mechanism as air temperature rises. More importantly, it becomes the *only* cooling mechanism when the air temperature exceeds the skin temperature. Achieving effective evaporative cooling is therefore critical to surviving when the temperature is 93°F or higher.

How Evaporative Cooling Works

Conduction, convection, and radiation are easier to understand than evaporative cooling because they involve the flow of heat from a surface that is warm to a surrounding medium that is colder. Evaporation is more complicated.

Evaporation of water occurs whenever the air in contact with the water isn't already saturated with water vapor. When the air is dry, it causes water to evaporate until the air becomes saturated; at that point, evaporation stops. The "relative humidity" of the air is then at 100%, meaning that it can't hold any more water. At 86°F, each cubic meter (35 cubic feet) of air can hold 30 grams of water vapor, which is about one ounce. That may not sound like a lot, but when the air temperature is 86°F or higher, the air seldom becomes saturated, even when there is a nearby ocean. (As warm air rises and cools, water is eventually removed by cloud formation and rain.)

Evaporative cooling works because of something called the *latent heat of vaporization*. "Latent heat" is the quantity of heat absorbed or released when substance undergoes a change of state, e.g., from a liquid to a vapor. As water vaporizes, it absorbs heat from the surrounding environment, which cools anything the vaporizing water is in contact with. Each gram (about 1 milliliter) of vaporizing water draws approximately 580 "calories" of heat from the surroundings. (A calorie is the amount of heat required to raise the temperature of 1 gram of water by 1°C.)

The effectiveness of evaporative cooling depends on the humidity level. Sweat evaporates faster in dry, desert-like conditions. The effect of humidity on evaporation can be measured with a "wet bulb" thermometer, which is a thermometer with the bulb end covered by a wick soaked with water. Water evaporating from the wick causes the temperature to be reduced, just like a wet T-shirt against

your skin makes you cooler as water evaporates from the shirt.

The cooling effect of evaporation can be dramatic with low, desert-like humidity. For example, at noon on July 26, 2009, the air temperature in Death Valley, California was 100°F with a relative humidity of 13%. The wet bulb temperature was only 66°F. Under these conditions, a wet shirt against your skin feels downright cold. In contrast, on the same day it also 100°F in Houston, Texas, but the relative humidity was 42%. The wet bulb temperature was 80°F. Under these conditions, a wet shirt still has a cooling effect, but not nearly as great as under desert-like conditions.

The evaporative cooling effect is why humans that are heavily perspiring can survive desert conditions. There is not enough perspiration to bring the skin temperature to the wet bulb thermometer reading, but a normal 93° skin temperature can be achieved.

Direct radiation from the sun can also be a factor, but when we are shaded from the sun or wearing reflective clothing, something in between the wet bulb and dry bulb temperature is the best indication of how hot it will feel at or above 93°F. It will obviously feel cooler in Death Valley than in Houston at the same air temperature.

Examples of Heat Flow to and From the Body

With "light" activity, such as riding

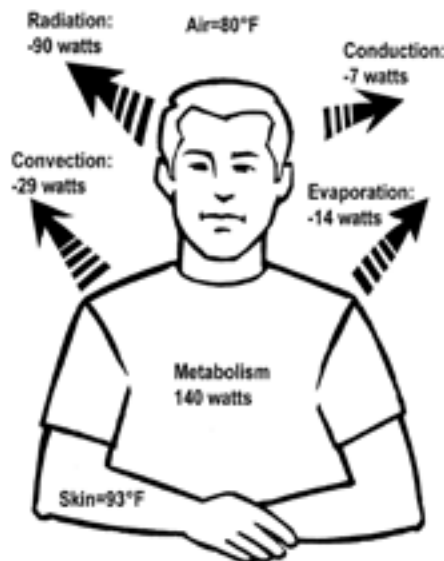


Figure 1
Heat Balance in Calm Air With 80°F Air Temperature
Required Evaporation: <1 oz. per hour

a motorcycle on paved roads, our basic metabolism produces about 140 watts of heat that has to be removed. To avoid a rise in core temperature, 140 watts must flow from the body to its surroundings.

Using published literature, primarily on the work of Dr. Rod Nave of Georgia State University and Zhang, et al. from De Montfort University in the UK, I've compiled a series of models and related heat transfer coefficients that produce reasonable estimates of the temperature levels at which people are comfortable. The models indicate that, without noticeably perspiring, the combination of conduction, convection, radiation, and evaporative cooling will allow us to remain comfortable in an indoor environment at an air temperature of 80°F if we are wearing only very light clothing. The heat balance is illustrated in Figure 1. Most of the cooling is provided by radiation. It takes less than 1 ounce of perspiration per hour to provide the required 14 watts of evaporative cooling.

Figure 2 illustrates what happens when the room temperature rises to 93°F. Heat flow from conduction, convection, and radiation stops because there is no difference between skin temperature and the air temperature. Evaporative cooling is the only available pathway and we must perspire enough to achieve 140 watts of cooling from the evaporation of sweat. To achieve 140 watts of evaporative cooling, about 7 ounces of water must evaporate from our skin every hour. To the extent

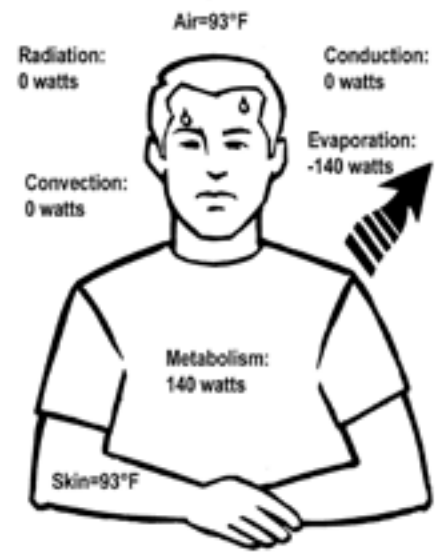


Figure 2
Heat Balance in Calm Air With 93°F Air Temperature
Required Evaporation: 7 oz. per hour

that some of the sweat drips off before evaporating, the required level of sweat production increases correspondingly. Considering that other bodily needs for water are about 3 ounces per hour, we would need to drink a minimum of 10 ounces of water every hour to avoid dehydration.

Above 93°F, the required perspiration level increases because the air temperature is then transferring heat into the body. Figure 3 shows what happens at 103°F. In addition to the 140 watts being generated by our metabolism, 99 watts of heat are transferred into the body by the combined effects of conduction, radiation, and convection. To supply the required 239 watts of evaporative cooling, the amount of sweat we have to evaporate increases to 12 ounces per hour.

Now consider what happens when we move from indoors to a motorcycle. Assume that we are riding a motorcycle with no fairing and wearing light clothing or a mesh riding suit that doesn't block the wind, the front surface of our body (about one square meter) is exposed to the full effect of the wind. Because convective heat transfer is a function of the velocity of the air over the surface of the skin, the heat transferred into the body increases significantly. At 103°F air temperature, the convective heat transfer increases from just 22 watts under calm

“This is the opposite of “wind chill;” a light breeze can still enhance evaporative cooling but above 93°F a strong wind is heating the body.”

conditions to 550 watts at freeway speeds. This is the opposite of “wind chill;” a light breeze can still enhance evaporative cooling but above 93°F a strong wind is heating the body.

As illustrated in Figure 4, the increase in convective heat transfer when the skin is exposed to high wind speeds at 103°F increases the required level of evaporative cooling to 767 watts. That requires 39 ounces of perspiration per hour. Riding four hours between fuel stops under these conditions causes more than 1.2 gallons of water loss in the form of perspiration. This is close to the maximum sustainable perspiration rate for the average adult.

At 113°F, the minimum required evaporation rate increases to 70 ounces per hour when your body is exposed to a strong wind. Unless you are acclimated to working in tropical environments, you can't sweat that much, regardless of how much water you are drinking. Keep

riding under these conditions and you will faint from heat stroke.

The secret to avoiding heat stroke when riding in extremely hot weather is to cut down the convective heat transfer by blocking most of the wind. This can be accomplished by using a fairing and windscreen and/or by wearing a helmet and riding suit that blocks the wind and has vents to allow a lower velocity of air to pass over your skin. By knocking the air velocity down to about 10 mph, the convective heat transfer is reduced by 70% and there is still plenty of air flow for efficient evaporative cooling.

The effect of reducing the wind speed to 10 mph at an ambient temperature of 103°F is illustrated in Figure 5. Compared to the heat balance with the skin exposed to high wind speed, convective heating is reduced from 550 watts to 165 watts and the evaporative cooling required drops from 767 watts to a more manageable 382 watts. The required perspiration rate drops by about 50% to a more manageable 19 ounces per hour. At 113°F the required perspiration rate drops from 70 ounces per hour to 32 ounces per hour.

Minimum Water Requirements

Replacing a quart of water loss per hour under extreme desert conditions (e.g., 113°F) is manageable, but only if

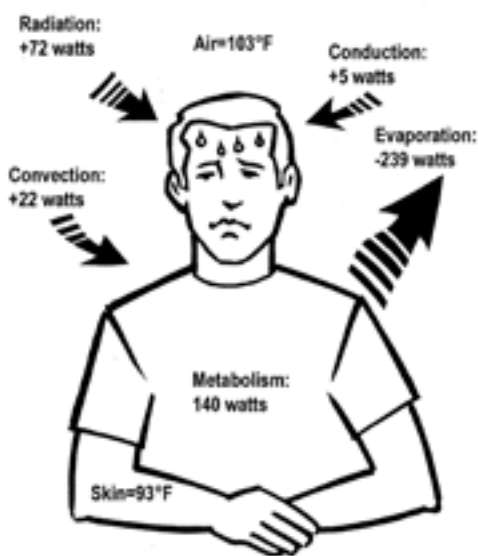


Figure 3
Heat Balance in Calm Air With 103°F Air Temperature
Required Evaporation: 12 oz. per hour

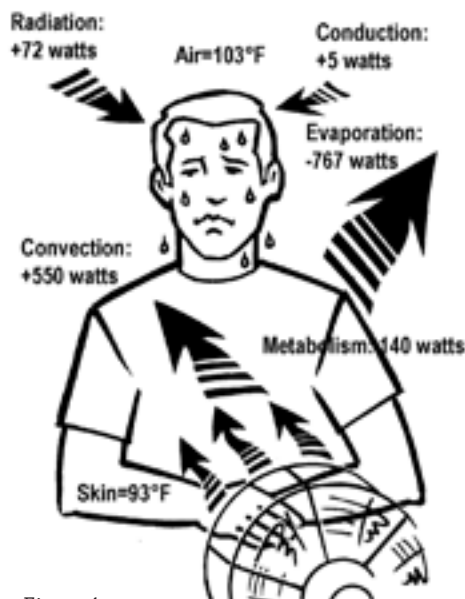


Figure 4
Heat Balance Exposed to High Wind Speed With 103°F Air Temperature
Required Evaporation: 39 oz. per hour!

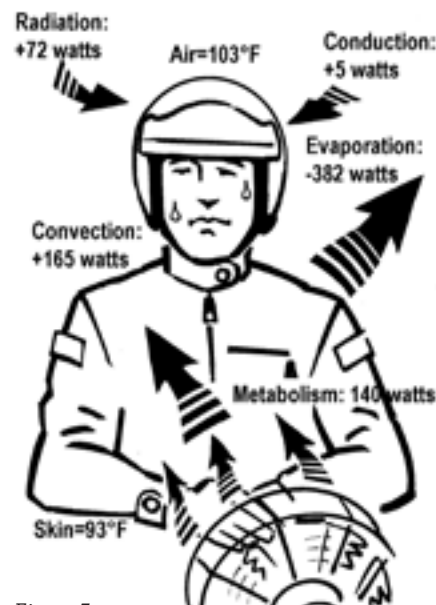


Figure 5
Heat Balance Wearing a Vented-Wind-proof Suit With 103°F Air Temperature
Required Evaporation: 19 oz. per hour

Table 1: **Minimum Water Consumption With Low Wind Speed Over Skin**

Temperature	Required for Evaporative Cooling	Total Water Required	Water Needed Every 4 Hours
80°F	< 1 oz./hour	3 oz./hour	12 ounces
93°F	7 oz./hour	10 oz./hour	40 oz. (1.3 quarts)
103°F	19 oz./hour	22 oz./hour	88 oz. (2.8 quarts)
113°F	32 oz./hour	35 oz./hour	140 oz. (1.1 gal.)

Note: The values shown reflect ideal conditions with no heat being absorbed from the motorcycle.

you are carrying about a gallon of water on-board your motorcycle and drinking frequently between fuel stops. You can't wait to drink during a fuel stop, especially if you are only stopping every four hours. As shown in Figure 6, a drinking tube with a "bite valve" connected to an insulated jug or cooler is the ideal setup. Table 1 summarizes water requirements for a range of temperature conditions.

Although perspiration is about 99% water, there are also trace amounts of sodium chloride and other electrolytes that are lost through perspiration. Notwithstanding the marketing hype used to sell "sports drinks," typical diets are sufficient to replace the electrolytes lost through perspiration without the need for sodium chloride or glucose supplements. According to the American College of Sports Medicine, "There is little physiological basis for the presence of sodium in an oral rehydration solution for enhancing intestinal water absorption as long as sodium is sufficiently available from the previous meal." However, the available sports medicine literature does suggest that sodium chloride supple-

ments are beneficial when conditions result in high rates of perspiration for more than 4-5 hours. For such extreme conditions, sports drinks like Gatorade are a better alternative than pure water unless the salt loss is being replaced with the consumption of salty snack foods. The glucose content of sports drinks is less important for long-distance motorcycle riding because a high level of work is not being done.

Wicking Undergarments

The calculated amounts of water for evaporative cooling described above are based on the assumption that no perspiration is dripping from the body or being blown off of the body before it evaporates. To minimize the loss of any perspiration before it evaporates, it is necessary to wear undergarments that stay in contact with your skin and serve as a wick, just like the wick on a wet bulb thermometer. Garments made by LD Comfort (www.ldcomfort.com) and UnderArmour (available at sporting good retailers) are ideal for this purpose.

Figure 7 shows the LD Comfort

helmet liner and turtleneck shirt. The helmet liner is especially important because of the relatively high surface area of the head and the large amount of perspiration from the head that can be wasted if it is not captured by a wicking material. Riding shorts or tights made of the same wicking material are also critical for minimizing the dreaded "monkey butt" caused by hours in the saddle sitting on damp, non-wicking material.

Other Sources of Heat

Some motorcycles are better suited for riding in hot weather than others. The need for water described above assumes the motorcycle itself isn't contributing to the thermal load on the rider. Unfortunately, that's a bad assumption for some models.

If engine heat is noticeable at temperature below 93°F, it is likely to be a significant problem at higher ambient temperatures. Water-cooled engines won't necessarily run hotter in hot weather because a thermostat controls the temperature of the coolant. But waste heat absorbed by the coolant has to be transferred to the air passing through the radiator. The higher the temperature of the air entering the radiator, the higher the temperature of the air leaving the radiator will be.

At 93°F, the radiator air discharge might be 140°F and perhaps be reduced to 110°F before it contacts your leg. It feels very warm, but it won't burn you. If



Figure 6
1-Gallon Insulated Cooler With Drinking



Figure 7
Wicking Undergarments like LD Comfort For More Efficient Evaporative Cooling

the ambient temperature is 10°F higher, your leg might be exposed to 120°F. That's hot enough to actually burn you in a few minutes if your leg isn't insulated from the radiator discharge.

According to data from the National Burn Center, the combination of temperature and time to cause a second degree burn is 113°F for 1.7 hours, 122°F for 2 minutes; 131°F for 11 seconds, and 140°F for 2 seconds. (The only thing protecting you from being burned when your bare skin is exposed to ambient temperature of 113°F or higher is evaporative cooling and the cooling of the skin surface by blood flow.) To be protected from radiator discharge temperatures in excess of 113°F, you need insulation between your skin and the hot air stream. Your riding suit may not be sufficient. LD Comfort tights will help.

Other Sources of Cooling

Evaporative and "phase change" cooling vests are two options for supplementing the evaporative cooling available from perspiration. They work, but not for

very long. Although manufacturers often claim such vests keep you cool for "up to 3 hours" or even longer, two hours of noticeable benefit is more typical. That's less than the time between fuel stops for a typical long distance rider. For a short-term break from the heat without the hassle of a separate cooling vest, you can pour some water on an LD Comfort top during a gas stop — or even while riding — and experience increased evaporative cooling until it dries out.

Evaporative cooling vests can be "recharged" fairly quickly by just soaking them in water, but the phase change vests require 20 minutes in ice water (or longer in a refrigerator) to recharge. Few long distance riders are going to be willing to take the time required.

As I write this, a company named "EntroSys" is advertising an actual air conditioning system that supposedly will provide cool air to a special vest. Although you can't buy the system yet, the company is offering 20% discounts from an undisclosed price for the first 500 individuals to "pre-order" the system.

In theory, this could work without consuming an unreasonable amount of power, but it's hard to believe many riders will be interested in carrying the hardware required for the limited amount of time the system would actually be used.

In Summary...

The magic number is 93. Below 93°F, it's fairly easy to stay cool on a motorcycle as long as you are moving fast enough to get some wind against your skin for convective cooling. A mesh riding suit feels great.

Above 93°F, it's a different world. The wind is no longer your friend.

For long distance riding in temperature higher than 93°F, you need to (1) minimize your body's exposure to direct wind blast; (2) wear wicking undergarments, including a helmet liner; (3) carry an adequate supply of cool water and drink frequently; and (4) insulate any parts of your body exposed to engine heat or radiator discharge.

Dress right, drink right, and enjoy the ride. 🏍️

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The LDComfort® Long Sleeve Shirt is a supreme cooling garment for when temperatures rise into triple digits.

Crossing arid deserts at 120°F is easily accomplished using the LDComfort® long sleeve shirt as a cooling garment under a riding jacket. (It is best not to wear mesh in extreme heat. Mesh will let hot air in and allow the cold air to escape.)

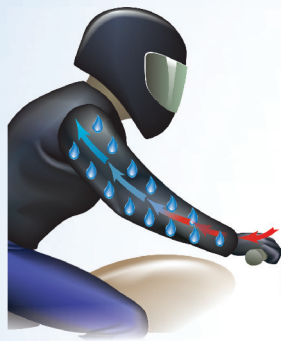
Only allow cold air to enter the body of the jacket. You make this cold air by wetting the LDComfort® shirt. When you are riding your motorcycle you have 65 mile an hour forced air at your finger tips. Use this to push air up the sleeves and into the jacket. Evaporation happens in the sleeves and this how cold air is funneled into your jacket. The cold air cools the water you have added to the inside of the neck, front and back of the LDComfort® shirt. You are now wrapped in cool water and can ride like this for a number of miles before you need more cold air. Do not open the vents in the jacket as that will allow the cold air to escape. The only place you need for warm air to escape is the front zipper. Ride in this bubble of cold air and water and avoid the extreme heat on the outside of the jacket.

There can be a 30° difference between the inside air and the outside air so be careful you do not run too much air up the sleeves. It is easy to chill yourself when it is only 95°F outside. This is why you only let the air to flow up the sleeves because this is how you can control your temperature.

Note: The more air you run up the sleeves the sooner the water will evaporate. Refresh with more water in the sleeves as needed.

Remember: The water in the body of the shirt gets cooled by the cool air coming in from the sleeves. The sleeves get cold because of evaporation with water and airflow.

Phase 1: Hot air enters over wet sleeve creating evaporative cooling.



Phase 2: Jacket puffs up with cold air that circulates over the wet LDComfort Shirt body.



Phase 3: let air escape by using front zipper only. Repeat steps to stay cool until sleeves need more water. Add water and repeat.



With all vents closed the air flow should look like this:



Opening vents means you are wasting cool air.



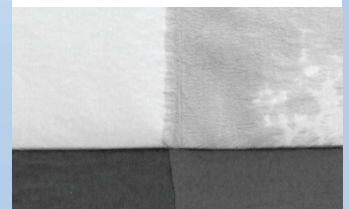
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Top 6 Tips for Riding Your Motorcycle in Hot Weather

Danger signs to watch for and products to help motorcyclists beat the heat.

By Tricia Szulewski, Editor Women Riders Now

<https://womenridersnow.com/top-6-tips-for-riding-your-motorcycle-in-hot-weather/>



I recently endured 15 long riding days in extreme heat that made the Chix on 66 women's tour of Route 66 feel like an endurance run!

I'm filled with inspiration, having just completed the 3,000 mile, two week [Chix on 66 AMCA women's ride](#) from Milwaukee to Santa Monica. With temperatures ranging from 85 to 115 F, getting to our daily destinations incident-free was quite an accomplishment. This article highlights some hot weather riding tips we learned that can help keep you on the road safely when temperatures heat up.



A water bladder, electrolytes, powder, and a cooling towel are inexpensive and portable. Keeping these few lightweight items on hand will make a very hot ride more comfortable.

Tip #1: Hydrate with Electrolytes

Like one of my fellow coaches always says, “Water in, water out.” If you’re not using the restroom, you are not drinking enough water. During those very hot rides, it helps to add electrolytes. You can find them in sports drinks, but I’ve recently become aware of electrolyte powders and tablets.

Electrolytes are essential minerals that are vital to the body’s key functions. When you become dehydrated, your body is taking in less water than it loses, and your salt and sugar levels become off-balance. In addition to being thirsty, you may get dizzy, lightheaded, or tired. Other serious signs of dehydration include headache, delirium, muscle cramps, swollen feet, nausea, and chills.



Electrolyte tablets are a quick and easy way to get important minerals in your system quickly. Look for tablets or capsules that contain potassium, calcium, and magnesium. Ivy chose Hi-Lytes because they are vegetarian and contain all the essentials and then some. 100 pills are currently \$22.37 on Amazon.com.

Vicki Sanfelipo, RN, from Accident Scene Management (ASM) who sponsored the recent AMCA Chix on 66 ride, tells us that when you sweat, you excrete sodium potassium, calcium, and magnesium. If you only hydrate with water, you actually further dilute your system, leading to fatigue, headache, muscle cramps, dizziness, and possible cardiac arrhythmias.

To help avoid this, Chix rider Kathy Strobele provided all the participants with Medique Medi-Lyte tablets. These all-natural electrolytes include the key minerals that the body is depleted of during dehydration, and come in convenient 2-pill pouches. Taking these pills with just a sip of water will give you the same boost you’d get from a bottle of an energy drink. You can purchase a box of 125 packets for just \$28 at RoadGuardians.org.



I love the convenience of keeping a few of these individually wrapped Medi-Lyte packets in my motorcycle jacket pocket so I have them when anyone I'm riding with needs them.

Tip #2: Bring Water

Staying hydrated on a long ride means you will need to drink lots of water along the way. Instead of waiting to buy bottles of water at fuel stops, have water with you at all times that you can sip on at will.



Some riders have cup holders mounted on their motorcycles. I prefer to wear a backpack with a hydration bladder and a drink tube that I can easily bring to my mouth and sip from while riding.

Filling the bladder part way with water and freezing it the night before helps it to stay cooler longer. (This also keeps your back cool.) If you want a drink more immediately, fill it with half with water and half ice cubes.

Many years ago I reviewed an Ogio Hydrapak which was made for motorcyclists. The non-moto packs I've tried since are either too small, too heavy, or the straps aren't long enough for wearing over a motorcycle jacket, or it just wasn't made for riding so it's not comfortable.

When choosing a hydration backpack, consider how much weight you are willing to add to your back. Remember, the more water you add the heavier it will be. This is one of those things where you might NOT want a lot of extra features.

I love the Ogio backpack because it's narrow and light and offers a couple useful storage pockets that I use for energy bars, sunblock, and a cooling towel. There's a separate pocket for the bladder, so if there's any spillage while filling it, it doesn't get my items wet. This bag is comfortable to wear with straps long enough to fit over my riding jacket. A sternum strap works best to hold it in place with even weight distribution while in a riding position.



My favorite feature is the clasp that holds the bladder at the top, so it doesn't fall within the backpack itself. If that happens, you end up with a heavy weight down low.

I replaced my old bladder with the [HydraPak Shape-Shift 3-Liter water bladder](#) (\$40). I'm not a fan of adding any extra weight to my back while riding, so using a fairly simple backpack and a bladder with even weight distribution helps the ride comfort.

[Klim's Quench Pack](#) (\$99) is a good option for a currently available hydration backpack made for motorcyclists. This pack has all the features I love but comes with a 2 liter bladder.



The “shape shifting” feature of the HydraPak Shape Shift bladder keeps it low profile even when it’s full, instead of being fat and rounded.

You can also use a waist bag or a tank bag with the right bladder to fit. [Klim's XC Acqua Pak](#) (\$130) was developed specifically for off-road riders to keep the weight off the shoulders for easier movement and less fatigue.

Whatever you decide, having access to water while riding will keep you on the road longer and more comfortably.

Tip #3: Keep Cool

In extreme heat, many riders will soak their shirt or a bandana in cold water and wear it under a mesh jacket. There are also all kinds of motorcycle-branded cooling vests, which you soak for a few minutes in cold or ice water and wear under your jacket. I found this feature-filled [\(\\$200\) cooling vest from Harley-Davidson](#) that offers the same evaporative cooling effect. It also comes with four ice pack inserts that you put in the freezer for 45 minutes before adding to the vest. I sure wish I had this on Route 66!



I've had pretty good success with a reusable cooling towel wrapped around my neck (\$5 from Harbor Freight Tools). When it gets warm from being in one place, I move it around to wet different parts of my neck and face.

Tip #4: Ride with Protection

Think it's cooler to put the jackets away and just wear a tank top? Think about it. Do nomads walk through the desert with as little clothing on as possible? No, they wear outfits that completely cover their skin and head. The hot air, especially the evaporative effect of motion wicks away your sweat which helps cool you inside clothing. So why would we want to give up our protective gear to expose ourselves to harmful UV rays and dehydration?

There are so many options for women's vented motorcycle clothing that include crash protection, it's hard to choose just one. Just about every manufacturer that makes women's motorcycle jackets have a vented or mesh option. The [Klim, Indian, Dainese, and Harley jackets we featured last year](#) and the [AGV Sport jackets we reviewed](#) are just a few.



Long-time motojournalist Marjorie "Shadow" Kleiman acquired the fully vented Joe Rocket Ladies Majestic jacket and Ladies Cleo Elite pant for the Chix on 66 ride. WomenRidersNow.com will publish her full review of this gear soon.

Tip #5: Protect Yourself from Bike Burns

A hot engine or exhaust pipes can be a problem for some motorcyclists. In fact, Cris Sommer Simmons experienced serious burns on her legs from the heat of her engine. The first part of the Chix on 66 journey required navigating stop-and-go rush hour traffic in downtown Chicago. We were all sweating, but Cris' 1934 Harley-Davidson, Buddy, got so hot the engine actually cooked itself. If she had a product called Hooligan Wrap, it could have prevented her leg burns. The [\\$130 Hooligan Wrap](#) is quite simply a piece of heat-resistant material that you can put on any part of your leg.



The Hooligan Wrap is designed with heat-resistant material and a large hook-and-loop closure for getting the right fit around any part of the leg. (We don't recommend riding in jeans like these though.)

Harley-Davidson makes bike-specific [air deflectors](#) that will divert the heat that comes from the engine away from your thigh. [WRN has also featured heat shields from DEI](#) (Design Engineering Inc.), which can be used on a variety of motorcycles.

Tip #6: Stay Dry

It sounds silly, but I was given a big bottle of [Anti Monkey Butt Powder \(\\$4.71\)](#) some time ago. I put it in my closet and forgot about it until the Chix on 66 ride when we were all suffering with a persistent case of swamp-a\$\$\$. Using Anti Monkey Butt Powder daily helped absorb a lot of sweat, and even cleared up some of the skin irritation I'd gotten before using it. Now I am a fan and won't travel without my Anti Monkey Butt Powder!



Kudos to our Chix rider Kathy Strobele for giving us permission to use this shot! While this was a case of a wet motorcycle seat, it's perfect to illustrate the sweat we were all experiencing! Photo courtesy of Ivy Yapelli.



Standing on the corner in Winslow Arizona in June can be hotter than you might expect! Luckily, the Chix on 66 riders were all prepared to beat the heat and used many of the suggestions in this article to ride the entire length of Route 66.

Tips from SCMA Riders on Hot Weather Riding – July 2023

By Karen Butterfield

I learned it was better to wear a jacket with vents than to just wear a shirt in hot weather when I was 20 something. Someone reminded me the people riding camels in the desert are not wearing just a shirt, but a few layers of loose fabric. To leave San Diego and go anywhere but straight up the coast, you need to go through a desert. When we used to go north through central California to the races at Laguna Seca in Monterey in early July, we could try out our latest ideas to stay coolish. I had one of the early CamelBak narrow water back packs that I think was 2 liters. We still drank Diet Coke when we stopped. Not the best choice. These days some of my friends add the electrolyte powders the athletes use to water carried on the bike. I have used Pedialyte powder in a CamelBak successfully on long trips. I can take shortcuts for a day run that will not work on a multiple day trip, short or long.



California Route 98 Near Calexico

I got my first neck wrap with the beads that absorb water and stay cool years ago and they are a favorite hot weather item for me. Eventually I gave up unlined gloves in favor of perforated short gauntlet gloves so I could keep my hands cooler and dryer and open the sleeve closure at my wrist to allow a little bit of air to go into my sleeves. I make sure my wrists and neck are covered with warm fuzzy things when it's cold. They are also a focus to stay cool when it's hot by wrapping my neck with something cool, and keeping my hands and wrists from overheating.

My favorite hot weather shirt is a fine mesh that wicks. Fabrics that stick too close to my skin do not work for me. There is a lot of trial and error on fabrics for me. The shirt I wore into Mexicali last year stuck like saran wrap under a jacket where the vents were too small. It was a bad combination especially in traffic. Sometimes I have to unzip the jacket front and stop if nothing is working.

I have a vivid memory of riding into St George, Utah, in the late afternoon straight into the sun in July. I was letting the water run out of the camelback down the front of my t-shirt under my leather jacket to cool off a little. It worked. This was before I got my first textile suit.

So, the shirt is most important for me, and I will wet it if necessary. I need something cool around my neck, with hot weather gloves and wrists uncoverable easily to I can expose them to air periodically.

See what these SCMA riders have to share about their go to methods to do well when it's hot.

Mark Burdick

I live in Texas and ride a lot in hot, humid conditions.

I do wear LDComfort® gear and pour water down the sleeves and around neck at gas stops during the hottest time of the day. I also sip ice water from an insulated tank bag and camelback hose all day long to stay hydrated. I don't like the weight of cooling vests and they do seem to block the evaporative airflow benefits I

seek. I avoid eating large meals and will munch on protein bars during the day. I keep a loose bandana around my neck to block the sun but allow airflow venting from collar. I do pour water on a neck tube then wear it over my head. One last suggestion is to lather on the sunscreen on the parts of the face not covered by the helmet as I do flip open the visor sometimes to feel the wind.

I also try to plan my day to depart early in the morning at sunrise and finish early afternoon to avoid the peak high temps of the day. A side benefit of this schedule is that I can catch a dip in the hotel pool when I arrive to cool off and relax followed by a meal at a great local restaurant before the dinner rush hits.

Oscar Palacio

What I do in hot weather is carry a neck tube, put it in cold water at every gas station that I stop and then put it on my neck. It keeps the sensation of cold temperatures close to the brain. Also, I put my shirt in cold water, then my jacket and I feel good for about 3 hours. And of course, I drink lots of water or Gatorade, etcetera.



Hot Weather Gloves

Colleen Sepulveda

I fill my CamelBak with ice from the hotel and then top off with water. I put fresh ice in the CamelBak at gas stations/ fast food restaurants throughout the day. When it's hot, I take a sip and get instant brain freeze! Just be sure to blow the water from the tube back into the reservoir before sucking anything out. Water in the tube gets super hot!

I pour water down my riding pants waist, raise each arm and pour it down each cuff and up the sleeve and down my jacket collar, front and back. Instant air conditioning once you get moving until the inner layer dries completely.

Doug Wilson

In my opinion, a wicking base layer (next to the skin) is critical. A typical cotton base layer does not get the job done in extreme heat. Full length base garments (long pants and long sleeve shirts) wick a higher volume of moisture and keep your outer gear from sticking to you or binding.

Purpose-made undergarments like LDComfort® are wonderful but expensive; I've had good luck with the Buck Naked gear from Duluth Trading Company as well as gear made for offshore fishing.

If you have some hot weather riding tips you would like to share, send them to newsletter@sc-ma.com.

Warning Signs and Symptoms of Heat-Related Illnesses from the CDC

Heat Stroke

WHAT TO LOOK FOR

- High body temperature (103°F or higher)
- Hot, red, dry, or damp skin
- Fast, strong pulse
- Headache
- Dizziness
- Nausea
- Confusion
- Losing consciousness (passing out)

WHAT TO DO

- Call 911 right away-heat stroke is a medical emergency
- Move the person to a cooler place
- Help lower the person's temperature with cool cloths or a cool bath
- Do not give the person anything to drink

Heat Exhaustion

WHAT TO LOOK FOR

- Heavy sweating
- Cold, pale, and clammy skin
- Fast, weak pulse
- Nausea or vomiting
- Muscle cramps
- Tiredness or weakness
- Dizziness
- Headache
- Fainting (passing out)

WHAT TO DO

- Move to a cool place
- Loosen your clothes
- Put cool, wet cloths on your body or take a cool bath
- Sip water

Get medical help right away if:

- You are throwing up
- Your symptoms get worse
- Your symptoms last longer than 1 hour

Heat Cramps

WHAT TO LOOK FOR

- Heavy sweating during intense exercise
- Muscle pain or spasms

WHAT TO DO

- Stop physical activity and move to a cool place
- Drink water or a sports drink
- Wait for cramps to go away before you do any more physical activity

Get medical help right away if:

- Cramps last longer than 1 hour
- You're on a low-sodium diet
- You have heart problems

Sunburn

WHAT TO LOOK FOR

- Painful, red, and warm skin
- Blisters on the skin

WHAT TO DO

- Stay out of the sun until your sunburn heals
- Put cool cloths on sunburned areas or take a cool bath
- Put moisturizing lotion on sunburned areas
- Do not break blisters

Heat Rash

WHAT TO LOOK FOR

- Red clusters of small blisters that look like pimples on the skin (usually on the neck, chest, groin, or in elbow creases)

WHAT TO DO

- Stay in a cool, dry place
- Keep the rash dry
- Use powder (like baby powder) to soothe the rash

Highlights of the 2023 TFC Path – Day 3

Idaho Falls, Idaho to Ponderay, Idaho

By Doug Wilson



Arco, Idaho

electricity from a nuclear reactor. It was an experiment that only lasted for an hour, but the entire city was in fact disconnected from the regional power grid and powered by solely by electricity being generated at the nearby BORAX-III experimental reactor. That reactor no longer exists, but the nearby EBR-1 facility offers tours and one can view the two enormous prototypes of nuclear aircraft powerplants which never became a viable option. Passing through town, one will note the sail portion of the submarine USS Hawkbill. It was installed at the Idaho Science Center in recognition of the role of local facilities in developing nuclear-powered submarines.

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.

Departing Idaho Falls we will head northwest into Butte County past a series of lava caves as we transition to a high desert landscape. Our first town of substance is Arco, Idaho, the first city to be completely powered by



Mt Borah - Dickey, Idaho



Salmon River Scenic Byway

Continuing northwest from Arco, the Lost River Range will begin to appear on our right as we join the Peaks and Craters Scenic Byway and make our way towards Mackay, a former mining town once known as Copper City. Maps for a self-guided tour of the Mackay Mine and the Mackay Peak area are available at local businesses. On our way past Mackay reservoir, we will begin to notice Mt Borah in the distance as we approach the town of Dickey. At 12,662 feet, it is the tallest peak in Idaho and one of the most majestic. A 1983 earthquake resulted in a 21-mile-long fracture along the Lost River fault where earth shifted as much as nine feet; it is clearly visible when snow is not present.

We will cross the Salmon River as we enter Challis, Idaho, the seat of Custer County. Challis features a number of hot springs that are a substantial tourist attraction as well as the North Custer Museum. Nearby Land of the Yankee Fork State Park has a nice military memorial and historical exhibits including ghost towns, mines and an opportunity to pan for gold. Located about 50 miles away, the Yankee Fork Gold Dredge is an opportunity to explore a rare well-preserved example of one of these massive pieces of equipment if your schedule allows.

The Salmon River will literally be at arm's length as we continue north past Elk Bend and the Dusty Mule. There are a number of historic waypoint signs along the way as we cross the 45th Parallel and continue on towards Salmon Idaho, home to the Lemhi County Historic Museum and the interpretive Sacajawea Center. If you need a break, Veterans Memorial Park is located just off Main Street on the east riverbank.

Continuing on past Carmen and the former Fort Bonneville, we will begin our climb up into the Bitterroot Range. At about 5000 feet we will pass through Gibbonsville, another former mining town with a rich history. The Broken Arrow Resort building dates back to 1897 and originally housed a popular brewery that supplied 13 area saloons during the mining heyday of the area. It was converted to a Texaco station with a café in the 1920s and has been used mostly as a store and restaurant since that time.

Past Gibbonsville, we will continue to climb through the Bitterroot Range for another 15 miles or so before entering the Bitterroot Valley and the state of Montana at Lost Trail Pass. The area sees substantial winter snowfall and is home to several ski areas as well as Lost Trail Hot Springs near the valley floor. We will pass other hot springs and fishing camps as we continue north, intersecting the Bitterroot River near the town of Sula. The Lewis and Clark expedition stayed in the area for some time, and it later became an outpost of the fur trade.



Chief Joseph Ranch – Dutton Ranch in the Yellowstone TV Series

As we near Darby, Montana some of the buildings at the Chief Joseph Ranch may look familiar... it is the location used as the Dutton Ranch in the Yellowstone TV series. Darby also features a pioneer museum, as do several of the small towns that we will encounter as we continue north along the Bitterroot River. If you're a history buff, the town of Hamilton is notable for the Ravalli County Museum and for the Daly Mansion, a restored home that now serves as a museum. The term mansion is indeed appropriate; the home sits on 26 acres of land and includes over 50 rooms. There are 25 bedrooms and 15 bathrooms as well as 7 fireplaces, 5 of which have imported Italian marble facing material. The home is three stories for a total of 24,000 square feet plus a full basement.



Daley Mansion Today

Continuing north, we will climb past Stevensville and the historic St. Mary's Mission. The building itself dates back to 1841 but the community had its origins in a friendly 1805 encounter between the local Salish Indians and the Lewis and Clark expedition. St. Joseph and Lolo Peaks will appear to the west on our way to the junction with the famed Lewis and Clark Highway known for its posted 99 miles of curves. From there it's a short jaunt into Missoula, home to the Aerial Fire Depot and Smokejumper Center. Fort Missoula is one of Montana's first military posts and features a recreated western town with period railway and machinery displays. It also includes the Rocky Mountain Museum of Military History, featuring exhibits from the Civil War to the Vietnam Era including one about the naval Attack Transport USS Missoula from WW II.

Departing Missoula, we pass through the town of Wye and continue north towards Ravalli. Just pass the Gray Wolf Peak Casino, you'll see an overpass with no road and no traffic. It's a large wildlife crossing; shown to substantially reduce vehicle vs wildlife collisions. Passing Ravalli, we will travel along the southern edge of the 18,500-acre Bison Range, home to a herd of over 500 bison. This preserve was created in 1908 as part of the Flathead Reservation and is managed by the Salish and Kootenai tribes.

Population will thin out substantially as we continue northwest towards Idaho. The road will first follow the Flathead River and then the larger Clark Fork River. The Clark Fork is the largest river in Montana in terms of flow volume and has been harnessed for hydroelectric power at a series of dams. The first is at Thompson Falls, the second near Noyon and the third near Clark Fork. All three form substantial reservoirs with the outflow ending up in Lake Pend Oreille near Sandpoint, Idaho.

Lake Pend Oreille is Idaho's largest lake with 111 miles of shoreline, and one of the 5 deepest in the USA at 1158 feet. The name 'Pend Oreille' is French for an ear-hanging or pendant. Ear pendants were characteristic of the Kalispel tribe which inhabited the area. In addition, the lake is shaped much like a human ear when viewed from above or on a map. With its depth, the lake provides acoustic properties similar to the open ocean and has been used by the Navy for sonar research and testing since WWII. Attractions in the Sandpoint/Ponderay area include Albeni Dam, Farragut State Park, the Bonner County History Museum and cruises of Lake Pend Oreille from City Beach Park.



Ponderay, Idaho

Highlights of the 2023 TFC Path – Day 4

Ponderay, Idaho to Calgary, Alberta, Canada

By Doug Wilson



Radium Hot Springs Visitor Center – Bighorn Sheep



Kootenai National Wildlife Refuge

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.

Departing the Sandpoint/Ponderay area, we will head northeast for a bit before passing through Bonners Ferry, Idaho, home to the Boundary County Museum. The Museum features a collection of ornate hand-carved clocks as well as vintage tools, machinery and firearms. It will be on your left just before we cross the Kootenai River and continue on past the Kootenai National Wildlife Refuge. Continuing on we will pass the hamlet of Good Grief, Idaho, "saluted" on the 1970s Hee-Haw TV show for a population of "3 people, 2 dogs and 1 old grouch." Now that you've been there and done that, you could stop for a tee-shirt, or perhaps a spot of pie. Just a bit further north we will cross the Moyie River and enter Canada at the 24-hour Eastpoint border crossing.

Just across the border in Kingsgate we will find Mahood Sculptures, an artisan who creates his work using locally sourced cedar planks. A bit further ahead we will cross the Curzon Bridge and join the Crowsnest Highway. Up the road a bit in Yahk is a pair of chainsaw sculptors showcasing their respective talents at the Bear's Den and at Friendly Bear Chainsaw Carvings. Our path will continue to follow the Moyie River to Moyie Lake, a glacial kettle lake with steep banks.



Moyie Lake

We will continue on the Crowsnest Highway to Cranbrook, a regional hub of 20,000 that would probably have any item you lack. The Cranbrook History center has some excellent displays on area history as well as fossils, equipment and a large collection of railcars that have been restored to their former elegance. For a more frontier-themed experience, check out the Fort Steele Heritage Town, located at the confluence of the Kootenay and St. Mary's Rivers near the site of the first North-West Mounted Police garrison in the Northwest Territories.

Once reaching Wasa Lake, we will enter the Columbia Valley between the Purcell and Canadian Rocky Mountains. Wasa Lake is not easy to see from the Kootenay Hwy, but the main beach has a great view and is just a couple blocks east. Continuing north we will pass Columbia Lake, the source of the Columbia River which flows through Washington and Oregon. There are designated rest areas by the lake which serve as good spots for photos.

In a curious bit of symmetry, both Fairmont and Radium Hot Springs have expansive hot springs areas with magnificent views as well as zip line experiences (but not in the same facility). Radium Hot Springs is also known for its large population of Bighorn Sheep, giving rise to a life-size bronze sculpture at the Visitor Centre featuring three of them as well as a modern interpretation installed in the roundabout at the center of town.

Making our way northeast from Radium Hot Springs on the Kootenay Hwy, we will pass the namesake hot springs and enter the sprawling and majestic Kootenay National Park. Shortly after entering the park, we will pass the distinctive Redwall Fault and through Sinclair Canyon. There is a nice waterfall immediately adjacent to the roadway, but it is not easily visible without pulling into the small parking area and walking a few steps to an overlook. A bit further up the road, we will pass the Kootenay Valley Viewpoint, offering a good photo of the Kootenay Valley and River in the distance. At this point the highway begins to follow the Kootenay River; a few miles up there is day use area that offers a nice view of Mt Harkin and Mt Docking.



Marble Canyon

The Kootenay Highway will continue to run along the Kootenay River. Near Vermillion Crossing, the Kootenay will be joined by the Simpson River at the mouth of Simpson Valley. There is a scenic pullout at this junction of rivers with an informational plaque on Sir George Simpson, namesake of the area. A bit further on, there is a campground and parking area for Marble Canyon. A good view of the wider part of the canyon is available from

the parking area; the narrows must be accessed via an easy one-mile loop trail. Continuing northeast, Stanley Glacier will be visible to the southeast but is only accessible via a long hiking trail. Shortly after passing the Glacier trailhead, we will cross the Continental Divide, which serves both as the boundary between British Columbia and Alberta Provinces and between Kootenay and Banff National Parks. Shortly after entering Alberta, we will pass the Day Use area for Boom Lake, a scenic lake surrounded by towering cliffs. It compares favorably with well-known locations such as Lake Louise, but is only accessible via a 6-mile round-trip hike.



Castle Mountain Viewpoint

At Castle Junction, we will join the Trans-Canada Highway and proceed southeast along the Bow River towards Calgary. If your schedule permits, the famous Lake Louise is about 18 miles to the northwest via the Trans-Canada Highway, so it would be about a 36-mile side trip should you choose that option. An alternative for a more leisurely route towards Calgary would be the Bow Valley Parkway (Highway 1a) which appears to offer more designated viewpoints than the Trans-Canada. Castle Mountain Viewpoint and Silverton Falls are just outside Castle Junction, and the Hillsdale and Backswamp Viewpoints are accessible from the Bow Valley Parkway before it rejoins the Trans-Canada Hwy shortly before Banff. The Vermillion Lakes area will be on your right as you approach Banff and easily visible from the highway.



Vermillion Lakes

The town of Banff features a pair of interesting museums, the Banff Park Museum and the Whyte Museum of the Canadian Rockies. The former focuses more on flora and fauna and the latter more on the culture and human interaction with the area. Banff is also home to the Cave and Basin National Historic site, and exploration of Banff's cave and thermal spring pool and their role in local culture. Mt Norquay sits just north of Banff and the paved road to its viewing area offers an excellent vista of the area. For an even more spectacular view, the chairlift to the summit operates year-round. Banff also has its own hoodoos, a geographic formation where areas of both hard and soft rock erode over time to form sharp points. These are best seen from a designated viewpoint on Tunnel Mountain Drive southwest of town.



Mt Norquay Lookout

Continuing on towards Calgary, an excellent view of Mt Rundle (actually a small range with four separate peaks) can be found looking northwest from Harvie Heights. There is an Alberta Visitor Center with some decent views (and of course plenty of area information) in the Harvie Heights area as well. Highway 1a again diverges from the Trans-Canada at Canmore, this time known as Bow Valley Trail. It again offers several designated Viewpoints as it continues along the Bow River. One can rejoin the Trans-Canada at Seebe or follow Highway 1a into the Calgary metro area.

Ride to Work Throwback – July 2023

By Karen Butterfield

I recently cleaned off a bookshelf and found a copy of this Friction Zone magazine from another July way back in the day. I had the large image scanned a few years after it was shot by the graphics department where I worked. But this is the ratty one that was on a bookshelf with other important tall art museum booklets.

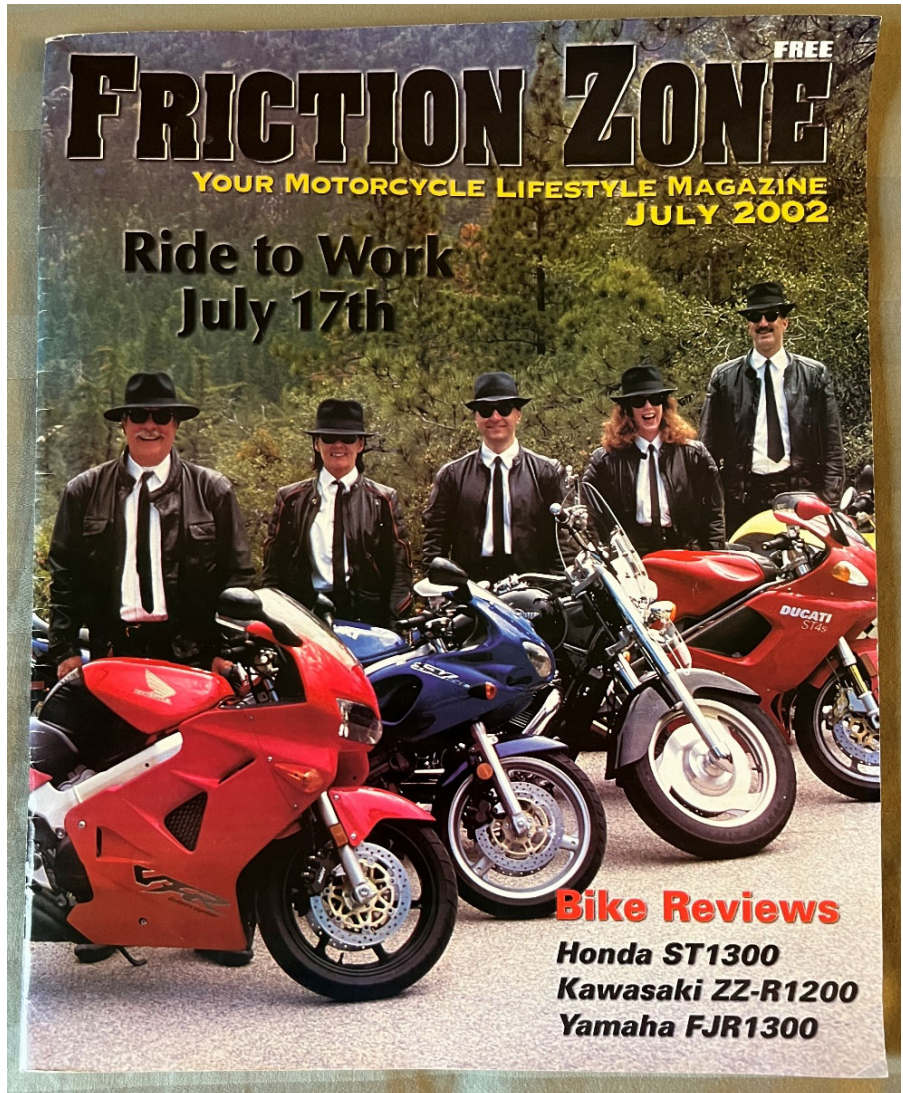
I flashed back to this magazine that broke many rules when it was launched. I also thought about the people associated with the magazine that visited our RedHot Rider club meetings in San Diego. The editor of Friction Zone magazine, Amy Holland, became a friend of the club. The creators of the magazine made magic with the feature articles, the accident reviews and the rides with maps from all over. When she called to ask for some of us to be in a cover photo dressed like the Blues Brothers to promote the Ride Your Motorcycle to Work that July, we said "Sure."

I think it was May. It was cool on the ride up to Amy's house in Idyllwild in the mountains at over 5000 feet and to this very steep hill somewhere nearby. I wish I had a picture of what I was looking at when the picture was shot. The art director got inspired and jumped into the full-size pickup truck to back it over what was basically a paved ditch. Then she stood in the back of the pickup to get the shot. When the shot was done, we went back to Amy's house for a very nice lunch in the back garden and a chat.

I remember when a shop owner first told me about the new Friction Zone magazine that someone dropped off. He was skeptical. The magazine became widely regarded by the people I knew as well done providing valuable info. They published a DVD with all the ride routes reported in the magazine as a remembrance. I have one in the files.

Left to Right there is Richard, Celia, Joel, Karen (Me) and Eric.

If you have a throwback photo with a story you would like to share, send it in to newsletter@sc-ma.com.



RedHot Riders Richard, Celia, Joel, Karen, Eric

Riders' Corner – July 2023

California Adventure Tours

By Les Gullery








The Ride Chairs are asking riders who have registered for the SCMA tours to send in a few photographs from the road so we can share them with you in this Riders' Corner section of the newsletter. We can have a little fun here while we build out more information on the static pages of the sc-ma.com website.

Last month, we heard about Best 15 US rider and this month we have a few riders from the California Adventure Series Parks ride. They are on the next page to allow for good sized photos. And we have more for next time.

Please notice the Tours section of the newsletter where you can get to the tour page on sc-ma.com by clicking on the logo on the left. You will also find highlights for each tour in the box on the right and a red link to open a document updated often with the names of all the current registrants, more news about the riders, and more details about the rides.

The Highlights in this shot were from last month. Roll down in the email or page and see July's numbers.

News from the Premiere Tours
Click on logos for ride web pages, Red links to open list of Rider names and recent ride info.

 California Adventures Series	CA Adventure Series Riders: Missions 10 1st Finisher, Parks 7, Roads 8, Triple Crown 3 NAMES and RIDE DETAILS»
 Great Lakes Cabot Trail Tour	Great Lakes Cabot Trail Tour GLCTT Riders: 9 NAMES and RIDE DETAILS»
 The Three Flags Classic	Three Flags Classic Current registrants: 80% capacity RIDE DETAILS »
 USA Four Corners Tour	USA Four Corners Tour Riders: 40 NAMES and RIDE DETAILS »
 USA Best 15 Roads Challenge	Best 15 US Roads Challenge Riders: 20 NAMES and RIDE DETAILS »

Three riders from San Ramon, California on the Parks ride in the California Adventure Series, Ram Uppu, Maruthi Emany, and Pradeep Kunder.



Ram Uppu from San Ramon, CA
at the Giant Forest Museum in Sequoia National Park



Ram Uppu from San Ramon, CA
in Yosemite National Park



Pradeep Kunder from San Ramon, CA
in Yosemite National Park



Maruthi Emany from San Ramon, CA
in Yosemite National Park

Motorcycle Pioneer Peter Starr's Passing

Southern California Motorcycling Association offers condolences to his family and close friends plus all the rest of us in the motorcycle world who knew him or only new his work on motorcycle films, television, radio, and podcasts. You can see the reach and the influence he had on our world in the links below. Some of us were lucky to know him a little and some of us only met him briefly. It was a memorable meeting for me to hear about project plans he had and his dreams. He passed on July 3, 2023 after a long battle with cancer.

<https://www.roadracingworld.com/news/more-on-the-passing-of-hall-of-famer-peter-starr/>

<http://hof.motorcyclemuseum.org/halloffame/detail.aspx?RacerID=493>

<https://motostarr.com/peter-starr-bio/>



Peter Starr, R.I.P. Photo courtesy MotoStarr.

2023 CALIFORNIA ADVENTURES SERIES UPDATE

- July 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

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>

WHO'S ON THE ROADS THIS YEAR:

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

Missions Tour:

1. Shareef Assadiq *	Boerne	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
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 |

JULY UPDATE:

Series 'A' Roads Closed;

CA-33 – Landslide, CA-120 - Snow

Series 'B' Roads Closed;

CA-70 - 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 - Landslide

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 Ray 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.

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

2023 Registrants of the GLCTT

- New registrants

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
10. **Doug Wilson**, Henderson, Nevada
11. **Lloyd Doyle**, Okotoks, Alberta, Canada



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 Brenton 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 .

46th 3 Flags Classic Update – July 2023

We are well over 80% of the available tickets sold for the 46th Three Flags Classic. The final day to purchase tickets is August 1, 2023 unless we sell out before that date. If you have friends and family considering riding this year, please encourage them to sign up before it is too late.

All planning for the event is complete and now we are in the next steps of executing the plans - production of hats/t-shirts/buckles, ordering banners and event documentation. When registration is closed, we will finalize the counts for the Banquets and prepare orders for the checkpoint supplies. Del Banack, our Routemaster, continues to monitor the route for construction impacts and anything else that might change the routes/maps he has created for you.



Snake Harley Davidson Idaho Falls 2014

Please continue to monitor your inbox for the Registered Rider's instructions that I send with important updates. Those updates will be coming out more frequently as we finalize all the instructions for you. I also send out notes from time to time for actions you **MUST** take before the ride. For example, I sent out a note to every registered rider to update their profile picture. This photo will be used in the 3FC Passport you will be given at the start. We are asking you to do this by August 1st so we can start printing the passports. Previous riders know how long it takes to get wait in line, get photos taken and printed, then wait in line to get your passport processed. This year, with your help, check-in will be quick with very little time spent waiting in line.

****Note:**** only registered riders receive the Three Flags Classic tour information. This includes all the information you need to plan and organize your tour including, Start/Finish arraignments, check-in, checkpoints, routes, hotels, etc. Registered riders will receive this information by e-mail 24 hours after registration.

Be sure to read and re-read the hot weather riding suggestions in this newsletter. We know that Puerto Peñasco won't be as hot as Mexicali was last year but you will be riding through the northern part of the Sonoran Desert and Arizona in the summer. Planning for and dealing with the weather on this tour is a basic requirement just as getting new tires and servicing your bike.

We have published several articles on how people prepare and pack for this trip.

Here is what I do on a high level:

- purchase ticket and book vacation at work
- download routes and book all hotels for trip
- make sure Passport will be valid for trip
- closely monitor Registered Riders information
- schedule bike service and new tires

- purchase Mexican Insurance - required
- put everything I'm bringing on kitchen table then put half back...
- Pack bike, including snacks and water

You must bring your Mexican Insurance papers with you or you cannot complete Check-in. Also, please ensure you DO NOT forget and pack a handgun, any ammo - not one single bullet, or large knife on your person/bike. If you do, you will face a very unpleasant visit at every border, facing stiff fines, and potential jail time. This also includes bear spray at the Canadian border. You've been warned.

I've been working on my route adding POIs from the excellent Facebook posts Doug Wilson has done on the SCMA Three Flags Classic page. The photos he published are outstanding and I want to thank him for doing so. I also want to call out Del again as he has so thoughtfully added gas stops to the GPS files he created for us! I hate having my gas light flip on and not knowing how far it is to the next station.

While I am the Chair of the 3FC committee, I am first and foremost a rider and participant in the Three Flags Classic. This will be my 9th ride. I am 7 weeks from the start of my trip and am like a kid looking forward to Christmas. 3FC is the biggest ride of my year and I really missed it in 2020 and 2021 with the closed borders.

Please don't delay making your hotel reservations as the demand is high this year.

"I'd rather regret the things I've done than regret the things I haven't done" is a familiar quote we've heard. Don't regret not riding the Three Flags Classic again this year or for the first time. You'll thank your lucky stars that you rode and participated in all the activities.

Mark Burdick
46th Three Flags Committee Chair

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
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 - Ponderay, 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 – July 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

Finisher

RIDER #	First Name	Last Name	City & State	True X	Reg	Order
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		X	SBMK
6	Gary	Ballou	Gahanna, OH			
7	Harry	Knerr	Blandon, PA			
8	Dan	McGee	Rockwall, TX			
9	James	Hawkins	Newnan, GA		X	KSBM
10	Avril	Phillips	Stockbridge, GA		X	KSBM
11	Rudy	Payne	Huntsville, AL			
12	Bryan	Bailey	Auburn, WA		X	BSMK
13	Joel	Evans	Fairview, TX		X	SBMK
14	James	Salter	Ingram, TX		X	KMBS
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	X	MKSB
22	Ralfie	Fonseca	Milford, CT		
23	William	Hayes, II	Old Saybrook, CT	X	MKSB
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	X	SBKM
32	Victor N.	Daly	Red Deer, AB Canada	X	BSKM
33	Mark	Netti	Reno, NV	X	SBKM
34	Greg	Strickland	Metter, GA		
35	Dean	Seigrist	Santa Maria, CA		
36	Ron	Carreira	Springvale, ME	X	MKSB
37	Thomas	Franks	Farmington, NM		
38	Charlie	Wojcik	Fairfax, VA		
39	Charles	Lamb	N Prince George, VA		
40	Bill	Waller	Louisville, KY	X	BSKM

2022 Registrants in Their 2nd Year

First Name	Last Name	City & State	True X	Reg	Order
Lyle	Cooper	Middleboro, MA			
Charles	Lamb	North Prince George, VA			
Dave	Bennett	Cherry Valley, IL			
Peter	Szulewski	Pine Bush, NY		X	MKSB
Paul	Szulewski	Fillmore, NY		X	MKSB

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

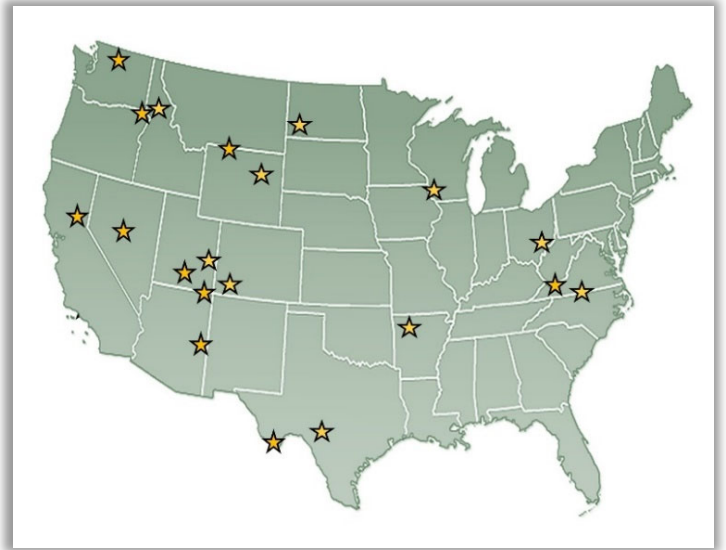
[Also visit our USA Four Corners Tour™ Facebook page.](#)

Best 15 US Roads Challenge (B15) Update – July 2023

2023 Registrants of the B15

- Finisher

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 or rsroger03@gmail.com .

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