



SCMA NEWSLETTER

Founded 1968

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Chairman's Intro - November 2023

I hope our riders enjoyed the holidays over the last two and a half months, Canada's Thanksgiving, Mexico's Dia De Los Muertos, and the US Halloween and Thanksgiving. I'm always looking for a good time and celebrated all four! The weather was nice after a blistering hot summer but winter is already wanting to move in. A lot of the northern riders will be winterizing their motorcycles but most of the rest of us have broken out the heated gear for riding in comfort when rain stays away but temperatures drop below 50F/10C.

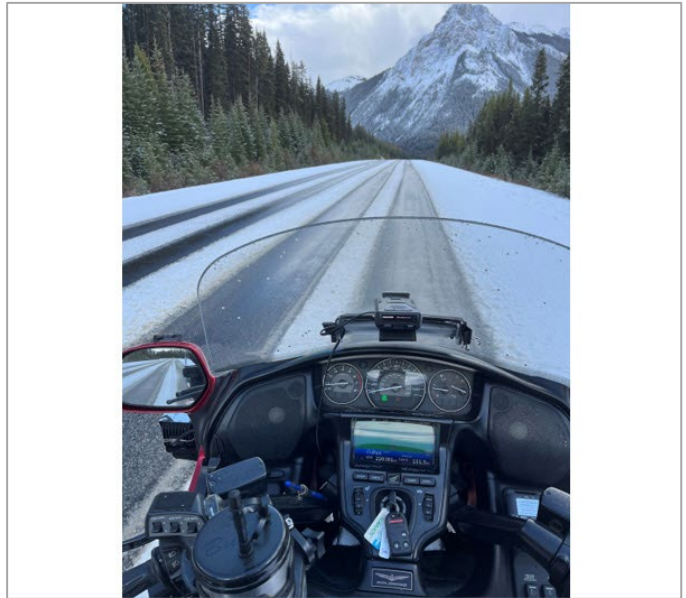
The SCMA rides will close at the end of November so be sure to turn in all your ride documentation so the ride chairs can close their 2023 records and ship you your awards. You will be able to register for the 2024 rides on January 1st but the 2024 47th Three Flags Classic is already open for registration. Please note, we will be processing payments for the 3FC in early January.

If you want to go on a fun ride in January, look no further than riding La Baja Challenge, January 11. It is a 1,600KM ride that must be done in 24 hours. Start in Tijuana and finish in Cabo San Lucas. This ride is on a lot of folks' bucket lists so now is the time to get 'er done!

As a reminder, Christmas is around the corner. I'll bet everyone you know says, "They are so hard to buy for - they have everything, already." Since you all have been very good this year, you might just start a list for Santa with all the bling you need for riding. Your friends and family will be happy if you did. Make sure you treat yourself to an SCMA tour and especially gift yourself a ticket to the 47th Three Flags Classic, you will be glad you did!

Ride safe and often!

Mark Burdick
Chairman, Southern California Motorcycling Association
2024 47th Three Flags Classic, Chair



**Heated Gear Weather - Highwood Pass in Canada
7238 Feet Altitude, 42 – 55F lower**

HOLIDAYS!

SCMA TOURS SUMMARY



Southern California
Motorcycling Association
Since 1968

More information is available in the **News from Premier Tours Section** of the Newsletter including registrants and finishers on most tours.

California

Adventures Series

- 21 Missions
- 24 Parks
- Choice of 4 Series of Best 15 Roads in Northern, Central, Southern California

Since c. 2006

Three Flags Classic

- Annual 4-5 Day Ride from Mexico to Canada or Canada to Mexico
- Different route each year

Since 1976

USA Four Corners Tour™

- Regular - 4 corners of the US in 21 days
- True X - 4 corners of the US through the center of the US Lebanon, Kansas in 26 days

Since 1984

Best 15 US Roads

- 15 Roads of note in the US
- 1 Required then pick at least 14 more from a list of 19
- Any order

Since 2011

Great Lakes

Cabot Trail Tour

- Self-guided tour of Twelve checkpoints in the Northeast US and SE Canada scattered along a suggested route

Since 2022

USA Four Corners True X Tour – First Time Riders

By Nancy and Charles Harris

Editor's note - Dannie Fox mentioned a first time USA Four Corners Tour™ husband and wife just finished the True X version in late October. The ride is also known as the 4 Corners True X. The extra challenge of the True X is to go through the geographical center of the US in Lebanon, Kansas after the first corner and between rides to other three corners of the US: San Ysidro, California; Blaine, Washington; Madawaska, Maine; Key West, Florida. You can choose what order to visit each corner in 21 days for the regular 4 Corners and 26 days for the True X. You may have met Nancy and Charles Harris on this year's Three Flags Classic. Nancy had posted some 4 Corners pictures on Facebook and we thought we would ask if they would like to share the story. I think it's a great read in log format with a few pictures, something to enjoy and to inspire dreams about your own rides.

Our 4 Corners True X Adventure began when our San Jose Harley Owners Group (HOG) Chapter lost the 2022 Regional Mileage Trophy to a Sister HOG Chapter. The Officers of our Chapter asked us all to try to ride more in 2023, in the hopes of regaining the coveted Trophy. My husband joined me as an Associate HOG member, as he rode a 2001 Kawasaki ZRX-1200 Sport Bike.



Nancy and Charles Harris – Blaine, Washington

I ride a 2015 Harley Street Glide Special that my husband Charles purchased NEW for me on Valentine's Day 2015.

I really enjoy riding with my HOG Chapter Family. Because our Chapter Sponsored Rides often exceed 150 miles, my husband purchased a 2023 Harley Pan America. For him, the bike is very comfortable, carries a lot of luggage and has the same range as my Street Glide.

One of our HOG Chapter Officers (Bill T.), invited us to accompany him on the 2023 SCMA 3 Flags Classic. We accepted the offer. We had a BLAST! The route was beautiful and we met many interesting fellow SCMA riders. During the 3FC Classic, Bill T. often spoke about attempting the 4 Corners True - X challenge. His intention was to complete the challenge in 21 days or less.

When we returned home from the 3 Flags Classic, my husband and I discussed what it would take to complete a 4 Corners True - X.

My husband, having worked 23 years as a Commercial Pilot, was looking at the National Extended Weather Forecast and realized that the weather in the Northwest USA, Canada and New England was forecast to be unseasonably mild. Even though no one in their right mind would launch in October, on their motorcycles to Blaine, WA, Madawaska, ME or Lebanon, KS, we decided to give it a go. There was a Tropical Storm that was approaching NY City that would afford us a window of good weather in Blaine, WA, Lebanon, KS, Canada and Madawaska, ME.

We decided the weather would be agreeable so we decided to give the challenge a go.

Oil/Filters on both bikes were changed and a new tire was put on the Pan America.

Because we could not wait on the mail for our Starter Packets, we drove our car to Arizona City, Arizona, met Dannie Fox and his lovely wife Barbara and picked up Our Starter Packets. We returned home on September 29 and packed our motorcycles.

We launched **September 30** enroute to Blaine, WA. We stopped for the night in Portland, OR with 657 miles completed. The morning of **October 1**, we rode the remaining 285 miles to Blaine, WA.

Our adventure began on Sunday, **October 1**, when we arrived at 12:45PM under sunny skies and the temperature at 57F. We were surprised by the people in town who all knew where to send us for our photos and who were excited to see us in town doing this challenge. Photos taken and gas receipts in hand, we headed towards Lebanon, KS. We stopped for the night in Spokane, WA.



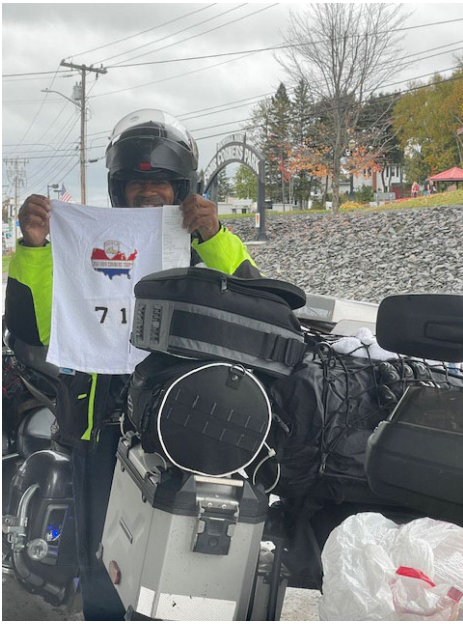
October 2 we continued our journey in excellent weather, through the mountains enroute to Lebanon, KS.

October 3 we arrived in Lebanon at 9:30PM in darkness and thunderstorms. We got our gas receipt and photos, and searched for lodging. We had to ride to Downs, KS, because there was no lodging in Lebanon or Smith Center, KS. We got into our room at 11:45PM.

October 4 we departed Downs, KS, at 8:30AM and rode 847miles to my Brother-In-Law's house in Beaver Creek, OH. We did not arrive until 4:00AM on **October 5** due to a traffic accident and freeway closure. We slept about 6 hours and departed just before noon on **October 5**. We stopped at 8:00PM in Buffalo, NY. (393 miles in steady rain).

October 6 we launched at 7 AM. We rode in the rain for three hours. The next couple hours were dry and we arrived at the Canadian border at noon. It took nearly an hour and a half to clear customs. It began raining again a half hour before we cleared customs and it continued to rain until about 2 PM. We arrived at our hotel in Levis, Quebec, Canada late in the evening and went right to bed.

October 7 we launched to Madawaska, Maine at 7 AM. We crossed the Canadian border back into the USA in Madawaska, Maine at 11 AM. We got our gas receipt and walked over to the Four Corners Park. We spent about 30 to 40 minutes at the park and at the advice of Border Patrol turned back around to Canada, because of the tropical storm headed towards us from New York. We return back to Lévis, Quebec, Canada and stopped for the night at 5:45PM to catch up on some much-needed rest.



Nancy and Charles Harris – Four Corners Park – Madawaska, Maine

October 8 we slept late and launched at 8:30AM in a steady rain. We rode until nightfall (582 miles) where we stopped in Woodstock, Ontario, Canada.

October 9 we started out again at 8 AM crossed into Detroit, Michigan at 11:45 AM. We continued on, once again returning to my Brother-In-Law's house in Beaver Creek, Ohio. We arrived at 5 PM. We had a nice home cooked meal and we were able to visit with Family for a while before turning in for the night.

October 10 we were up early to say goodbye to my Brother-In-Law and wife. We were on the road by 7:40 AM. We stopped for the night in Blue Springs, MO. (586 miles).

October 11 we arrived back in Lebanon, Kansas, at 10AM. This was our second time through Lebanon, Kansas, but our first-time during daylight hours. We took pictures, printed our gas receipt and returned to Blue Springs, Missouri. We had dinner and went to bed around 10 PM.



Nancy and Charles Harris – Lebanon, Kansas Geographical Center of the US

October 12 we were up and on the road at 7:30 AM. At 11AM we stopped for lunch and another Parking Lot clutch adjustment on my Street Glide. We continued on towards Key West, FL and stopped enroute at another Brother-In-Law's house in Atlanta, Georgia to spend the night. We visited and relaxed and called it a night very late.

October 13 we were up and excited to ride, as my **Brother-In-Law was going to join us for our leg to Key West, Florida.** We stopped short of the Keys in Homestead, Florida for the night.

We checked into our hotel room after midnight. (695miles).

October 14 we launched at 9:15 AM. We arrived in Key West, Florida three hours later (198 miles). We had some ice cream to cool down as the temperature was 101°F. We took our pictures, got our gas receipt and

departed Key West at 2:20PM. We made a 15-minute stop back in Homestead, Florida to see our Granddaughter and her Mom. We continued riding until 9:30PM where we stopped in Naples, Florida for the night. (238 miles).

October 15 we were up at sunrise, cleaned a few bugs off the motorcycles and launched at 8:30AM back to Atlanta, Georgia. We arrived back in Atlanta, Georgia to my Brother-In-Law's home at 7:45PM.

October 16 we got up with the intention of an early departure. Upon inspecting the motorcycles, it became apparent my husband needed a new front tire. My husband was able to locate a tire, have it installed and have an oil change completed at a local Atlanta, GA Harley Dealership. We said goodbye to Family and departed enroute to Lebanon, KS at 2:15PM. At sunset and as the rain began and the temperatures dropped, we stopped for the night in Monteagle, Tennessee. (159miles)

October 17 we left at 7:30 AM back to Lebanon, Kansas. We had to stop in Mount Vernon, TN to replace the rear tire, rear brake pads and the rear rotor on my Street Glide. We stopped for the night (same room in the same hotel), in Blue Springs, Missouri. (628 miles).



Nancy and Charles with Brother-in-Law – Route to Key West



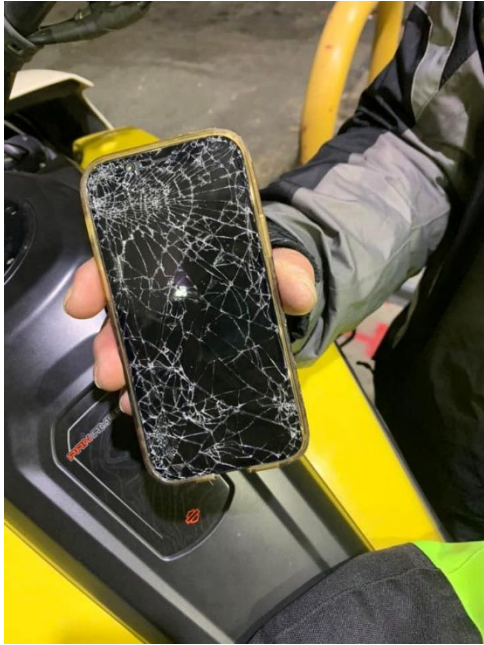
Rear tire, Rear brake pads, Rear Rotor for the Street Glide



October 18 we were up at 7 AM. We watched the morning news and weather, took some amazing sunrise photos and launched to Lebanon Kansas for the third and final time. We arrived in Lebanon at 1 PM. (279 miles). We took our required proof of visit photos, got our gas receipt and took many more photos around town. We departed Lebanon, Kansas at 2:30PM. We stopped a short time later at 6:30PM in Sharon Springs, Kansas and got a room for the night. (211miles).

October 19 we were up and riding before sunrise (7:10AM). Our route took us through Santa Fe and Albuquerque, New Mexico, where we had to stop to replace the rear tire on my husband's Pan America. We stopped just outside of Holbrook, Arizona in New Mexico for gas. We were hoping to reach Phoenix to spend the night with relatives. Unfortunately, shortly after our gas stop, I dropped my phone from the handlebars of my motorcycle onto the freeway at 75 mph. At this point, my phone and our spirits were destroyed!

We decided to cut our losses and stop short of Phoenix and get a room in Holbrook, Arizona.



October 20 we left Holbrook Arizona at 8AM. We skipped our planned stop in Phoenix and made a "FINAL SPRINT" into San Ysidro, California. 50 miles outside of San Ysidro, California, my husband's fuel pump began to fail, limiting his speed to less than 65 mph. In addition, my Clutch once again began to slip and I was unable to climb the hills at speeds greater than 50 mph in fourth gear. We limped into San Ysidro, CA arriving at 10:25 PM on the 20th day. We took our pictures at the San Ysidro Post Office, got our gas receipt and drove 16 miles to National City, CA where we got a room for the night and collapsed. We were too tired for dinner.

October 21 we woke up feeling a slight sense of dread, understanding that unless my husband could have his fuel pump replaced and he could yet again adjust my clutch, we would not make it home even though we had completed the 4C True - X in 20 days. We limped the four miles from our hotel to the Coronado Beach Harley Davidson

Dealership. Thankfully the Service Department was able to pull a fuel pump from a demo Harley Davidson Pan America and install it in my husband's motorcycle. While this work was being done, my husband disassembled and successfully reset my clutch. When the work was completed on the Pan America, we rode the 5 1/2 hours (328 miles) back to Phoenix, where we stayed five nights with my Nephew and his Family. During our stay in Phoenix, we replaced my phone, printed all of our trip documents and photos and personally delivered the documents back to Dannie Fox in Arizona City, Arizona.

Only then, did we feel like we had completed the 4 Corners True-X Tour!!!!

October 25 we departed Phoenix and rode the 728 miles home to Milpitas, California.

Our total mileage, (Door to Door) was 13,347.2 miles. During the trip, we replaced three tires, performed three clutch adjustments, changed the oil on the Pan America and added a total of 4 quarts of oil to my Street Glide. We did rear brake pads and rear rotor replacement on my Street Glide and replaced a fuel pump on my husband's Pan America.

We are already making plans to re-ride the 4C True-X Tour next June with Bill T.

Due in part to all the miles we contributed to the San Jose HOG Chapter Ride 365 Challenge, our Chapter regained the Regional trophy for 2023.



Last of the 4 Corners - San Ysidro Post Office

My Thousand Dollar Battery

By Bob Roger

Last winter I spent a lot of time making maps, planning daily routes, figuring miles per day, and booking lodging for every single night of my 2023 western motorcycle ride loop. This trip would include riding the remaining 12 roads on my Best 15 US Roads Challenge list while on my way to, on and after the 46th Annual Three Flags Classic ride from Puerto Peñasco, Mexico, to Calgary, Alberta, Canada. Riding 500-600 miles per day, including several non-riding days, I squeezed the trip down to be completed in just twenty-five days...with NO room for any delays!



Bob Roger at Ajo, AZ Gas Stop



Pig Trail in Arkansas

On my second day out from home, I started from **St. Roberts, Missouri**, and rode my first tank of gas to **Eureka Springs, Arkansas**. Got the gas, but after the refill, the bike would not restart! I'd press the starter button and hear a pop, then nothing! I tried that a few times before giving up. I rolled the bike away from the pumps and over to the edge of the gas station pavement. A while later, another biker came in for gas, then came over to ask what the problem was. Luckily, he was a motorcycle mechanic. I explained my problem and he said, "probably a loose battery connection." We stripped my bike of the tour pack, saddlebags and seat to get to the culprit. Sure enough, a loose negative cable was the problem! I thanked the guy and handed him a one-hundred-dollar bill, which he reluctantly accepted as he left. I repacked the bike and was finally ready to ride after a nearly five-hour delay at that gas station. I had so tightly scheduled my riding that I thought I had lost the day and could not catch up to my planned timeline, therefore ending my trip! But hey, the bike was running, so I jumped onto the **Pig Trail** and continued south and west! I did make it to my planned lodging that night in **Wichita Kansas**. though not until midnight...but now, I was back on track! That unknown fellow biker saved my trip and earned his tip!

Over the next few days, I rode a few more of my Best 15 roads, and on day 6 I met the group I'd accompany to **Puerto Peñasco**. I enjoyed the time at the beach but was ready to head north when the starting gun went off at 4 AM that morning! (NO battery trouble in MEXICO!) That wonderful four-day ride to Calgary sure went by fast with so many beautiful roads and landscapes. Made it to Calgary, got my Finisher's Buckle, we had the Finishers Banquet, then we all headed home the next day (No battery trouble in Canada either!)



Bob Roger's Indian in Puerto Peñasco



Puerto Peñasco



Arriving in Calgary - Then Off Again

What a relief, I'm back in the USA, the Roadmaster was running great, only 6 more Best 15's and I'd be home! By the time I got to **Gillette, Wyoming**, I had logged 5 more the Best 15, leaving just one more to complete the Challenge. After that, I'd be home in a couple of days! On day twenty-three, I left Gillette, soon entered South Dakota and waved to the Sturgis Indian Dealership as I rode past on I-90. I made it to **Wall, South Dakota**, for another lucky fill-up. Guess what... once full, the bike would not start! I guess I should say that I hit the Wall!

At first, I thought, "Dang, I need to unload again and check the battery." I did that, but again, nothing. Another good Samaritan appeared to offer help, and he had a portable jumper box! We connected it to the bike, started it, but it stopped immediately when

the cable was disconnected. The guy said, "I think your battery is toast." I thought, "Couldn't be – it's only SEVEN years old!" (Thank you, sir, and he left).

Ok, now what... I know... I'll get the bike towed back (WEST) to the **Sturgis Indian Dealership**, they've helped me before with tire and oil changes as I'd passed through. I called the dealership, but they couldn't send anyone, instead, they gave me the name of a local towing company. I called and was told a driver would be coming for me. GREAT! Took him a few hours, but he did show, and took me and the "dead one" back the 80 MILES west to Sturgis. The dealership was closed by then, but the driver knew where he could drop the bike. We did that and then he gave me the bill, which AAA did not cover! At \$6/mile plus the service fee, the total was \$590!!! Fortunately, the next stop for me was not the emergency room!



Famous Indian Dealership in Sturgis, South Dakota

I did have one favor to ask the driver... He said, "Motel?"... I said, "Yes please!" First one was full, second stop was a Super 8 and they had a room I happily grabbed for \$132! My dinner, however, was covered. My wife Carol had given me a Subway gift card and it was enough to pay my dinner check. The final insult came when I picked up my repaired motorcycle for only \$355, but I was happy to pay that bill for the battery and service. Those guys in the service department did a good job, and they took care of me right away!

Back on the trail! I reached and rode the prescribed section of the **Great River Road** in Wisconsin to complete my Best 15 US Roads Challenge and made it home the next day... on Day twenty-six! For a 9,800-mile trip, an extra day and an extra grand wasn't really so bad as "what's the worst that could possibly happen!" Next time, though, I'll do a little more preventative maintenance BEFORE I leave home!



Great River Road 82

Editor's Note: The green wheel symbol on the sign is the mark for the Great River Road. I asked the bear's name and even better I got the origin story. Bob's wife Carol snuck the bear into Bob's travel bag before a big trip a dozen years ago. The bear was a gift from Bob about 35 years ago, hence his name is CB for Carol's Bear. When first discovered on the road in the bag, CB was naked and need proper attire for riding. Ask Bob more about buying the donor doll with HD t-shirt and leather jacket at a Harley dealer the next time you see him. From Bob, "When he's out for photo ops, people often see him and come over to talk...I always have a lot of explaining to do!"



The Great River – The Mississippi

*Editor's Note: I asked about this picture thinking it was a lake. It's the Mississippi. From Bob, "Every state with a Mississippi River border has a Great River Road (GRR), both sides of the river, for its total length." One of the great things I keep hearing about the Best 15 US Roads Challenge is the list of roads and views you see on your way through the list of roads that you are **unlikely** to see on other tours or planned trips you would create for yourself, and they are worth it.*

Three Flags Classic Experiences and More

By Steve Cantrill

Editor's Note: SCMA Newsletter reader Steve Cantrill sent in a great idea related to the Three Flags Classic. In his note, he wrote the best summary of the Three Flags Classic ride I have seen in a long time. I asked if I could share his story in the newsletter and - JACKPOT! This first paragraph is the TFC testimonial with a sentiment that is probably similar to many. Then Steve sent a short summary with some published stories from a while back. I have included them. Thanks Steve.



Steve Cantrill - View of Mt. Shasta 2019 TFC

"I grew up in Illinois and spent 15 years in Ohio, but always dreamed about living and riding in the west. And eventually I was able to. The 3 Flags ride just covers so many of the best roads and scenery in the west and for me it was a dream. Plus, you guys have it all down pat. The roads, the scenery, the planning, the stops, the challenge, the volunteers, the camaraderie and the great resort and banquet at the end. I wasn't sure when I signed up that I was up for 500+ mile days anymore but—no problem. What a ride. People who know me can't believe I gave up motorcycling and they ask: "What was your last big ride?" And nothing comes close in the last 5 years to the 3 Flags." Steve Cantrill

I enjoyed the 2019 Three Flags ride so much that your newsletter editor asked if I could "tell my story", that is, more about how I enjoyed the ride and more about my motorcycling experience.

After 57 years of riding and a half million miles, there is a lot to compress. I don't know when I first heard about the 3-Flags ride, but I was curious—actually fascinated about it for many years. When I finally committed to doing it with about 6 other friends from Arizona, I had to join the SCMA club, of course and started getting the SCMA newsletters and they are fantastic. The club has so many different and interesting theme rides in addition to 3-Flags and I am envious.

The bottom line on motorcycling is: just ride and the SCMA has so many creative ways to challenge and motivate. I don't

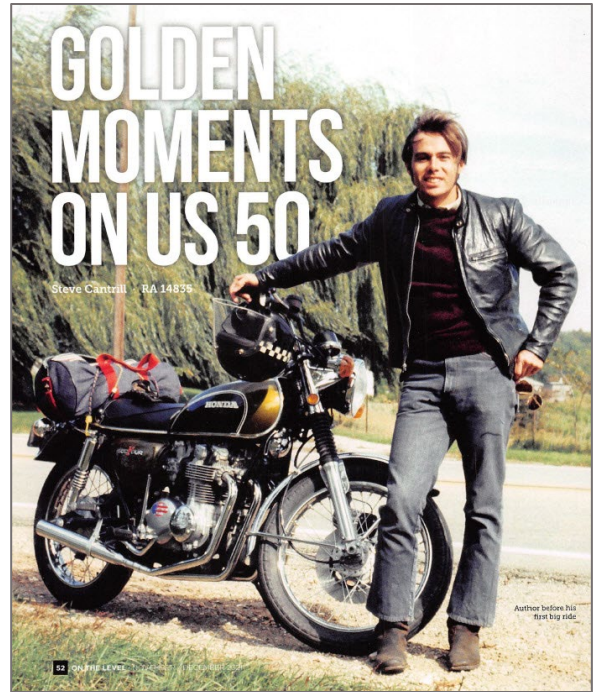
live in California, but I could easily do and enjoy some of the rides anyway.



The story I wrote about my 2019 3-Flags ride was published as The Big Dog Days of Summer in the BMW Riders Association On The Level [OTL], March 2020 edition. Many people have written about your SCMA 3-Flags ride over the years but I enjoyed it so much I tried to put a new twist on it.

My first big ride, meaning over 5,000 miles, was in September 1973 from Columbus, Ohio to Fallon, Nevada, Phoenix and back. That story was published in the OTL December 2021 edition as: Golden Moments on U.S.50. While it is obvious that most of my motors have been BMWs [nine], there were 3 Hondas in the mix and Golden Moments was a solo ride on a Honda CB500.

There has been only one instance since 1966 when I have not had a motorcycle and that was not by choice. SOME folks in Vietnam had bikes including the all-time best-selling vehicle in the world: the Honda 50. But where I was didn't lend itself to that pastime. I was so fortunate to come back unscathed from that trip. [Maybe it was just because I was pushing a slide rule for artillery solutions]. I called that lifetime story of riding Start, Stay or Leave after Trey Goudy's book. It was published in the OTL October 2023 edition. It included a picture from those early beginnings and a picture from my ride back from Canada on the 3-Flags that year. It was at a scenic rest stop with a view of Mt. Shasta.



In between I have lived in 9 states and ridden all lower 48. I've been Rally Chair, President and newsletter editor of the Phoenix International Touring Society. We put on the Roadrunner Rally in Arizona from 1988 until the 2000's. I'm a BMW MOA Ambassador. I was Rally Chair for the 2002 BMW RA rally in Red River, New Mexico. I've had a lot of fun! But SCMA is having MORE!!! I'm at 4 paragraphs now so that's enough. Live long. Ride hard. Keep the sunny side up.



BIG DOG DAYS OF SUMMER

2019 Three Flags Classic Ride

Steve Cantrill · RA 14988

The Southern California Motorcycle Association hosts the Three Flags Classic ride over Labor Day each year. It's a savvy spot on the calendar to hold the event because school is back in session, traffic is subsiding and the weather is spot on. The event runs from Mexico to Canada over some of the best roads and scenery in the West — there is almost no Interstate riding — and the route and checkpoints change each year. The event is limited to 250 entries and in 2019 had 233 riders; 56 were on BMWs, including five in our group. That may sound like a lot of bikes coming down the road, but they never get in each other's way on any road or destination. The whole group enjoys the camaraderie at the beginning and ending banquets and everywhere in between.

For those of you who have ridden in Mexico or Canada, I'm sure you have tales to share about your enjoyable trips. Just call me a sheltered child and have a laugh, because these were firsts for me. I have simply had a phenomenal time over the years with my rides in the lower 48. As guests in Mexico and Canada, we were treated very well. Maybe my boundaries will expand the next time around.

Riders from all over participate in the Three Flags Classic. When you sign up, email blasts keep you up-to-date on every aspect, such as routes, discounts on hotels and everything you need to know, which in this case, is a bunch of stuff.

At the Three Flags Classic, you sign in and get your card punched at the start, at all checkpoints, and at the end. You can take any route you want, but the suggested routes have all been pre-ridden and are great ones. Since each day will be over 500 miles, you'll be taking in the scenery but skipping the museums; you can do them on your way home. The oldest rider was a 93-year old lady and the oldest male was 89. Both have done Three Flags many times. The youngest rider was 17 years old and rode a Honda CB500X.

From the banquet and launch at San Luis Rio Colorado, Sonora, Mexico the next three checkpoints were nice western towns over 500 miles from each other in mostly open country that gave us mountain passes, the Great Basin, incredibly long vistas, zero traffic, ranches, and the sun to our backs. Usually kickstands were up by 7 a.m. A 90°F afternoon at Mountain Home gave way to a

launch the next morning into elevation, east-bound on US 20 towards a laser morning sun with temps dropping to the high 30s. By the way, "Mountain Home" is quite misleading. It's right there on the Snake River. THERE IS NO MOUNTAIN. If you were thinking of planning a bucolic vacation getaway on a mountain-top in a cutesy little cabin with a whiff of smoke rising out of the chimney, a la artist Thomas Kinkade — this is not it.

Our 4th day would be all new territory for our Arizona group, over the Lake Pend Oreille causeway and into Creston, Canada. We looped around a couple lakes, and I don't mean that you "just drive around the lake." Up one side of just Lake Okanagan is over 80 miles. The Canadian Rockies seem different, the valleys deeper and more vertical. One downhill was so steep that there were four truck runaway ramps. I know I've been on roads with two before, but this was the longest downhill I can remember. Speed limits are deceiving in Canada. Everything is in km/h. We know that 100 km/h is about 60 mph, but very few stretches were that fast. We weren't trying to go fast but if a curve is posted at 40 km/h, that's a pretty slow curve. I spent the rest of the day adjusting my per-

ception of what my speed should be and frequently found myself getting it wrong.

The agriculture is impressive — timber, orchards, vineyards, and alfalfa are endless. The economy is booming and people seem prosperous. It is a beautiful place to visit in early September. At the Prestige Lodge in Vernon, the rooms surround an open atrium with a live stream running through it and with dining all around. The Labor Day banquet filled a huge ballroom.

In addition to the great food, everyone genuinely enjoyed the whole Three Flags event and couldn't quit talking about the ride, friends and experiences from these four days. To a person, they all seemed to think that it was over too soon. These had been four days to remember. We got so lucky with the weather except for that first blast furnace day. As the evening ended everyone was looking forward to a grand ride home.

Three Flags Classic riders rode a combined ½ million miles in four days, so you could have predicted some calamity. One restless rider, not in our troupe, got an early start in the dark. Later, we passed the remains of the deer he hit while an entourage, loaded his totaled Gold Wing onto a trailer. We heard he was OK. I have a stock seat on my 2016 BMW R 1200 RS, aka "Big Dog," and all things considered, I think my butt dealt with the Three Flags Classic pretty well. The cruise control was a blessing for my old wrist. I was thinking of riding my 2004 R 1150 RS on this trip and for the cruise control alone I was glad I let Big Dog have the road.

Any time starting in January is a good time to start planning for this ride because you'll be making lists that include passport, maps, medications and clothes that get you from 118°F desert weather to who-knows-what. I teamed up with a wingman and

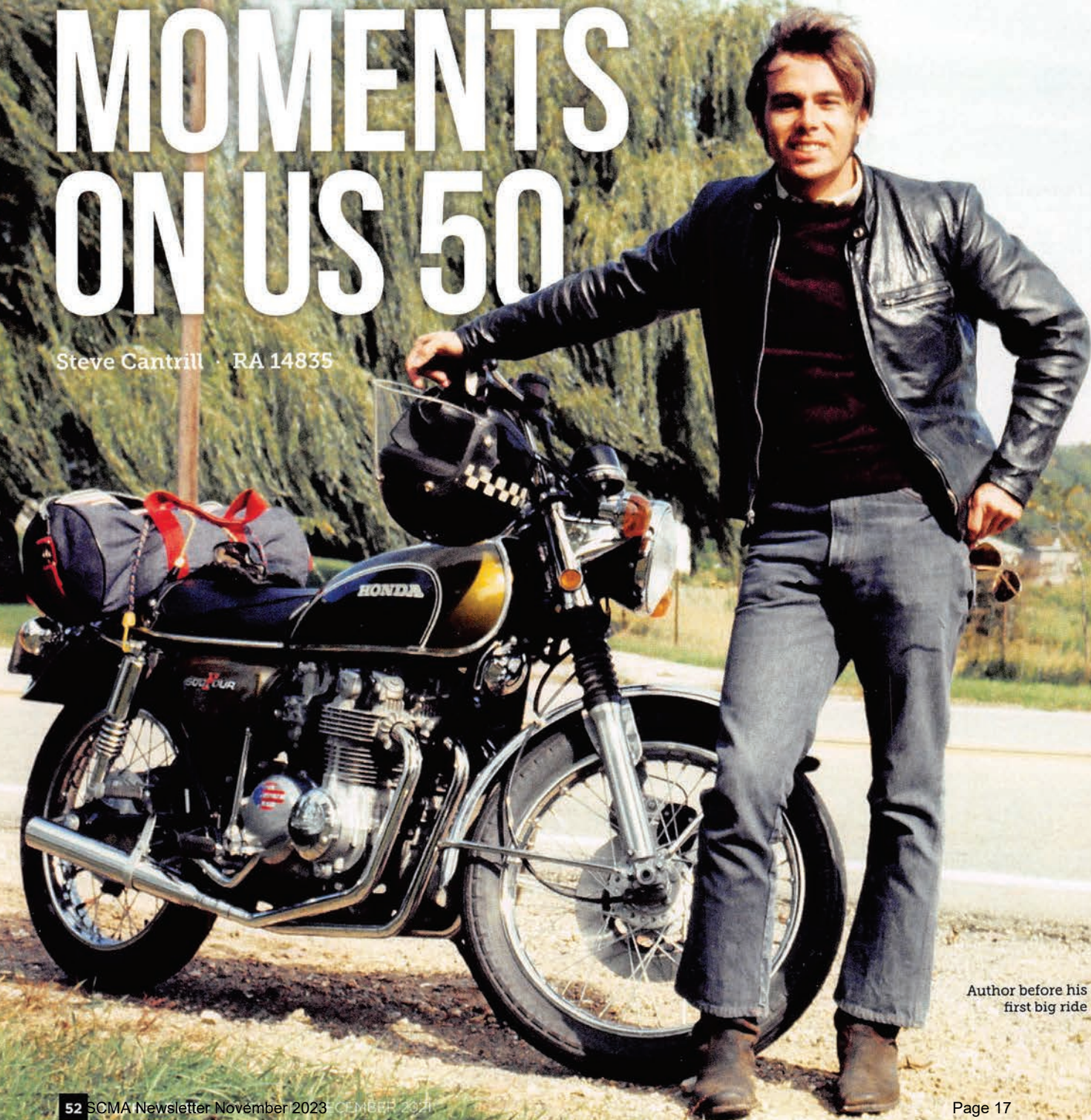
we made hotel reservations six months in advance for the first six days. The rally registration fee is quite a bit more commitment than saying, "we'll just ride down the road and stop when we feel like it." Your trip home can be nomadic, but the Three Flags ride itself takes more foresight, including maintenance and tires. Starting from my home in Arizona, riding down to Mexico, and then to the Canadian destination is over 2,500 miles. The trip home on roads of your choice may double that. That's most of a set of tires and most of your scheduled maintenance interval.

If you've never entered the Three Flags Classic, check it out. I had dismissed the Three Flags previously because I wanted to control where and when I stopped and not set a daily mileage goal. It took me a ½ million miles and 50 years of riding before I got around to it and I'm going to do it again.



GOLDEN MOMENTS ON US 50

Steve Cantrill · RA 14835



Author before his first big ride

A cool late September, early morning westbound ride on US 50 in Nevada—the “loneliest” highway in America. My bike rises and falls in the Great Basin and as I decrease elevation, the air cools. As I rise up, the sun beats on my black leather jacket and I can feel the warmth. Later in the day it will be the opposite. This is a new phenomenon for a Midwesterner like me. Until you experience it, you don’t understand the novel changes that come with elevation. There’s not a perceptible enough elevation change in the Midwest to pop your ears.

The earth is literally wrinkled here, as seen from 10,000 feet, and I feel enough euphoria to believe maybe I am looking down at it. I dream up a new ride game. From one high pass I pinpoint a landmark in the distance in the next pass and check my odometer. From one mountain to another—when

I get there through the valley—my odometer measures that I have seen that landmark point ahead for at least six miles. This is not possible anywhere in the Midwest.

The Jardine headers on my Honda 500 are speaking more horsepower to me than the 48 that are really (maybe?) there. I slow in a small town for a yellow school bus picking up kids. I snicker a cruel thought because I am free in the breeze and no longer in their realm, while some of them are probably wishing they were me. Actually, I am in nirvana. School is in session, but not for me. Not grade school, not college, not any place that demanded my attendance. Autumn has arrived, the blazing summer desert heat has moderated, and it is a cool morning on the Loneliest Highway, maybe before they even started calling it that...

This ride in 1971 was quite different than a ride now. You didn’t have a GPS on a RAM mount, or a cell phone in your hand. There were no Butler Maps or tank bags to hold them. There was no gas gauge and the bike was possibly good for about 150 miles; about 30 of that total were available after you flipped the petcock up. And there was no motel room until you got there. These days your digital display offers you enough information to qualify for distracted driving. I had no compass, no altimeter, and no ambient temperature gauge. And I restate: I am in bliss.

Earlier that morning, as I rode west past the Bonneville Salt Flats, I enjoyed still morning air—or maybe a bit of a tail wind. But all seemed quiet and somehow silent. There was no traffic. My Honda cruised at over 100 mph and I leaned over onto the center line and lifted my hands for quite a while. The little iron horse just hugged a line like it was on a rail. The rush of speed seemed eerily dreamy and effortless. The bike was an extension of my body—as it is supposed to be when all is right with the world.

This was my first long cross-country ride—almost 6,000 miles. With today’s re-

call I remain amazed that I could be happy doing it on a 445-pound bike with no windshield and all the creature comforts of a duffle bag strapped to the seat. But I am also amazed when I encounter a motorcycle enthusiast who has not made a cross country trip and I know they are missing something big. For some people being “in the moment” might be watching a football receiver catch a 60-yard pass and run it for a touchdown. For me, the moments last much longer. I think that a really good bike ride starts out at 500 miles. Add to that and you’ve left the pressures of the busy world and daily life in

the rearview mirror.

Later in the trip I rode south out of Fallon, Nevada with a dusting of snow on the road. It was almost October at cold desert elevation. I was on a mission to roll up some miles, but soon I pulled over to help a gal change a tire on a VW Bug. I asked where she was going and learned that we were both headed to Phoenix. I asked when she would get there, and she said maybe in two days. I said that I planned to be there tonight—now there's a glimmer of youthful optimism. Depending on your route, that's 550-650 miles, but I had been doing that every day on the trip. I did not see her again, but she was flirtatiously grateful for my roadside help and even had some water and soap for me to clean my hands.

This journey had many "moments." In the Valley of the Sun (where I would eventually move 16 years later), I enjoyed the hospitality of my old friend Steve, who I once bagged groceries with at the Piggly Wiggly and who preceded me to Vietnam. We went out for Mexican food—something not popular in Columbus, Ohio for quite a few years. We went out on the town.

But reality was setting in. It was time to be responsible again. It had only been since April that I started a new job, so the time left to ride home nagged at the corner of my mind. I was literally running out of days to do it. Steve asked what route I was going to take. The "route". The "ride". The "way home". Just mention a road or a map and we bikers start to dream. But to go the distance home—over 1,800 miles with a strict limit


on time presents some limited choices and some flat, straight terrain along the way. Would this take three days or four? The principal interstates had not been completed, never mind that I've always avoided them since. I-40 was completed in 1984 and I-70 in 1993. It would take even longer than that for us to be addicted to GPS and cell phones. Good old US 60 and US 50 were just fine with me—and still are.

My old buddy Steve was on his way to class at Arizona State and he told me to follow him until he stopped and waved me off to the left. That was at Main Street in Apache Junction. Shortly, I was in the zone again on US 60 through the Superstition Mountains and crossing Queen Creek Canyon. That road is mostly the same today and I try to ride it at least twice a year. But I've never had another flat tire at the bottom of Salt River Canyon as I did that day. There's an abandoned Shell station there now, but back then I luckily met a guy savvy and kind enough to put a patch on that Dunlop K70 tube. My memory seems to reflect that I got lucky quite a bit on that trip, until I blew out the baffle of a Jardine header in Kansas. Now one side of the bike sounded like a 12-gauge shotgun (kinda fun though). I caught an east-bound storm front and we joined up together just about all the way back to Columbus. Along with the missing creature comforts I mentioned before, there was not a lot of choice in rain gear then. But for some reason, the warmth in my mind from the adventure overcame the rain. Or maybe this was just a warm front from

a gulf storm—lucky again. Or maybe when I was in my twenties, my body's thermostat had a wider comfort range. Plus, there was an extra pair of dry jeans in the duffle bag.

Today, I can remember a moment at the end of this trip, soaking in all the excitement...places, things, smells, friends, encounters, and challenges. My friends at home were excited to welcome me back and hear all about it. Now I can put myself in that point in time. But as I place myself there, I could not imagine all the great trips that would follow. I only knew then that there would be more. On those later rides, BMWs would offer me a bit more creature comfort. The heated grips and luggage would have been nice on this trip, but that was rare for anyone in 1971. Except for the bags on the Harley Electra Glide, today's creature comforts did not exist any more than did interstate highways. Besides, the Harley was out of my price range and not my style.

Now when I read about people engaging in the exhilaration of their new motorcycle adventures, I breathe in their excitement. Some of their stories are of places I've missed at a time when you could see five cars ahead of you, instead of the back of a pickup truck. It's a great country. There are still plenty of roads that get you out on an adventure. And the Great Basin is still a great place to put on your bucket list. Golden Moments = 50 years ago on US 50. May the wind and sun be at your back, may the traffic gods be with you and may you have 50 years of them to put under your belt.



Author today, as the big rides continue

Start, Stay or Leave

I just read a book with the title, *Start, Stay or Leave*. Although written by a politician (Trey Goudy), the book gave me context for reflecting on my 57 years in motorcycling. I just wish it had been available in my life long ago. Of course, the concept of Start, Stay, or Leave also applies directly to most other things in life including your career, your partners and friends, your hobbies and anything else you can think of.

After my first motorcycle, there were only three times in my life without one: The first was forced, the second was silly and the third is wisdom. And by now you may guess where this little essay leads.

The author and his R 1100 RT above Lake Elsinore, California in 2000

Start

When I was a kid in Illinois, I wanted anything with two wheels and an engine: a moped, a Cushman scooter—anything—but all were taboo in my family—as they were in many families. I was fascinated with motorcycles. There was no real logical decision-making process; it was all emotion. Many people don't care about motorcycles and start never enters their mind. I can't imagine a person who doesn't think that motorcycles would be exciting, but based on the percentage of motorists who don't have them, we know that an overwhelming majority just don't care about them.

When I was 14 my older cousin Skip took me for a ride on his BMW R69S and the obsession was reinforced, but not only did my family not allow it, neither would the law. I was married when I was 19 and back then the state of Illinois had this illogical rule that a female could buy a motor vehicle when she was 18 but for a male, it was 21. That was also a time that you couldn't vote at 18, but you could be drafted and carry a machine gun—times change. So, once out of the house and going to college, my wife signed for the first bike: a 1966 Honda CL77, a 305 cc Scrambler with black frame and silver tank.

It set me back about \$700 [\$5,500 in today's dollars]. Hey, we're strapping on 27 hp—which was a huge leap past that Cushman I had once been lusting after. And I think the top speed was around 85 mph. That may not appeal to a lot of you, but it rang my bell then, at least for a summer. Very soon that was not enough.

Stay

I was staying with motorcycles, but not that one. I was working steadily in my fourth year at the Piggly Wiggly, earning enough for a 1967 Triumph Bonneville and kicking it up a big notch—I'd say maybe doubling the fun.

As I recall Cycle magazine may have done the test comparing quarter mile times between the Bonneville and the Harley 883 Sportster and they were close. I think the Sportster did the quarter mile in about 14.4 seconds and the Bonny did it 14.8. One difference for me was that the Bonny cost around \$1,400 and the Sportster about \$1,700. That was a big difference for me and one that's hard to believe today.

This being less than two seasons since the first bike, there was a little more analysis in the decision to stay with motorcycling, but let's be fair: it was still mostly unbridled emotion. My first long ride was in June of 1968 to Road America in Elkhart Lake, Wisconsin with a dozen guys, camping in the open and watching sports cars in the beautiful setting of that track. On one hill photographers set up tripods at strategic locations. At another corner they were grilling brats and selling Million Dollar beer. There was a Corvette corral. And yet another

location had some people smoking some funny smelling stuff.

While there were war riots in 58 cities that year, it was a wonderful weekend of great riding on curvy Wisconsin roads and memorable days in the sun. There was no notion of leaving motorcycles—ever. Except there was this unplanned break in continuity, just the first time without a motorcycle, courtesy of a free trip to somewhere I scarcely knew existed when I was that little guy lusting after the Cushman.

By the time I returned from Vietnam a lot had changed in the motorcycle world, but staying with motorcycles and the Bonneville was part of my world. In that short couple of years, the Japanese had left the Brits behind with the spectacular Honda CB750 and the Gold Wing. It was fun getting back in the saddle of my Triumph, but you could go down the road and shed parts. On one 200-mile ride I lost an air cleaner and a center stand. There were rumblings within me all the time about staying with that particular thing that I had wanted so much. That was a cool, cool bike but I left her for a 1971 Honda CB450.

By that time logic took a much larger role in my stay, stay or leave decisions. Honda quality had become unquestioned. The Gold Wing shattered all kinds of records, but I was still a "sporty bike" kind of guy. After a spirited summer of riding a Honda 450, I wanted something with a bit more horsepower and finesse, but the BMWs were still out of reach on price and still a bit stodgy. The toaster tank airheads were still over the horizon. In the interim came my super smooth Honda CB500-four. That put a sweet spot in my heart and I took my longest trip to date on it. In 1973 I did a 5,700-mile loop from Columbus, Ohio to Fallon, Nevada, down to Phoenix and back. My motorcycle horizons continued to expand and that bike gave me more reasons to stay the course.

After a new marriage, I decided that I was actually going to leave motorcycling based on some misplaced notion of "being responsible." That would be my second time without a bike, and it turned out to be only for a very brief six months. That decision was obviously completely flawed and I owned up to my mistake.

In December 1975 I bought my first of nine BMWs, a 1975 R75/6 and eventually put 100,000 miles on it. Put that into perspective: the BMW RA was only three years old then and now it's 51! By now all my major vacations have been on the BMW and I was lucky enough to have riding partners on the back and in tandem to enjoy it for 12 years. From that time forward I also stayed with BMWs and totally enjoyed all of them. I've lived in eight states. They automatically brought me great new friends, phenomenal places to go and see and the most enjoyable and important events of my life. I became a rally rat and started tent camping again for the first time since I was a Boy Scout. The BMW annual rallies were on the



top of my list. In 1987, I moved to Arizona, and I rode to the western rallies often. The Top O Rockies, 49er and Land of Enchantment were my favorites and many of the others have faded away. But the memories are vivid along with all the good riding and scenery that came with them.

Leave

Also fading away are my most affable riding buddies. Some have passed. Some have "had their last day in a tent." Some have just given up riding. The time is gone when I thought nothing of riding alone with no cell phone, no GPS, and no hotel reservations. Maybe some of the biggest changes in being on the road is distracted driving, the volume of traffic and high-profile vehicles that I can no longer see over. You know where this is going. The leaving part of things started to creep in. A half million miles with no accident is no small feat. COVID stressed my already dry eyes to the breaking point, so if there is any upside to that damned virus, perhaps it unwittingly gave me a message. You can't ride with your eyes closed.

The third segment of Trey Goudy's book logically progresses to leave, but it is very positive. The whole book is positive. It discusses these decisions in the context of turning to a new chapter with all the possibilities of opening new doors and discovering new things. Of course, I'm still trying to figure out what could be better than the euphoria of shifting a BMW through six gears and planting your butt into a curve like a roller-coaster ride. There are very few other things you can do that give you the experience of being one with your machine. When you're making those tires and that suspension work in a corner—there's nothing like it. A dozen guys in a professional road race are like fighter pilots in formation. I always dreamed about doing that too, but it'll have to wait until next time around. I did Tail of the Dragon but missed the Alps.

One of the decision factors in Goudy's book is: "have you had enough?" And the answer is: "No, I don't think I'll ever have enough of riding motorcycles." And yet, for only the third time in my life: I'm without a motorcycle (**NEED REASON**).

I highly recommend the book. It will help you through those difficult times of trading that beloved bike, for your next one—until there is no next one.

First photo (from the top): Need caption

Second photo: Veterans Day at Parker, Arizona in 2005

Third photo: Top O Rockies Rally in 2007

Fourth photo: Lake Roosevelt, Arizona in 2020

La Baja 2024 Challenge from SCMA Affiliate AMORAK - January



Felipe Salmán and Oscar Palacio in TFC23 Finish in Calgary

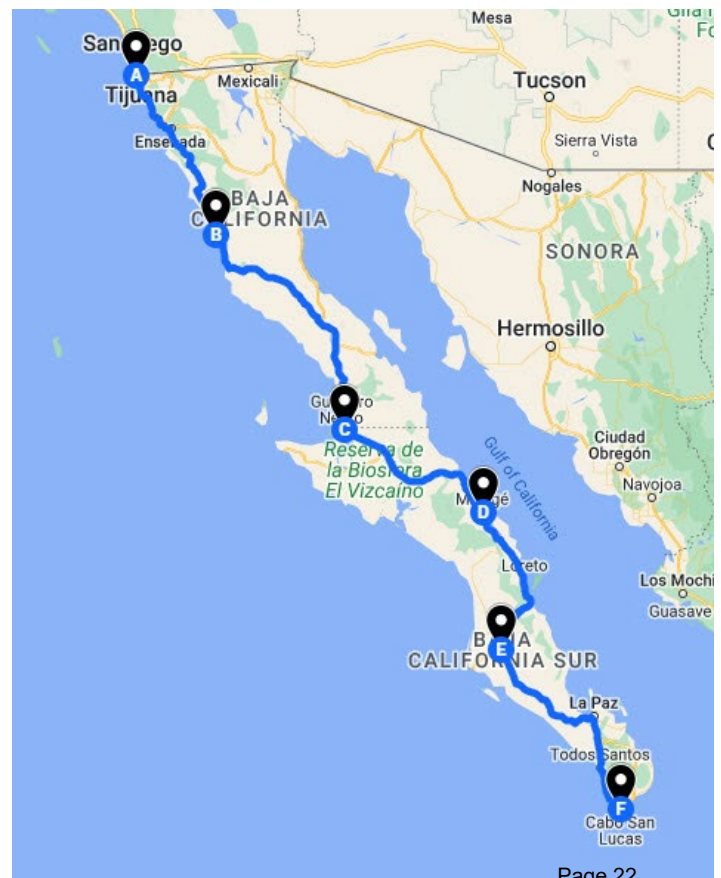
Editor's Note: This ride was created by our colleague Felipe Salmán who you may have met at the TFC this year. Felipe is from our affiliate distance riding group in Mexico AMORAK which translates to Association of Endurance and High Mileage Motorcyclists AC. I have known many people who always wanted to ride to the "tip of Baja." This is a chance to do just that.

<https://amorak.com.mx/reto-la-baja-2024/> Press the Google Translate to English when you first login.

La Baja 2024 – Where the Homeland Begins. 1,600 Kilometers in 24 hours

Do you like adventure and traveling long distances on your motorcycle? Would you like to test your skills as a motorcyclist while admiring all types of landscapes along with the most diverse ecosystems?

You are in the right place! since AMORAK together with **Moto Turismo in La Baja** and **Baja ADV Garage** invite you to come and take the challenge! and give free rein to your senses as you travel along one of the most demanding, enigmatic and world-famous roads while practicing endurance motorcycling in its purest state; Don't think twice and register so that you receive all the information about this event so that you can have fun and test yourself **LIKE THE GREATEST!**



Certification ride endorsed and organized by the Association of Endurance and High Mileage Motorcyclists AC (AMORAK) where Endurance Motorcycling is practiced and which will take place within the states of Baja California and Baja California Sur following a 100% dirt road route. asphalt roads with a length of just over **1,600 kilometers, with a limit of 24 hours** to travel it from start to finish. The route was developed by the experienced motorcyclist Felipe Salmán, which begins at the TIJUANA WHERE THE COUNTRY BEGINS sign located in the Friendship Park in Tijuana, Baja California and ends at the KM 0 sign located in the Amelia Wilkes Ceseña Park in Cabo San Lucas, Baja California Sur, but not before enjoying one of the most scenic roads such as Mexico Highway 1, enjoying its beautiful landscapes. and diverse ecosystems while you test your skills as a motorcyclist by riding its challenging roads full of countless curves and hypnotizing straights that take you to admire from the most impressive mountain landscapes to the most beautiful beaches without leaving aside the diversity of its deserts.

The day after finishing the certification ceremony of the **La Baja 2024 Challenge**, our friends from **Moto Turismo in La Baja** have prepared a tourist tour for us through some of the most emblematic points in southern Baja California where we can ride, be together and have fun on the 14th. and January 15, so don't forget to include your swimsuit to enjoy the beaches of this paradise state. The route will leave Cabo San Lucas and soon we will have all the information in this regard, keep an eye on our website and social networks.

Rocky Point Rally November 9-12, 2023

By Rodney Chew



photo from - <https://rockypoint360.com/event/rocky-point-rally/>

It's early November and it's that time again!!! It's the 23rd ANNUAL ROCKY POINT RALLY(RPR) in **Puerto Peñasco**, fondly known as **ROCKY POINT**, SONORA, MEXICO. It's time to head south of the border or to northern Sonora along the Sea of Cortez, depending on your journey's start.

Riders/Bikes of all kinds come to feel the hospitality and fun of a real Mexican Motorcycle Rally. Rocky Point rolls out the red carpet for riders as far as Canada and Southern Mexico and all parts of the world. While many would think the RPR is only cruisers you can't help but notice the number of Adventure bikes, Sport bikes, Super Street Bikes, Can Ams, Trikes and Sidecars in attendance. The people attending were just as diverse, from Cruiser Clubs (Hells Angels, Mongols), Christian Motorcycle Association, Women riders clubs, Adventure rider groups and Sport bike clubs.

Registration occurs at a number of locations, keeping the lines moving. It is estimated 9000+ riders participated this year. Activities occur all across Rocky Point at different times. The party moves around!! Activities are planned all across different venues during the three-day event. Planned activities include, Bike Parade, Stunt Bike Show (including burnouts), Pirate boat Ride (yes included in your registration) on the sea of Cortez, Bike Blessings (CMA), Poker Run, Bike contests, Vendors, and an endless stream of bands playing at different venues and hotels throughout Rocky Point. There is fun to be had everywhere throughout the three-day event. The town really comes out to makes this a grand event.



While on the way to RP I noticed a bike from Texas. It took a while to chase it down. As I got closer it was Mark Burdick, fearless leader of the SCMA. What a surprise!! Just kidding. Mark rode out to Scottsdale and we planned to ride down together. The ride was easy and the border crossing uneventful as normal. We met up with Oscar Palacio, one of the event sponsors and the SCMA Mexican Representative. As always, it was a great time hanging out with him and his family. While there, Oscar introduced us to many companies and moto

clubs that have offered to help us with the 47th Three Flags Classic. Tijuana, Baja California North, Mexico, poses some navigation challenges for people riding into town. These contacts will help make the 47th Three Flags Classic a much easier event for all the riders.



Rodney Chew and Mark Burdick

You may have heard of the Rocky Point Rally and may have thought it's just like any other rally. I would say you're wrong. It is a unique experience with a vast variety of participants and culture. The rally was well controlled and did not have the typical crazy drivers and drunken behavior. Everyone was well mannered and great fun. Everyone had a SAFE GOOD TIME!!



The rally also contributes to a number local charities to help under-privileged children, the elderly and other charitable causes. Even the local dog rescue organization was present with some of the cutest faces you could imagine. Do you think they could understand English? (They do). They understand a kind hand and friendly face. I would have taken them all home if I could.

Returning to the US was easy. A lane was designated for bikes, making crossing easy. I managed to make the crossing hard by running outta gas 350 yards from the border. Yes, there were plenty of opportunities to get gas, but I didn't. I managed to scrounge up a siphon hose and container from a street vendor. After my first attempt at sucking on the hose and nearly throwing up, I was relieved when fearless leader took command and got me some gas from his BMW GSA (8 gal tank).

I can only say you missed out on a GREAT EVENT and should consider marking your calendar for next year's Rocky Point Rally!!



Editor's Note: I found this video that provides a narrated overview of the rally. I am looking past the title and clickbait cover photo. It's funny it starts at the Playa Bonita Resort in Puerto Peñasco where we have been for the 3TFC.

<https://www.youtube.com/watch?v=OWPMPAV12-E>

One Rider's Mis-Adventure on the 2023 Three Flags

By Bill Wilson – 2023 California Triple Crown Finisher

Editor's Note: Bill Wilson just completed the California Triple Crown rides this year: Missions, National Parks and Roads. You can see some pictures from some of Bill's many stops this year in the August newsletter issue. If you view the current newsletter in a browser instead of in the email, you can Press the button in the top left that says Past Issues. In every newsletter you can view all the lists of names of people who attempted and finished the rides section the News from the Premiere Tours section of the newsletter. He shares a great story about what can happen on ride.



Bill Wilson with the Bike Loaded for Another Trip No Box Yet

I left home in Camarillo, California on Wednesday morning and headed to Beaumont, just off Interstate 10 by Palm Springs to meet up with Nathan Close and ride to Ajo, Arizona for the night and down to Mexico on Thursday morning.

All was good as I lead the way for several hours of triple digit temperatures. At a fuel stop in Arizona, I suggested Nathan lead, so off we went again. When we got to the next fuel stop, I discovered my new top box and rear rack was missing. We doubled back to search for it with no luck.

Realizing the box had not only my laptop, but my passport inside, the Three Flags was not possible. In Ajo, Nathan and I parted company since we were staying in different hotels. While I was getting dressed Thursday morning for another day of triple digit temperatures on my ride home, my phone rang. Turns out it was a long-haul truck driver who found my box with everything still inside. He was at a truck stop off Interstate 10 about 100 miles east.

I jumped on my bike and headed out to meet him. After about 30 miles, I got a rear blow out on a tire with less than 2,000 miles on it. While sitting by the side of the highway in the Arizona heat for about an hour waiting for the Auto Club, two men in a pickup towing a trailer stopped and offered me a lift to a motorcycle dealer. Turns out there was a dealer not too far that had a tire for my bike. A few hours later, I was ready to hit the road. The trucker had to hit the road, but advised he would leave my box with the cashier at the truck stop.



Blowout!

At my next fuel stop, I checked my phone and found a text from the trucker advising that the cashier would not let him leave my box, so he still had it with him heading to Texas. I talked with the trucker and asked if he could UPS the box to my home. He found a UPS store and I was able give the lady my credit card information and address so she

could ship the box. It was now late Thursday afternoon, so I got a hotel to cool down and get some sleep. I would ride home Friday making it day three of triple digit temps and long hours in the saddle.

When my box arrived Saturday afternoon, I reflected on my misadventure. Although I was unable to ride the Three Flags, I knew I was one blessed old man. What could have been a disaster turned out to be three days of good fortune I will never forget. Not only did the trucker go above and beyond, so did the two men who towed me to the dealer for a new tire and the lady at the UPS store for packing and shipping my box. There are good people in the world and I will do my best to "pay it forward."



Box Back on the Bike

2023 CALIFORNIA ADVENTURES SERIES UPDATE

- November 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



CONGRATULATIONS !

William Wilson

2023 CAS – TRIPLE CROWN FINISHER
Missions, Parks & Roads

Dick Wolff

2023 CAS – ROAD CHALLENGE FINISHER

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

FINISHERS in Blue

Missions Tour:

- | | | |
|-------------------------------|------------------|-----------|
| 1. Shareef Assadiq * | Boerme | TX |
| 2. John Parker | Fallbrook | CA |
| 3. Robert Govier * | Santa Ana | CA |
| 4. William Wilson * | Camarillo | CA |
| 5. Kenneth Trass | Bowie | MD |
| 6. Dick 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. Dick 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. Dick 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 |

November UPDATE:

Series 'A' Roads Closed;

CA-33 – Landslide, CA-190 - Landslide

Series 'B' Roads Closed - NONE

Series 'C' Roads Closed;

Nac/Fer - Landslide, CA-155 – Landslide

Series 'D' Roads Closed;

CA-1 - Landslide

Roads: PTR/IVR 'marked closed' BUT one can make it.

Parks:

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

Missions:

San Miguel Mission – Gift Shop Closed, stamp at Parish Office

Les Gullery

2023 California Adventure Series

Chairman

Statistics

California Adventures Series Summary Lists

The California Missions:

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

The California National Parks

1. Cabrillo National Monument
2. Channel Islands National Park
3. Death Valley National Park
4. Devil's Postpone National Monument
5. Santa Rosa and San Jacinto Mountains National Monument
6. Fort Point National Historic Site
7. Golden Gate National Recreation Area
8. John Muir National Historic Site
9. Joshua Tree National Park
10. Kings Canyon National Park
11. Lassen Volcanic National Park
12. Lava Beds National Park
13. Manzanar National Historic Site
14. Mojave National Preserve
15. Pinnacles National Park

16. Point Reyes National Seashore
17. Redwood National and State Parks
18. Rosie the Riveter WWII Home Front National Historic Park
19. San Francisco Maritime National Historic Park
20. Santa Monica Mountains National Recreation Area
21. Sequoia National Park
22. Whiskeytown National Recreation Area
23. Yosemite National Park
24. César Chávez National Monument

California Best 15 Roads

Series A

Northern California:

CA-3 Weaverville to Yreka.

CA-108 Sonora to Junction of CA-395.

CA-120 Junction of CA-108 to Benton.

CA-139 Susanville to Adin.

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

Central California:

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

CA-190 Porterville to Kernville.

CA-198 Coalinga to San Lucas.

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

Caliente Bodfish Rd. Caliente to Lake Isabella.

Southern California:

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

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

CA-74 Hemet to Palm Desert.

CA-76 Oceanside to Lake Henshaw.

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

Series B

Northern California:

CA-4 Angels Camp to Markleeville.

CA-70 Oroville to Quincy.

CA-299 Redding to Arcata.

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

Mattole Rd. Ferndale thru Petrolia & Honeydew to Redcrest.

Central California:

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

CA-168 Big Pine to Junction of CA-266.

CA-178 Junction of CA-14 to Bakersfield.

Santa Rosa Creek – Old Creek Rds. Cambria to Cayucos.

Vineyard Canyon Rd. San Miguel to Parkfield.

Southern California:

CA-38 Redlands to Big Bear Lake.

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

Series C

Northern California:

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

Central California:

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

Southern California:

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

Series D

Northern California:

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

Central California:

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

Southern California:

CA-154 “San Marcos Pass” Santa Barbara to US-101.
CA-150 “Casitas Pass” Santa Paula to US-101.
Amboy/Kelbaker Rd. Twentynine Palms to Baker.
CA-79 Temecula to Santa Isabel.
S22 “Montezuma-Borrego Hwy/Borrego Saltón Seaway” Hwy 2 to CA-86

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

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

2023 Registrants of the GLCTT

- New registrants
- Finishers

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
12. **John Barrow**, Granite Bay, California
13. **Ian Fergusson**, Carriere, Mississippi



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

2023 Great Lakes Cabot Trail Tour Checkpoints

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

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

Three Flags Classic (3FC) Report - November 2023

As we're approaching the end of the year, we review the things that we did that went well and things that could be improved for the upcoming year.

We're very happy with the results of the 46th 3FC riders survey you took the time to complete thoughtfully. There were several good suggestions on small improvements we should incorporate to make the ride better. One change we made was to add a "rest and recovery" day to the start and your feedback was overwhelmingly positive and encouraged us to make it a regular part of the tour. The other change was the pickup of the "swag" in Peoria. Again, most people supported this change as they understood the positive impact of not having TFC volunteers haul everything to Mexico while making the check-in smooth, quick, and easy. A few of you commented that parts of the event weren't the same as they had been in the past. We do endeavor to try new things, new roads, new checkpoints, to make sure that the 3FC is different and unique yearly. We never want the 3FC to be the same year after year, that would be boring.



This year, we opened registration for the 2024 47th Three Flags Classic right after the completion of the 46th Finish Banquet in Calgary. We have a strong turnout already and expect the trend will continue through the first half of the year. We will start processing the registration fee transaction in early January.

We did get an early start to the route planning and it's almost in final format. You've already heard that this year we will start in Harrison Hot Springs, BC and finish in Tijuana, Baja. Our checkpoints will be in Hood River, Oregon, Mt. Shasta, California, and Lone Pine, California. The route has great roads, with optional sections for those looking for more demanding rides. We will include a "treasure hunt" and continue with the best photos and videos competition with rewards.

We're focused on the last leg of the ride into Tijuana. We're evaluating several direct, highway routes across the border traveling west to the hotel that is located east of the city center. None of these options will require you to exit the highways to surface streets. The same planning exercise goes for the return options back to the US. There will be no reason, whatsoever, for you to venture to the areas of Tijuana where you shouldn't be. Our hotel is one of the safest in Tijuana and has a protected parking garage that we will use. We have stayed at this hotel before and it's very nice. We're also in discussions with organizations who might provide us escort services to groups of riders wanting to ride together to/from the hotel to the border. Don't let the fear mongers discourage you from riding this year's 3FC - you will regret missing it; it's going to be a fantastic Three Flags Classic.



I will be sending out the first of the monthly Registered Riders Instructions early in December with the information you will need for planning your ride. The RRI was a very popular change we implemented last year. Each monthly report is cumulative so you don't have to dig around to find all the information you need. We will continue to promote the 47th 3FC in our newsletters, website, and Facebook page but all the juicy details you need will only be found in the RRI.

Please consider bringing a new rider or two with you this year. We had many first timers last year who came up to me and told me they had a great time (in spite of a little rain now and then) and would return to ride 47th.

I hope to see you in Harrison Hot Springs on Wednesday, August 28th!

Mark Burdick
2024 47th Three Flags Classic Chair
Chairman, Southern California Motorcycling Association

USA Four Corners Tour Update – November 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>

Woo Hoo!

THE FINISHER PLAQUES HAVE BEEN ORDERED AND SHOULD BE MAILED BEFORE CHRISTMAS.

NOTES

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.

2023 Registrants

Finishers are in blue

RIDER #	First Name	Last Name	City & State	True X	Reg	Order
1	Shareef	Assadiq	Boerne, TX	X		KLSLMLB
2	BJ	Hallquist	New Bern, NC	X		KLBLSLM
3	Carl	Harris	Hopewell, VA			BSKM
4	Anthony	Campbell	Kenduskeag, ME		X	MBSK
5	Dean	Aukes	Sherman, TX		X	SBMK
6	Gary	Ballou	Gahanna, OH		X	BSKM
7	Harry	Knerr	Blandon, PA	X		KLBLSLM
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		X	SBMK
16	Melisha	Cilien	Lakeland, FL			



17	Gary	McDowell	Manchester, GA			
18	Ansel	Whatley	Cataula, GA			
19	Kim	Mack	Terrell, TX	X		KLSLMLB
20	Robert	Barker	Hampden, ME		X	MBSK
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		X	BSKM
26	Don	Later	Burlington, WI			
27	Paul	Whelan	St. Augustine, FL			
28	Jack	Winternheimer	Evansville, IN		X	BSKM
29	Randy	Lepper	Webb City, MO		X	MBSK
30	Michael W.	Robson	Anmore, BC Canada		X	BSKM
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		X	KMBS
35	Dean	Seigrist	Santa Maria, CA			
36	Ron	Carreira	Springvale, ME		X	MKSB
37	Thomas	Franks	Farmington, NM			
38	Charlie	Wojcik	Fairfax, VA		X	KSBM
39	Charles	Lamb	N Prince George, VA			
40	Bill	Waller	Louisville, KY		X	BSKM
41	Paul	Smeal	Mechanicsburg, PA.	X		MLBLSLK
42	Cynthia	Black	Billings, MT		X	BSKM
43	Steven	Thillen	Ellerslie, GA			
44	Sandra K.	Sack	Lewistown, MT		X	BSKM
45	Stephen	Ryan	Pinehurst, NC		X	KSBM
46	Jeanne	Stone	Cheyenne, WY		X	BSKM
47x10	Chuck	Marble	Lauderdale, MS			
57	Chad	Jordan	Rockford, MN			
58	Charles	Sweatman	Spring Hill, FL			
59	Dorothy	Bradley	Anderson, NC		X	SBMK
60	Dave	Bennett	Cherry Valley, IL	X		MLBLKLS
61	Bryan	Klein	Bangor, PA		X	MBSK
62	Kline	Price	Superior, CO		X	BSMK
63	Charlie	Aprahamian	Dracut, MA			
64	James	Helms	Jacksonville, FL		X	MBSK
65	Cory	Vrolijk	Mosinee, WI		X	MBSK
66	Erick	Caldwell	Charlotte, NC			
67	Edwin	Clark	Lady Lake, FL		X	KMBS
68	Carl	Swanson	Swatara, MN			
69	James A.	Swanson	Swatara, MN			
70	Nancy	Harris	Milpitas, CA	X		BLMLKLS
71	Charles	Harris	Milpitas, CA	X		BLMLKLS

2022 Registrants in Their 2nd Year

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

Registered in 2020 before Covid

First Name	Last Name	City & State	True X	Reg	Order
Dudley	Carver	Ozark, AL		X	KSBM

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

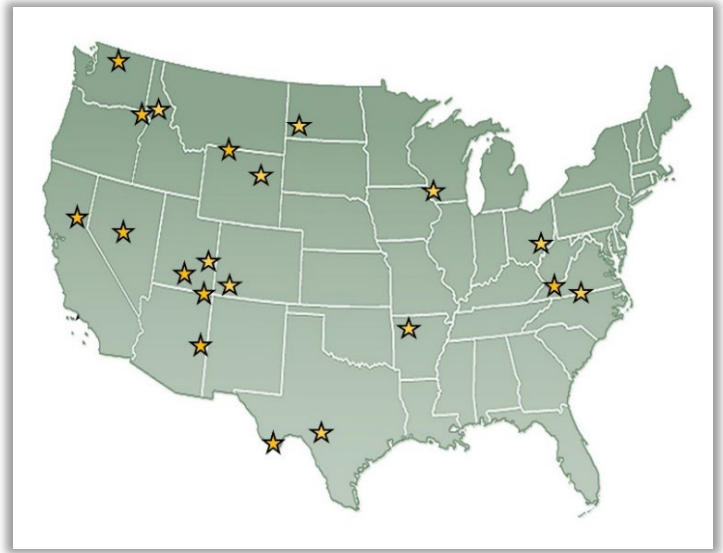
[Also visit our USA Four Corners Tour™ Facebook page.](#)

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

2023 Registrants of the B15

- Finishers

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 México
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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