



SCMA NEWSLETTER

Founded 1968

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Questions? Contact a director directly.

Notes from the SCMA Chairman – February 2024



2024

Valentine's Day is here and I hope you remembered your significant other and bought some nice bling and upgrades for the 2024 riding season. I also hope you did the same for your spouse!

There is great demand for all tickets this early in the year, especially the 47th Three Flags Classic. Many of you preregistered in the fall and have gone back in and purchased your tickets. If you haven't, please do so. Riders who purchase tickets will receive the Registered Riders Instructions (RRI) that contain all the details you need to book your rooms, review the route, and plan your ride. The RRI is updated monthly and is cumulative so you don't have to dig around in your inbox or on the website to have the current information in your hands.

Many of you have or will soon have your ride finisher's awards for 2023. We have ordered the trophies for the Triple Crown winners also. This should go out early next month. Since we added the Great Lakes Cabot Trail, no one has earned the coveted SCMA Grand Slam award. This is a tough achievement to accomplish as you have to complete ALL the SCMA rides in one year. I am thrilled to announce we have several of our members attempting this challenge for the first time this year. I hope to see a few more do the same.

Last year we retired our old website that had many issues and was unworkable. We made great improvements with the current system and we have received good feedback from you and thoughtful suggestions on further improvements and capabilities. We will start on the next version in the spring, incorporating our internal needs and your suggestions.

We've had many requests and internal discussions about producing SCMA bling for you to purchase. Please remember we don't operate a gift shop run by SCMA staff - we don't have any staff! We typically only order enough bling for riders who sign up for the rides. We don't have a way to store extra bling for potential sales or want to raise the cost of the rides to cover extra stock. We could add a 3rd party vendor section to our site who could fulfill small orders for bling and ship directly to you. Please be on the lookout for a SurveyMonkey email soliciting the member's interest in doing so.

We are a small organization operated by a few folks who love SCMA and our rides and want to keep us operating to support our members.

The best way to grow our organization is to tell your friends to join us on our rides. In the end, they will be glad you did!

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

Trip to Tijuana – February 2024

By Rodney Chew

Sunday, January 21, 2024

I am on my way to Tijuana, Baja California Norte (North), Mexico. This will be the first time that I am **walking** across to Tijuana. I flew this morning from Phoenix, Arizona and will meet Mark Burdick, Chairman SCMA at the San Diego airport. Mark flew in from Houston, Texas. From there we will meet Karen Butterfield, SCMA Marketing Communications/Newsletter and Three Flags Classic (3FC) Committee member. Our mission is to establish the Finish venue and routing requirements for the 47th Annual Three Flags Classic.

I've never walked across the border and admit I have some reservations on how to do this without long delays. My reservations were soon relieved and I was pleasantly surprised how easy and safe it was. You have to remember over the 47 years of Three Flags Classic Tijuana was used many times. Most importantly the 1st 3FC started in Tijuana. Interestingly many 3FC enthusiasts fondly remember Tijuana as a fun Start/Finish venue.



Street Art in Tijuana

In the last 15 years we have been told that Tijuana is dangerous. We are more determined to get a feel for the city, and what the SCMA and the 3FC could expect in Tijuana.

Tijuana is a large city of 7.1 million people. Like all big cities Tijuana has a vibrant population of people that in recent years has become recognized for wonderful food culture, beautiful pacific seashore, a strong economy, art, and a very productive population. It also supports strong sports clubs and sporting activities. A thriving industrial complex exists supporting US car makers, tech and manufacturing companies. All of those attributes provide a thriving economy for Mexican and US commercial interests. All major US chain restaurants are there including IHOP, TGI Fridays, KFC, a ton of pizza places, fast food, etc. Like any large city it also has its challenges, crime and social challenges of the poor and less fortunate.

The 24 hour/7day a week San Ysidro border crossing is the busiest in the Western Hemisphere. There are numerous crossing areas within the Tijuana border complex. Local knowledge and online websites help you select the best border crossing location/times to avoid long, long delays. The San Ysidro crossing will be the easiest way to get to the hotel and doable on a rainy Sunday morning.

We have taken a shuttle from the San Diego airport to the eastern most pedestrian crossing to Mexico. The journey was easy and the walk across the border was uneventful. Many people were carrying a lot of goods across the border. They were being asked for receipts and the documentation. We walked through without being stopped for any reason. On the Tijuana side we easily hailed a taxi and the taxi driver knew exactly where to take us, The Grand Hotel Tijuana. The ride was \$15 for the three of us. Total cost for shuttle and taxi, \$60.

The famous Tijuana traffic lived up to its reputation, busy, busy. The traffic moves fast and has its own rhythm. Reading street signs while following maps or GPS might feel hectic at times. The taxi driver got us there in 15 minutes.

The Grand Hotel is still one of the oldest landmark hotels in Tijuana. It can be seen from most areas of town. Don't let this hotel's age make you think it's not a wonderful modern hotel. The check-in process was super easy! There are no language barriers and the venue is beautiful inside. Karen and Mark will be commenting on the venue and amenities. It is a perfect venue for the Three Flags Finish this year.



The Grand Hotel Tijuana – Street View of the Signs

Once we settled down at the hotel, we met with Oscar Palacio Soto, our SCMA Mexican Representative and Great Friend. We spent some time looking around Tijuana. The people were always friendly and willing to assist if you needed information. We visited the old part of town, where many pictures of 3FC riders were taken in past events. Within walking distance from the hotel was a beautiful mall facility with a number of beautiful shops and restaurants. Additionally, with short taxi ride there were many Mexican steakhouses with wonderful meals, an experience that should be had by all. If you're looking for something more familiar IHOP, Domino's Pizza, RoundTable and other familiar names could be found.

The Grand Hotel turns out to be a perfect venue for the finish. It has a perfect setup with protected underground parking, beautiful nicely priced rooms, meeting facilities and restaurants. With plenty of places to relax it will be a very comfortable finish location. All the staff was courteous and helpful. (See the article about the Grant Hotel for details and pictures).

Oscar made arrangements for us to meet with the Tijuana city officials to make contact and explain the 3TC event, and mention our mutual goals for a successful event. We met with the Assistant Mayor, Public Works Manager, Traffic control people, and a Police liaison. The city officials were all familiar with the SCMA and the Three Flags History from reviewing our website. They were all impressed by the concept and understood that the SCMA is only three years away from celebrating the 50th year of the Three Flags Classic. The city officials understood the biggest challenge for us is to get everyone to the finish hotel quickly and efficiently. A city person was assigned for us to interface our event needs. We were promised assistance with all our needs, border crossing and transit into/out of the city. We could not have asked for more assistance from a large city government. The people were gracious and genuinely interested in the success of our event.

We also met Marco Salgado a local motorcycle enthusiast with his own shop called Baja ADV Garage in Tijuana. He has many connections to local motorcycle clubs in Tijuana. We visited his shop and got a tour of his facility. We learned that the shop could handle moto maintenance as needed for riders coming to Tijuana. It is located in the upper left corner of Baja near the coast and the border at what Marco calls KM 0, the Start of Baja. (See the article on the shop and the one on the Baja Challenge that started from here).



Baja ADV Garage – KM 0 The Start of Baja

Returning to the USA was just as easy as arrival. Most people in Tijuana are aware of best times to cross the border. We crossed in the morning. It took about an hour to get through the line. Most of the time was spent waiting at United States passport control. Once back in the US we took a taxi to the San Diego airport and made our way home.

Our trip to Tijuana was a success. We learned about traveling to/from Tijuana. Many folks have expressed interest in being at the finish for the 47th. We know how that will work. We arranged the finish hotel, we met with the city officials. They will help us with transit all the way from the border to the hotel. We met with a local motorcycle event organizer that will help us with the finish and discovered how much of a great experience Tijuana is. Many comments don't speak favorably of Tijuana. They are wrong. I will be excited to visit Tijuana again and certainly will enjoy it at the finish of the 47th 3FC. A Big thank you to Oscar Palacio for being such a great resource and friend to the SCMA. He works tirelessly at helping us make the 3FC a GREAT EVENT.

We look forward to seeing you all at the 2024, 47th Annual Three Flags Classic!!



Checking Out the Proposed 2024 Three Flags Classic Finish Hotel The Grand Hotel Tijuana, Mexico

By Karen Butterfield



This year the Three Flags Classic (TFC) is planned to finish in Tijuana, Mexico. The objectives last month were to cross the border, visit The Grand Hotel in Tijuana and meet some additional people we thought could help us with the Finish and the Banquet. Mark Burdick - SCMA and TFC Chairman, Rodney Chew - Vice Chairman of the SCMA and TFC, Oscar Palacio Soto - SCMA Mexico Liaison and I did all that in a few days in January. It looks like the hotel and all the people we met will be able to enhance the whole experience this year.

Mark and Rodney flew into my city, San Diego, on a Sunday morning. I got dropped off at the airport where we all took a shuttle to the border, walked across the border, and took a taxi to The Grand Hotel. I was in the front seat of the taxi so I could get a look at the route to the hotel and take some pictures. On a Sunday morning it was easy to cross the border via the east pedestrian crossing at the San Ysidro complex which is closest to the airport.

We will be working directly with the local authorities to determine the best border crossing to recommend riders use to enter Tijuana on Labor Day 9/2/24 and for or leaving Tijuana after the holiday. We will likely have a number one recommendation and a number two choice. The final choices will be determined based on construction projects in September, the recent crossing times plus what changes are expected due to the holiday. A lot of factors will be considered to determine which border will be able to provide the fastest crossing. We will create and share detailed turn by turn/sign by sign/landmark by landmark instructions for the recommended border crossings into and out of Tijuana.

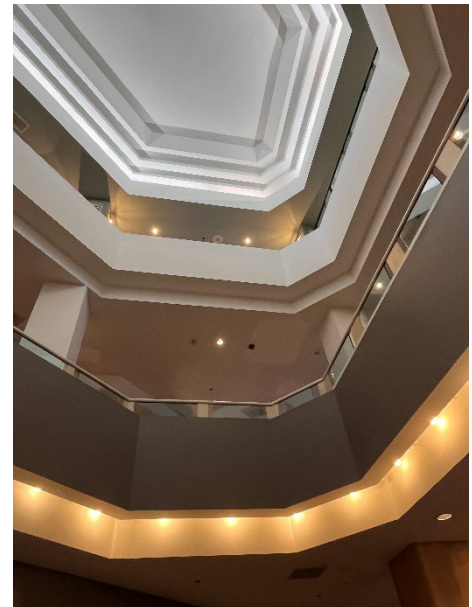


The Grand Hotel in Tijuana is one of the largest hotels in Tijuana. It's iconic in the city skyline. It's nicely suitable for the Three Flags Classic event with a Ballroom that can accommodate about 200 people for dinner. This hotel is beautiful from top to bottom and everything in between. <https://grandhoteltj.com.mx/> The Three Flags Classic has been here before. The hotel is a beloved landmark and it is cared for as one. Most everyone I met spoke English and all of the people were exceptionally friendly and helpful.

You can see the towers before you arrive to the block. Just like arriving at any other nice hotel in a big city you will simply turn into the garage and take the elevator to the lobby. We will have signs on the street showing the stoplight where to turn into the hotel garage in addition to the detailed instructions provided to riders before the event.



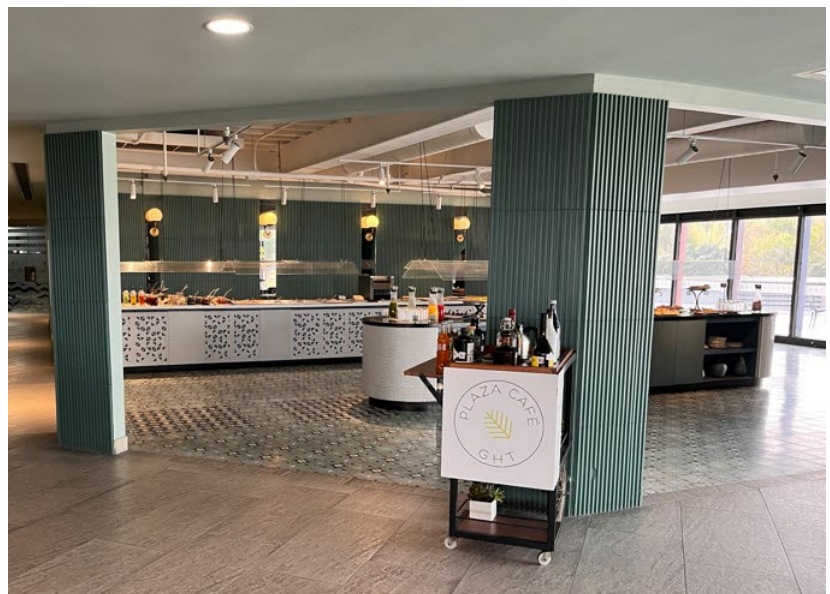
The registration check-in process for us was simple. There is a small bar in the lobby which is convenient for drinks and for purchasing water bottles. There is also a fine dining restaurant in the center of the lobby and a casino just beyond the registration desk to the right of the entrances. In a tower hotel like this, the lobby is usually small and focused, and there is always another floor or two where food is served with tables and chairs inside and outside.



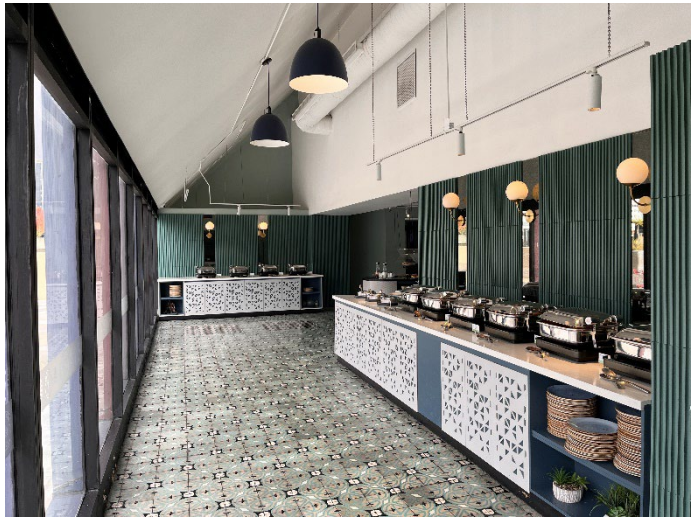
People who are waiting for a short time to go somewhere are the folks in the lobby, like the Mexicana Airlines crews we met coming and going. It was cold and rainy, so it was cool in the lobby for the short times we spent waiting to meet up.

It's a few steps from the garage elevators into the lobby to turn left for the short hallway to the ballroom where the Finish Check-in and the Banquet are planned. Directly opposite the garage elevators are four elevators for the tower of rooms. There was no waiting for elevators. We had to get proficient at holding our room cards to the reader before pressing the floor we wanted, and we did.

The Plaza Level is the regular restaurant setting with food buffets and a bar. There were two buffets on Sunday. We had an amazing lunch on Sunday with many hot entrees of beef, chicken, pork, fish and vegetables and fruit. There were plenty of salads and a table or two dedicated to desserts. There is also a menu to order from, but we found the buffet was best way to go. The following morning, I found the person where I could order eggs done any way I wanted them, or omelettes, pancakes, or waffles.



Café on the Plaza Level

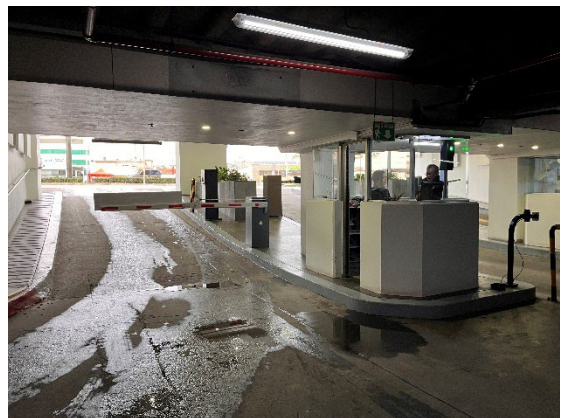
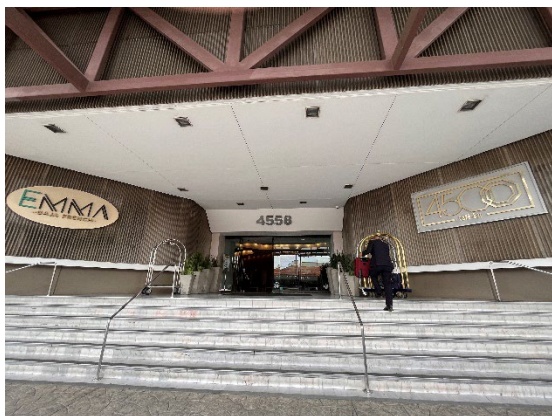




The Grand Hotel Tijuana is located in front of a golf course on the wide boulevard Agua Caliente. I was in a room on the 25th floor with a view of the golf course. My room was very comfortable. We took a walk outside on the Plaza Level to see the pool and saw the 360-degree view of the cityscape from above the city streets.



Here is my list of security measures I noticed in The Grand Hotel. The garage entrances and garage elevators are monitored. To get to the front door first you need to go up a stairway. The front door has multiple doormen. As you know, front door attendants are NOT just for luggage. They are first level security for a hotel lobby. The elevators require a room key to ascend. The entrance to the Casino is monitored outside the building and inside the lobby. There are cameras where there should be cameras. I noticed police cars all over town.



We looked at the Ballroom for size and shape, and for where to put the bars and buffet tables. We were able to envision our usual needs in the comfortably sized and nicely decorated Ballroom. We were able to make 1st and 2nd choices on menu options with variety to prepare for reviewing the contract. The staff assigned were exceptional. The Ballroom was a nice shape with plenty of room for a fun celebratory Finish banquet.



Rodney, Mark, Tomas, Oscar in the Banquet Room



We met two people from the motorcycling community in Baja who are contacts from our friends at AMORAK, our affiliate group in Mexico. We will need volunteers at the Finish Check-in. They will also be able to provide bike services for those who need something. See the other articles in this issue to hear more about them.

The four of us also met with a room full of department heads and assistants from the “mayor” level local authorities to let them know about the event and ask for their help. See the article and photos from that day in this issue of the newsletter.

Enjoy these photos and links for a look at the hotel. It was cool and rainy when we were there. The TFC experience will be different with warm weather that will hopefully be clear.

Hope to see you there.

Karen Butterfield
SCMA Director Marketing and Communications
TFC Committee Member

La Baja Challenge Experience in January 2024 With Comments from SCMA's Clint Chard

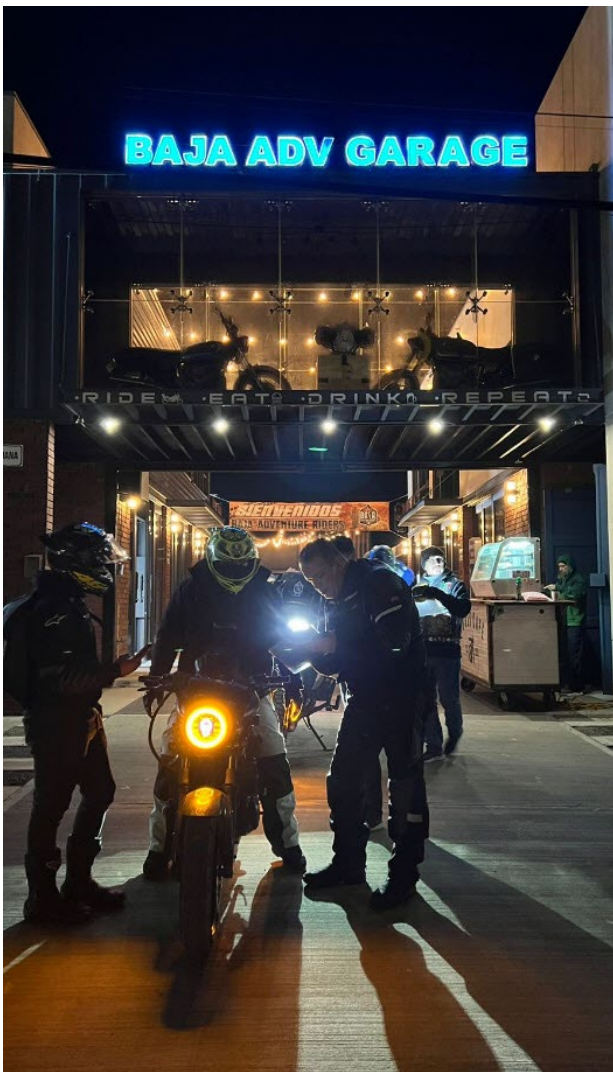
By Karen Butterfield

The "La Baja Challenge" ride of 1600 KM / 1000 MI in 24 hours from Tijuana to Cabo San Lucas down Route 1 in Mexico ran on Friday and Saturday, January 12 and 13, 2024. There were activities from January 11 through January 15. The detailed itinerary with locations is on the last page of this article.

You can see from the map below the ride started from the upper left corner of Baja California. The Baja ADV Garage belonging to Marco Salgado hosted the Start, the preparation before the ride and the certified take off before dawn. There are many videos on Facebook that captured the excitement and the fun. I remember the days of 1000 MI Bun Burner and 1500 MI Bun Burner Gold rides in 24 hours my group used to run many years ago. There is nothing like this type of event. This one video captures the precision of logging each rider out on the ride and the other riders waiting their turn.

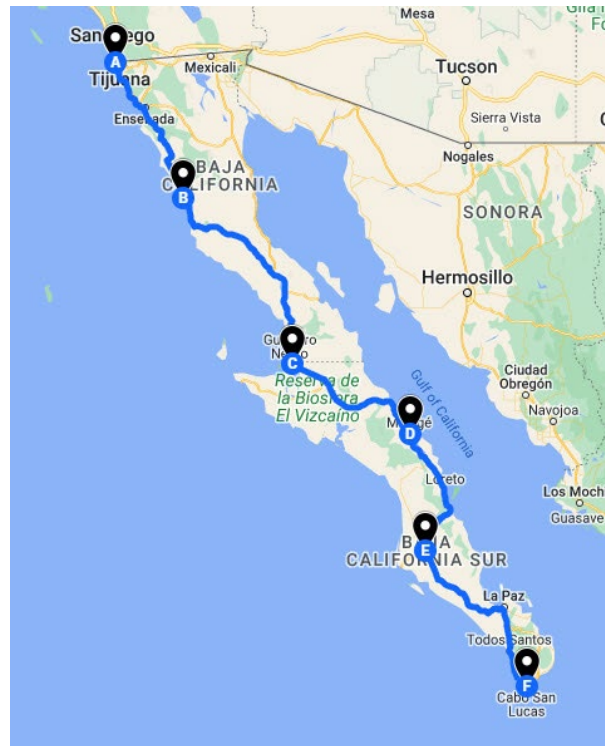
<https://www.facebook.com/100089732161912/videos/pcb.343690418632028/366929845965606>

You can see some of the action from the photos on the next pages too. See the article in this newsletter that explains more about the Baja ADV Garage.



Felipe Salman Recording the Rider Starts from the Baja ADV Garage

Two riders from the SCMA, Clint Chard from Canada and Dave Burkel Jr rode the event. There was a group of people from Arizona. There were many people speaking English and a friendly environment. Many or most of the bikes were adventure bikes but definitely not all of them. The road surfaces will be a factor when covering that many miles in Baja, avoiding potholes is an acquired skill but not always possible. Bigger front wheels and more suspension are helpful.



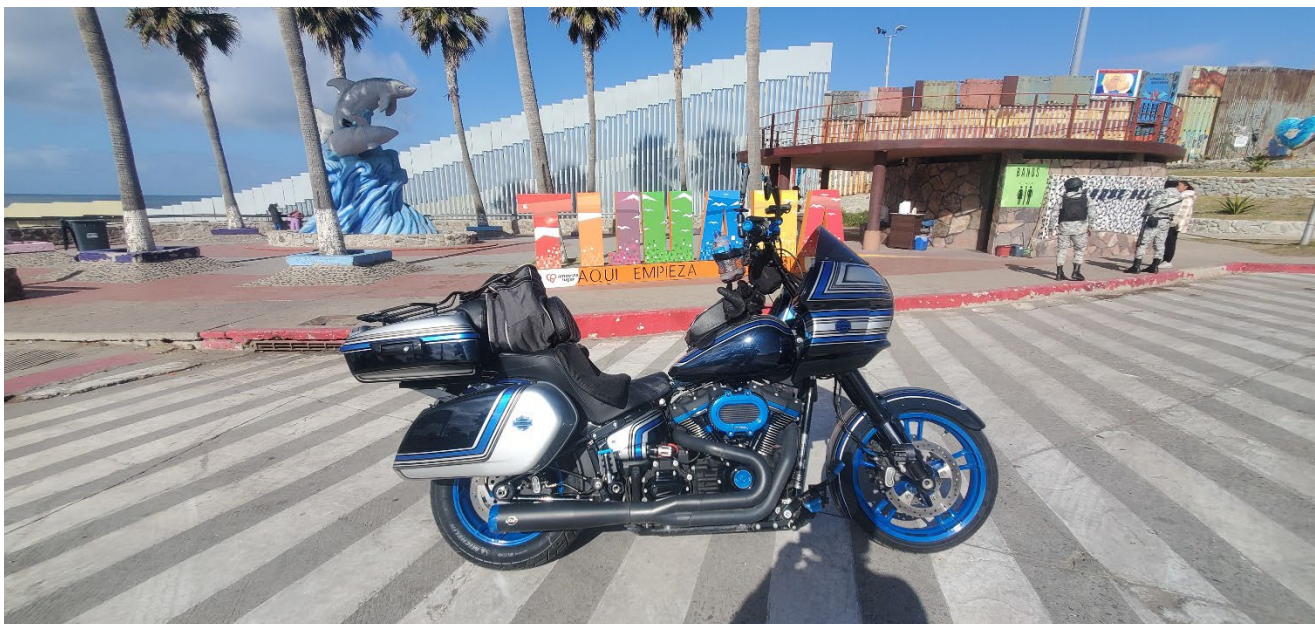
The "La Baja Challenge" Ride Route



The “La Baja Challenge” Start at Baja ADV Garage



The “La Baja Challenge” Start at Baja ADV Garage



The First Stop at Letras de Tijuana – Clint Chard’s 2020 HD Sport Glide

From Clinton Chard:

I had a great time, my bike and gear not so much. The potholes and speed bumps were hard on my 2020 Sport Glide. I left at four o'clock in the morning, and south of Ensenada a pothole broke the phone mount. In the process, I lost new insta 360 camera and gear. But the ride was very enjoyable by myself. It was nineteen and a half hours, arriving at twelve-thirty in the morning. The camaraderie was great. Everybody was very friendly. I felt at home even though I don't speak the language. I had never been to Cabo San Lucas before. I met some people from Arizona and rode back with them to Mexicali.

While crossing from Mexicali to Tijuana due to the potholes and speed bumps the brackets broke on front fender and caused it to jam into the front wheel. I'm fine never got hurt. The ride is a very enjoyable experience with outstanding scenery. I'm looking forward to doing it again next year. The bike is at Mountain View Harley Davidson in Chilliwack, Canada for repairs.



Clint Chard with Arizona Riders



Left to Right: Alan Otto, Dave Burkel (SCMA), Marc Beaulac

I'm in the process of getting a Pan America Special to take to Mexico later in February for the Reto Sonora ride. I have a Four Corners True X, a Great Lakes Cabot Trail Tour and a Three Flags Classic challenge planned so far for this year. I am sure there are lots of riders in the SCMA that would enjoy this ride.

The Finish ceremony was held at The King Club Restaurant Bar. All the finishers were introduced and presented with a certificate declaring the completion of the endurance event. The personal recognition of meeting the challenge with the drinks and snacks puts the cherry on top of a memorable experience.

I watched enough of the videos to see this was a special event partly due to the size being a group where you could at least say hello to each person. It was also rare due to the time challenge and unfamiliar roads and conditions. It's a great recommendation to say, "I look forward to next year." We always like to hear that on the Three Flags and all the other SCMA rides too.



AT THE FINISH CEREMONY

Left to Right in Back: Carlos Ojeda - Chandler, Arizona, Clint Chard – Grand Forks, BC, Canada, Chandler Pappas - Phoenix, Arizona, David Burkel Jr – North Dakota/Phoenix in winter
Left to Right in Front – Sam Schippers – Goodyear, Arizona, Marc Beaulac – Gilbert, Arizona, Ludi Steyl from South Africa living in Avondale, Arizona

Here are the details from the whole event to get an idea of how went for your 2025 planning.

Mechanics

The aim is to complete the distance of at least **1600 kilometers in no more than 24 hours** following a previously established route ([see map](#)), where you must pass the Checkpoints consecutively and in the order shown within the route, taking care to comply with the requirements indicated in each of them (collect signatures, proof of purchase or photographs) so that in this way you can verify your passage throughout the **La Baja Challenge** successfully.

Itinerary

THURSDAY JANUARY 11

Registration, mechanical inspection and drivers' meeting
Place: [Baja AVD Garage](#)
Hotel headquarters in Tijuana: [Del Mar Inn Hotel.](#)

FRIDAY, JANUARY 12

The La Baja 2024 Challenge starts at 4 am sharp.
Place: [Tijuana Tourist Letters.](#)

SATURDAY JANUARY 13

Certification Ceremony.
Location: [King Club Restaurant Bar.](#)
Headquarters hotel in Cabo San Lucas: [Sunrock Hotel & Suites Los Cabos](#)

SUNDAY, JANUARY 14

Start of tourist trip *Finisterra Expedition by our friends Moto Turismo in La Baja.
Meeting place: [Hotel Sun Rock Los Cabos](#)

Monday 15 JANUARY

Tourist tour ends *Finisterra Expedition by our friends Moto Turismo in La Baja.
Location: To be defined

To receive more detailed information about the La Baja Challenge as well as the agreement rates of the host hotels, register on this website.

Marco Salgado and The Baja ADV Garage

By Karen Butterfield

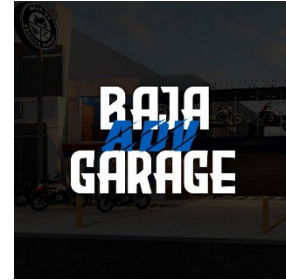
A visit from Mark Burdick, Rodney Chew, Oscar Palacio, and Me

www.bajaadvgarage.com

[Baja ADV Garage | Tijuana
facebook.com](https://www.facebook.com/bajaadvgarage)

[Baja ADV Garage \(@bajaadvgarage\) • Instagram photos and videos
instagram.com](https://www.instagram.com/bajaadvgarage)

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While Mark, Rodney, Oscar and I were in Tijuana in January, we went to the Baja ADV Garage to meet with the owner, Marco Salgado, and see what they have going on there. It turns out it is an action spot. You can see more about it in the La Baja Challenge article. Visit the website to see all about some enticing future and past events.

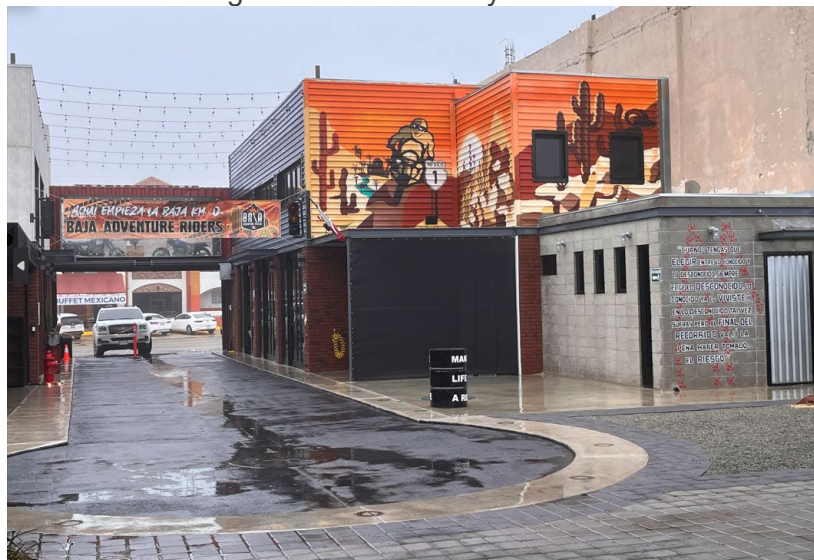
The Baja ADV Garage was the starting point of La Baja Challenge after they also hosted the registration, inspection, and drivers' meeting. It is located across the street from the Del Mar Inn Hotel that was the headquarters for the event.

This place can meet basic motorcycle needs for most motorcycle brands. Tires and other items would have to be ordered, but planned changes are possible from tourists. More than a few unexpected fixes have been handled too.

Marco has created a special spot for motorcycles and motorcycle people. This place is unique from the moment you walk through the front archway and into the front door. Everywhere you look there are amazing details like motorcycle



Marco Salgado, Oscar Palacio Soto, Mark Burdick Rodney Chew



Baja ADV Garage Property

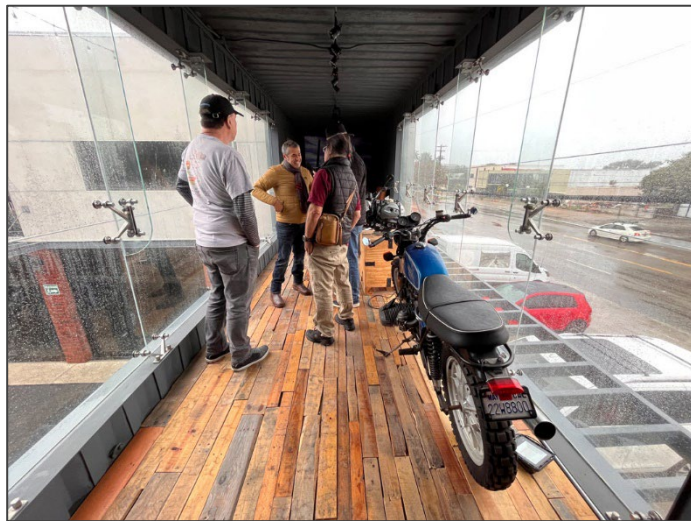
parts sculptures, that you would only expect at one of those magical motorcycle stores we all have in our past. I remember a couch and the sounds of a parts and tires place in my town that changed tires and adjusted spoke rims on most of the Harley Davidson's in the area and almost all of the dirt bikes. This was long before big multiple brand motorcycle dealers, and adventure bikes.

There are the lifts in the real garage space, a place where people can learn something new, a restaurant, a place to store a bike, and places for a party. They have accessories and will be a dealer for Touratech. There is a place of honor to display the problem parts that led to some great story and a view out the back looking over an unexpected park.

I think there has been more than one good time here.

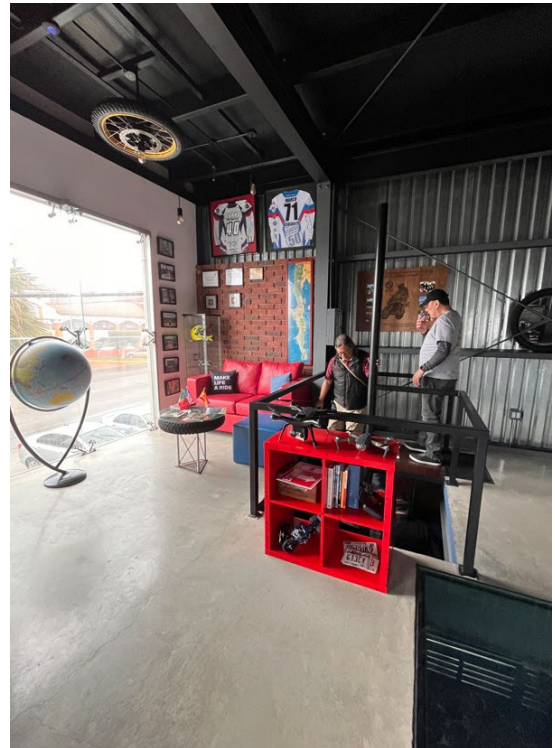
I have shared some of the many photos I shot in the time we were there to give you a feel for the place. It's pretty great.

Marco is part of the Baja motorcycle associates that are ready and willing to help SCMA with our start or finish events in Mexico. We were glad to make contact in our visit last month.





Stored Bikes



Spiral Staircase

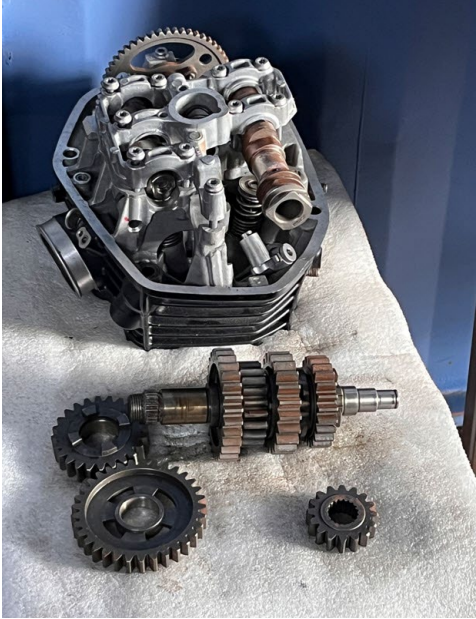


Table Sculpture



Problem Parts Wall



Behind the Property



Visit to City Hall in Tijuana

By Karen Butterfield

One of the most important things we did during our visit to Tijuana was to meet with a group of representatives in the office of the Secretary of the Municipal Government. We explained we are coming back to the city of Tijuana with the Three Flags Classic this year. We also mentioned our plans for the 50th anniversary of the start of the Three Flags Classic Ride that started there in the first year, 1976.

Oscar, Mark, Rodney and I met with 9 members of what we would call the Tijuana Mayor's staff in City Hall.

This meeting is the kind of thing that would be very difficult to accomplish without our Mexico Liaison Oscar Palacios Soto's help. Oscar made all the arrangements for the meeting. Oscar's assistant Ignacio (Nacho) drove us over to City Hall from the hotel. The adventure began when we stepped out of the car. After days of rain, the park around the large building was full of people and vendors. City Hall in Tijuana is a covered atrium building where you can see the walkways on all the floors and what is happening on the floor down below.



I think of Mexico as a colorful country expressed in many ways as you will see in the pictures. I took a picture of the Para Todos sign. I knew the literal translation is For All, and I figured it was the name of program to help all the people. It is and I like the simple and direct name for the social services program.

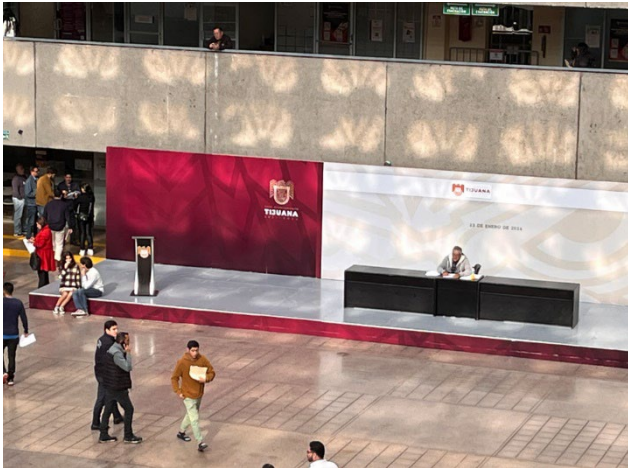
We were early for the meeting so we tried not to fill up the waiting area and waited outside. We met one of the leaders of Protection Services while we were waiting. Pretty soon the four of us were seated in a small conference room that filled up with eight staff members of Municipal Government including the Director General who led the meeting. All areas of streets,

transit, police and borders were covered. Everyone on the staff was introduced. Then the Director introduced Oscar and proudly mentioned Oscar's legacy of political service and his father's public service in Sonora.

This was a formal meeting of many people. Everyone became interested in what was going to happen to make the 2024 Three Flags Classic a big success for all. Oscar explained the details of how the TFC started in Tijuana in 1976, and that it has started or finished in Tijuana many times but we had not been there since 2006. He also told them that we plan to celebrate the 50th anniversary in a big way in 3 more years. We also explained how helpful it has been to be escorted to the border and have dedicated lanes. Since this year we cross into Mexico for a finish instead of a start, the needs are a little different, but we covered all possibilities for this year and for a start in the future.



Mark, Oscar, Rodney



We need to remember the San Ysidro border crossing is the busiest land border crossing in the Western Hemisphere for passenger cards and trucks. There are two other crossings nearby and we have been assigned a representative to work directly with us on whatever we need including the final border recommendations this summer before the event. Construction at the crossing facilities will be a big factor.

It was a very productive and friendly meeting making contact with all of the representatives who can assist us in this event. A big thanks to our Mexico Liaison, Oscar Palacios Soto for setting it up and defining our plans and needs in detail and the Director General.

Heated Gear

The Kemimoto Heated Vest (Seen on Amazon)

By ElChinoLoco

Heading out on that cold cold morning? Feeling that bitter cold. The first thing that comes to mind is more layers, but when you look like the Michelin man and it's still not working you think ELECTRIC HEATED GEAR. Now comes the conundrum, there's so much gear out there, there's plugged and unplugged (lithium battery powered), there's relatively inexpensive and there's arm and a leg, there's garments and suits. OK how ya gonna approach this?

While I have no credentials in how the body works, it is known your body prioritizes keeping your core and brain warm when stressed. This means your extremities, hands, feet, legs, and arms are not a priority when you're cold. That's why hands feel it first, plus their position in the airflow. But most would agree when your hands are cold everything feels cold... heated grips, right.... Heated seats are also solutions on some bikes.

Before looking into electric gear just a few sentences about alternatives. A lot of moto clothes can have liners which help keep out rain, wind and cold. But little of those options give you coverage across your entire body. For many years now the FROGG TOGGS brand has been available. They make jackets and pants from home insulation material (TYVEK). They keep wind and rain out which many times is enough. They are light weight and pack up small, readily available anywhere and inexpensive. They can be found everywhere including Walmart.

I breakdown heated gear into two classes, PLUG INTO BIKE (PIB) and BATTERY POWERED (BP). The PIB category are many well established names in heated gear KLIM, Aerostitch, Gerbing (One of the first). Many of these names are well known in WINTER POWERSPORTS circles. The BP category is relatively new, within last three to four years and it's popular in skiing, hiking environments. Some companies are in both.

Immediately, wired environments allow unlimited capacity while on the bike. Powered by the bike's battery there is constant energy from the bike (depending on how it's wired). BP are powered by small lithium-ion battery packs. You are not wired to the bike. You can charge the battery pack from the bike via USB(C). You can move about and be heated without wires. The heat will last as long as the battery pack. Oh, when you get off a bike with the wired option and forget to disconnect you pull on all the wires, the result depends on how you wired your equipment.

This article focuses on a BP option. I have many PIB options but have pulled the wires out, getting off the bike many times. Left the thermostat unit at home (can't use the vest) and couldn't easily use the PIB option as casual wear. I decided I wanted to explore the BP options. I decided on the KEMIMOTO heated vest (after looking at them on Amazon). A link to the vest on Amazon is provided below. I purchased this vest after some quick research. As of this writing I have purchased two more of these options, more at the end.



Kemimoto Heated Vest

The Product

I wanted a vest. The KEMIMOTO options were interesting and seemed to stand out amongst other options based on quality, price, and reviews (everything is based on reviews these days). I went with a sleeveless vest with a heated collar. I selected a heated collar because blood flows to your head thru your neck. A heated collar helps keep the blood going to your head warm. I have been pleased with the versatility of this vest.

The vest is controlled by a little control block on the left front side of the vest near your heart. Turning it on is as easy as pressing on the control block. You can control the vest, front and back separately. The battery is a 5v/2A USB battery, quite a common size and fits into an inner pocket accessible from the left pocket. The battery does not represent much bulk and fits nicely in the vest. It can give up to ten hours of power to the vest and charge your phone if needed.

The Company (from the company website)

At KEMIMOTO, we combine the expertise of our diverse backgrounds to better design and manufacture our high-quality products. We are a team where creative designers work hand in hand with structural engineers to ensure that every aspect of our products exceed our customers' expectations. We are passionate about what we do, but we are also fast. We can turn an idea into a product prototype within a few days.

Impression

I was impressed immediately by the vest. The vest heats up quickly and can easily be felt when on. I recommend always having a layer under the vest. The vest directly on your skin may irritate your skin or give you a burning sensation. When you need it, the sensation is wonderful!! It takes the edge off the cold rapidly. Putting it on before getting on the bike takes the edge off freezing mornings for me. Overall, it allows me concentrate on riding instead of shivering.

It is light enough to wear on warmer days as a layer. It is simple enough to wear as part of normal clothing. I'm not worried about extra wires or thermostat units being left behind.

This Vest

PROS	CONS
<ul style="list-style-type: none">• Lightweight• Can easily be worn as vest in public.• Battery pack uses USB connectors. Other battery packs can be used with the vest.• Charges on USBc• Not bulky undergarment, easy to be a layer amongst other layers.• Economical	<ul style="list-style-type: none">• Lightweight, outer shell not waterproof, probably not good to get soaked.• Shell material might wear under extensive life inside abrasive jackets.• Six hours plus riding days may require multiple battery packs.• Changing temp while moving hard to see or feel with motorcycle gear on, wired thermostat with rotary control easier manage while moving with moto gloves.• Maybe difficult under zip up suits or large ADV jackets.

Alternatives:

There are many alternatives to heated vests. Amazon and Ebay offer seemingly endless options. You will see many options with long sleeves, hoods, multiple heating zones. I now have three of these BP vest/jackets. They vary from light vest to heavier and provide the same types of performance based on their format, lightweight to heavy. There are pants and gloves. Prices vary across the map. In the PIB world there are options that are connected potentially giving you an entire body suit powered by one connection and thermostat.

Conclusion

Heated gear can be quite a personal choice. The way you use your gear and your reaction to cold will determine how powered gear will work for you. Do you wear this vest under a heavy jacket? Or a lighter jacket for cold mornings?

I can say I like this vest for many uses from on the bike on trips to casual use when out and about. I live in Arizona which only gets so cold. True cold like the northern US and Canada in winter can pose challenges. A couple of Canadians that use BP powered gear for moto, skiing, snowmobiling say these provide nice coverage into the 20-degree F range and more depending on what's covering it.

Unexpected Use.

I recently did a last-minute fun trip to Mexico in the grips of the January cold spell in Phoenix. We headed south, at one point about 15 hours south. We were on the Sea of Cortez and discovered some hotels didn't have heaters in their rooms. Why would they? Mexico is typically warm to burning hot. Well, the daytime temps were OK but the nighttime temps were in the low 40s. The vest came to the rescue!! Since run time can be as high as 10 hours it served as a heated blanket under the blanket provided. An unexpected but welcome benefit!!!

Amazon Link

https://www.amazon.com/gp/product/B09B39K4LS/ref=ppx_yo_dt_b_search_asin_title?ie=UTF8&th=1&psc=1



AMORAK Reto Sonora Mountain Edition

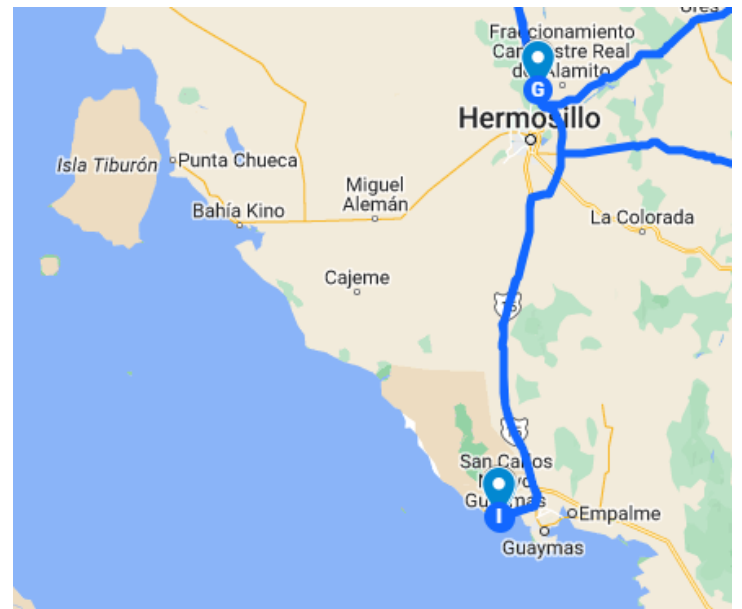
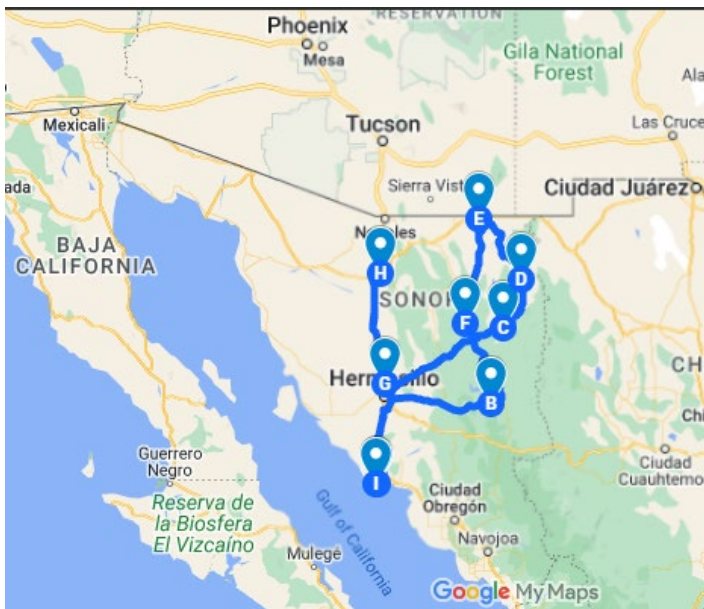
February 22 to 24 Starting and Finishing in San Carlos, Sonora, Mexico
1600 KM / 1000 MI in 24 Hours

AMORAK has an endurance certification ride this month. The host city is San Carlos in Sonora. This is the 2nd edition of the San Carlos Beach & Desert Rally, event that last year brought together a little more than 1,000 motorcyclists; so, expect a great weekend with us where you can admire the beautiful views of San Carlos Bay, listen to good live music and have fun!.

For more information and registration, go to <https://amorak.com.mx/reto-sonora-2024/> and select English or Spanish.

The route is through the high mountains of Sonora and will be panoramic and demanding because it is full of curves. In the maps below San Carlos is the Start and the End which looks like a beautiful place.

The host hotel is the [Marinaterra Hotel & Spa.](#)



AMORAK
RETO SONORA
Edición Montaña
1600 KM
24HRS

AMORAK AND THE SAN CARLOS BEACH & DESERT RALLY
HAS OPENED REGISTRATION TO PARTICIPATE IN ONE OF THE MOST
TECHNICAL ENDURANCE MOTORCYCLING CHALLENGES IN MEXICO.
THIS WILL INCLUDE SOME OF THE MOST WINDING AND LEAST KNOWN
ROADS IN THE NORTHERN PART OF MEXICO. THE SIERRA MADRE
OCCIDENTAL MOUNTAIN RANGE IS THE IDEAL SETTING FOR ENDLESS
INCREDIBLE PANORAMIC VIEWS ALONG WITH ROADS **FULL OF HISTORY**
AND CHALLENGING ROADS.

WE ARE WAITING FOR YOU IN SAN CARLOS, SONORA ON
FEBRUARY 22, 23 AND 24
COME JOIN US FOR 3 DAYS OF FUN, RIDING AND PARTYING...

MORE INFO AND REGISTRATION
CAN BE OBTAINED AT

WWW.AMORAK.COM.MX

(SIGN-UP NLT 16 FEBRUARY 2024)



2007 Harley Davidson Ultra Classic is For Sale



My 2007 Harley Davidson Ultra Classic, owned since 2015 is for sale.

\$7500 or Best Offer, Must Sell

Mileage 76800

Selling because I bought a newer bike.

Recent work:

- Oil change and new rear tire @ 76712 miles.
- Front tire, cam tensioners, rear brake pads & drive belt replaced @ 71000 miles

Accessories include:

- Harley installed CB radio; Harley installed XM radio module
- Aftermarket 10" windshield, windshield/fairing pouch/bags, highway pegs, adjustable Harley backrest
- Trailer hitch complete with wiring, bagger bars with Harley grips.

Bike is located in Apache Junction, Arizona.

More pictures available.

Contact Tim @ 406-544-8790

Mtultra_95@hotmail.com

2024 CALIFORNIA ADVENTURES SERIES UPDATE

- February 2024

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 !

Ben Greenwood

2023 CAS – ROADS CHALLENGE

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

Missions Tour:

- | | | |
|----------------------|-----------|----|
| 1. Shareef Assadiq * | Boerne | TX |
| 2. Monica Short * | Escondido | CA |
| 3. Terrance McClure | Murrieta | CA |

Parks Adventure:

- | | | |
|----------------------|-----------|----|
| 1. Shareef Assadiq * | Boerne | TX |
| 2. Monica Short * | Escondido | CA |

Roads Challenge:

- | | | |
|----------------------|---------------|----|
| 1. Shareef Assadiq * | Boerne | TX |
| 2. Monica Short * | Escondido | CA |
| 3. Gary Whitehead | Grand Terrace | CA |
| 4. Ben Greenwood | Laguna Niguel | CA |
| 5. Dick Wolff | Napa | CA |

February UPDATE:

Missions:

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

Parks:

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

Roads:

Series ‘A’ Roads Closed

CA-33 – Landslide, CA-190 - Landslide

Series ‘B’ Roads Closed

CA-4, CA-170 – Currently Closed

Series ‘C’ Roads Closed

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

Series ‘D’ Roads Closed

CA-1 - Landslide

Les Gullery

2023 California Adventure Series

Ride Chairman

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. Devils Postpile National Monument
5. Santa Rosa and San Jacinto Mountains National Monument
6. Fort Point National Historic Site
7. Golden Gate National Recreation Area
8. John Muir National Historic Site
9. Joshua Tree National Park
10. Kings Canyon National Park
11. Lassen Volcanic National Park
12. Lava Beds National Park
13. Manzanar National Historic Site
14. Mojave National Preserve
15. Pinnacles National Park
16. Point Reyes National Seashore
17. Redwood National and State Parks
18. Rosie the Riveter WWII Home Front National Historic Park
19. San Francisco Maritime National Historic Park
20. Santa Monica Mountains National Recreation Area
21. Sequoia National Park
22. Whiskeytown National Recreation Area
23. Yosemite National Park
24. César Chávez National Monument

California Best 15 Roads

Series A

Northern California:

CA-3 Weaverville to Yreka.

CA-108 Sonora to Junction of CA-395.

CA-120 Junction of CA-108 to Benton.

CA-139 Susanville to Adin.

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

Central California:

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

CA-190 Porterville to Kernville.

CA-198 Coalinga to San Lucas.

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

Caliente Bodfish Rd. Caliente to Lake Isabella.

Southern California:

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

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

CA-74 Hemet to Palm Desert.

CA-76 Oceanside to Lake Henshaw.

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

Series B

Northern California:

CA-4 Angels Camp to Markleeville.

CA-70 Oroville to Quincy.

CA-299 Redding to Arcata.

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

Mattole Rd. Ferndale thru Petrolia & Honeydew to Redcrest.

Central California:

CA-25 “Airline Highway” Junction of CA-198 to Hollister.

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

CA-178 Junction of CA-14 to Bakersfield.

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

Vineyard Canyon Rd. San Miguel to Parkfield.

Southern California:

CA-38 Redlands to Big Bear Lake.

CA-74 San Juan Capistrano to Lake Elsinore.

CA-94 Campo to Junction of CA-54.

CA-243 Banning to Mountain Center.

Lockwood Valley Rd. Junction of CA-33 to Junction of Frazier Mountain Park Rd.

Series C

Northern California:

CA-89 “Volcanic Legacy Scenic Byway” McCloud to Greenville.

CA-36 Red Bluff 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.

Peach 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 Salton 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 – February 2024

2024 Registrants of the GLCTT

1. **Monica Short**, Escondido, California
2. **John Barrow**, Granite Bay, California
3. **Lynn Jackson**, Hopkinsville, Kentucky
4. **Shareef Assadiq**, Boerne, Texas
5. **Clint Chard**, Grand Forks, British Columbia, CAN
6. **Doug Cretney**, Victoria, British Columbia, CAN



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

2024 Great Lakes Cabot Trail Tour Checkpoints

1. **Perry Monument Presque Isle Peninsula**, Erie, Pennsylvania
2. **Sodus Bay Lighthouse and Museum**, Sodus Point, New York
3. **Whiteface Mountain Summit**, Lake Placid, New York
4. **Ferry across Lake Champlain**, Essex, New York to Charlotte, Vermont
Vermont Ferry is now the recommended crossing.
5. **Kancamagus Scenic Byway**, RT112 Lincoln, New Hampshire to Bartlett, New Hampshire
6. **Cabot Trail Cape Breton Island**, Nova Scotia HWY19
7. **The Four Corners Park**, Madawaska, Maine
8. **Quebec City or Montreal**, the walled cities
9. **Kakabeka Falls**, TC11 20 miles west of Thunder Bay, Ontario
10. **Split Rock Lighthouse**, MN61 Two Harbors, Minnesota,
11. **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 .

47th 3FC Update from the Chair – February 2024



The 47th Three Flags Committee is hard at work planning and organizing the event that starts in Harrison Hot Springs, BC, Canada on Wednesday, August 28th and concludes with a finish banquet in Tijuana, Baja, Mexico on Tuesday, September 3.

We will continue the new tradition of 3FC Passport pickup and Start banquet on Wednesday, using Thursday as a day to attend the new rider's briefing, GPS programming workshop, and to relax and recover from the long rides in and just hanging out with friends. The start hotel features their hot mineral springs - perfect for recovering and restoring the body and mind. The walk along the street into the city center has a wonderful view of the lake and contains many small shops, restaurants, places to enjoy adult beverages.

The ride opens on Friday morning, August 30, and runs to the first checkpoint in The Dalles, Oregon. Day 2 is a great ride to the second checkpoint in Mt Shasta, California. Day 3 is a run across California to Bishop. Day 4 takes you down the "SCMA Highway" and scenic roads bypassing Los Angeles and San Diego to the finish in Tijuana. Please read the other articles in this newsletter on our recent visit to Tijuana, I will add here that I believe it will be great to return to the city that has hosted us many times in the past.



Many of you preregistered in the fall and have gone back in and purchased your tickets, as requested. If you haven't, please do so. I will be purging the preregistered riders who haven't purchased tickets at the end of February in order to have accurate census numbers for the ride planning.

Please note that all sales are final going forward for the Three Flags Classic. If you can't attend, you may resell your ticket to another **member** yourself. That member must provide us proof of purchase (an email from the seller) before July 1. Contact the TFC Chair if the purchaser is not yet an SCMA member and needs help becoming a member.

We are shipping all bling to the address you specified in your registration this year instead of pickup at the start. We are closing registration on July 15th so that our supplier can create and ship all the bling out in time before the event.

Riders who purchase tickets will receive the Registered Riders Instructions (RRI) that contain all the details you need to book your rooms, review the route, and plan your ride. The RRI is updated monthly and is cumulative so you don't have to dig around in your inbox or on the website to have the current information in your hands.

The route planning is still in progress. You will see several different options for entering Tijuana, at this time. We are working with the Tijuana Transportation team to monitor active construction and will have a final route in the summer. We always make other adjustments to the route based on construction impacts and road closures.

There is even more demand for hotel rooms this year, post Covid. The word is out that a road trip makes a wonderful vacation. Many hotels are asking for two-day reservations now. I will add a few alternative hotels to our checkpoint hotel in every town. This is not an exhaustive list but just suggestions. Please, take my advice and book your rooms as soon as you can now, not in May, June, or July - they won't be there.

This is going to be an incredible 3FC this year. The Route Masters, Del and Mike, have selected some of the best roads you can find in this year's route. Most days are longer rides; not short beer runs. A bit more challenging but typically this route will see less rain than in years past so you can get out of the checkpoints earlier in the morning and ride in the saddle longer. That being said leverage your time in sunlight and don't ride a lot at night when the wildlife is potentially out on the roads.

Your friends who have never ridden a Three Flags Classic will be thrilled to ride this one so bring a couple of them along with us!

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

USA Four Corners Tour Update – February 2024

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>



Details

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.

2024 Registrants

Finishers are in blue

RIDER #	First Name	Last Name	City & State	True X	Reg	Order
1	Roxanne L.	Fike	Avilla, IN		X	
2	David J.	Browne	Kennewick, WA		X	
3	Michele	Grant	Angola, IN		X	
4	Donn	Reese	Lancaster, CA		X	
5	Shareef	Assadiq	Boerne, TX		X	
6	Monica	Short	Escondido, CA		X	
7	Michael	Willette	Marion, NC		X	
8	Maude	Alce-Miles	Lauderdale Lakes, FL		X	
9	Marcial R.	Williamson	Lakewood, WA		X	
10	Rodney	Strozier	Olympia, WA		X	
11	Clint	Chard	Grand Forks, BC, Canada	X		
12	Byron	Johnson	Yelm, WA		X	
13	Richard	Cauble	Cape Coral, FL	X		
14	Sid	Grant	Pasco, WA		X	
15	Matthew	Bailey	Strawberry Plains, TX		X	
16	Robert	Govier	Mission Viejo, CA		X	
17	David	Bell	Miramar, FL		X	
18	Nancy	Harris	Milpitas, CA	X		
19	Charles	Harris	Milpitas, CA	X		
20	Robert "BJ"	Jones	Springfield, OR		X	
21	William	Janusheske	Appleton, WI	X		

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

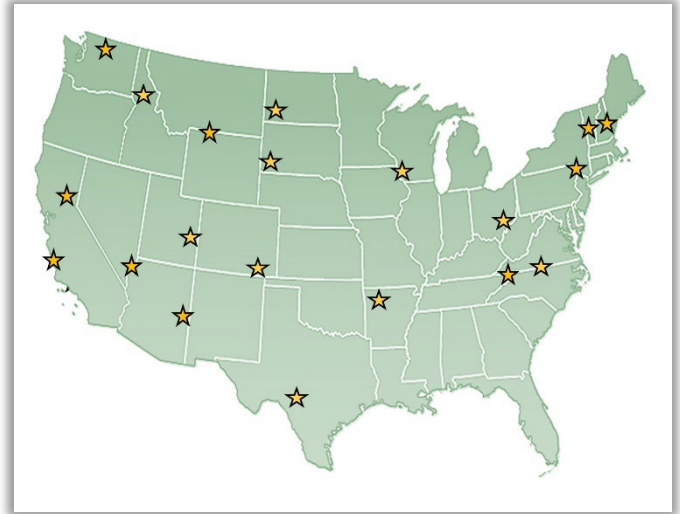
[Also visit our USA Four Corners Tour™ Facebook page.](#)

Best 15 US Roads Challenge (B15) Update – February 2024

2024 Registrants of the B15

1. **James Bowen**, Centennial, Colorado
2. **Monica Short**, Escondido, California
3. **John Barrow**, Granite Bay, California
4. **Thomas Jacobs**, Greenback, Tennessee
5. **Lynn Jackson**, Hopkinsville, Kentucky
6. **Shareef Assadiq**, Boerne, Texas

For more details on the B15 tour – <https://www.sc-ma.com/best-15-us-roads-challenge>



2024 Best 15 U.S. Roads Challenge

The Best 15 US Roads Challenge will again have 20 roads from which the registrant may choose 15. Eight roads have been removed from the 2023 road list, with eight new roads taking their places. Four of the replacement roads have been on our Best 15 lists before, those are the CA1, Vermont 100, the Kancamagus Scenic Highway in New Hampshire, and US16A in South Dakota. First time roads on the list are the Valley of Fire in Nevada, the Highway of Legends (CO 12) in Colorado, The Snake (US421) in Tennessee, and the Hawks Nest (SR 97) in New York. The roads can be ridden in any order, and in either direction.

1. **Kancamagus Scenic Byway SR112** - Lincoln, NH 23 miles to left onto Bear Notch RD to Bartlett, NH - 32 miles.
2. **Vermont RT100** - Wilmington, VT to Waterbury, VT - 132 miles.
3. **Hawk's Nest Hwy SR97** - Port Jervis, NY to Hancock, NY following the Delaware River - 70 miles.
4. **Triple Nickel SR555** – Zanesville, OH to Little Hocking, OH - 63 miles.
5. **Blue Ridge Parkway** – Ride ANY 150-mile section of this 469 mile long scenic byway – 150 miles.
6. **The Snake US421** - Mountain City, TN to Bristol, VA - 33 miles.
7. **Pig Trail SR23** - Eureka Springs, AR to Ozark, AR - 80 miles.
8. **Twisted Sisters in Texas Hill Country** - Suggested route: From Medina, TX RR337 west to Leakey, US83 north to SR41 west to RR336 south, back to Leakey. RR337 west to Camp Wood, then SR55 north 4 miles to RR335 north to SR41 - 155 miles.
9. **Highway of Legends, CO SR12** - Trinidad, CO to La Veta, CO - 65 miles.
10. **Dinosaur Diamond Prehistoric HWY UT128** – Cisco, UT to Moab, UT - 47 miles.
11. **Coronado Trail US191** – Springerville, AZ - 130 miles.
12. **Valley of Fire NV SR169** - Overton, NV to Crystal, NV - 32 miles.
13. **PCH CA1** - Morro Bay, CA to Monterey, CA - 120 miles.
14. **Feather River Scenic Byway CA70** – Oroville, CA to Quincy, CA - 79 miles.
15. **Northern Cascades HWY WA20** – Concrete, WA to Okanogan, WA - 145 miles.
16. **Lolo Trail US12** – Lewiston, ID to Lolo, MT - 206 miles.
17. **Beartooth/Chief Joseph HWYS US212 and WY296** - Red Lodge, MT to Cody, WY - 112 miles.
18. **Iron Mountain Road US16A** - Custer, SD to Keystone, SD 34 miles.
19. **Theodore Roosevelt NP** – Medora, ND Park Loop (**I-94 exit 24**) - 35 miles.
20. **Great River Road, SR35** - La Crosse, WI to Prairie du Chien, WI - 63 miles.

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 .

Affiliates and Sponsors

