



SCMA NEWSLETTER

Founded 1968

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Chairman's Letter – New SCMA Tour - March 2024

Happy Spring picture (BC Canada)



I hope you are enjoying this beautiful spring weather! Ok, maybe not as many of you have cold temperatures, snow on the ground, or are dealing with heavy rain. Perhaps these early days of Spring would be more fun if you spent it in the garage preparing your motorcycle(s) for this year's rides.

A handful of you are already out on the road working on completing tours or participating in long-distance events. I know several of you have decided to earn the SCMA's Grand Slam award. This award was made more difficult a few years back with the addition of the Great Lakes Cabot Trail Tour that Bob Roger designed. For those of you who don't know, the **Grand Slam** award is earned by riders completing all SCMA tours in one year. The other award that many people are interested in earning is the Triple Crown. The **Triple Crown** is earned by completing three of our tours in one riding season. (Our riding season is 2/1 thru 11/15 and aligns with our documentation with the American Motorcycling Association). Usually, I see riders completing **USA Four Corners**, **Best 15 US Roads**, and **Three Flags Classic**. But any combination of three rides, including a single ride from the **California Adventure Series** meets the requirements.

The SCMA is always focused on enhancing the touring experience of our membership and encouraging people to go out on the road and ride together to have fun. It is my pleasure to announce today that the Southern California Motorcycling Association is adding a new ride to our portfolio of tours - the **Mother Road Adventure**. Our Vice Chairman, Rodney Chew, has designed a two-part adventure. The Mother Road Adventure has an eastern leg and a western leg. You must ride each leg from end to end, no starting or ending in the middle of the leg. Completion of either leg counts towards a ride for the Triple Crown. Starting in 2025, both legs will be required for the Grand Slam award. You will find riding the Mother Road Adventure a complement to a Four Corners or Four Corners True-X tour. The Mother Road Adventure closely tracks the Route 66 with the middle point being Adrian, Texas. The eastern leg runs from **Chicago, Illinois to Adrian, Texas**. The western leg runs from **Adrian, Texas, to Santa Monica, California**. Rodney has identified significant points of interests along the way on both legs that you will need to visit along with some sections of Route 66 that still exist and are rideable. It should be obvious that this Adventure is not a mountain twisty tour. It is possible to ride most of the combined legs of the Adventure on Interstates, exiting for quick checkpoint stops, we highly recommend and advise you to take your time and enjoy the historic and quirky things you will see on the tours. If you plan for 500ish mile days, you will really enjoy the investment of time. This is one time when the advice that "it's about the journey, not the destination" that should be heeded. Details and registration will be on the website in early April.



**Mother Road Adventure
Start or Finish,
eastern leg**



**Mother Road Adventure
Start or Finish,
eastern leg or western leg**



**Mother Road Adventure
Start or Finish,
western leg**

We hope you will find time to complete a couple of our tours over the riding season. We also hope you will introduce your friends who have not ridden one of our tours to what we have available. I've heard many times from new riders, "I wish I would have heard about the SCMA rides earlier, they are so much fun."

Please be watching for the invitation for the annual online membership meeting towards the end of April.

Ride safe and ride often,

Mark Burdick
SCMA Chairman
2024 47th Three Flags Chair

A Couple of Winter Days up 395 to the Sierras

By Karen Butterfield

I wanted to make a short road trip after surviving the holidays this year. Sometime in 2023, I ran across this framed enlargement I shot at Convict Lake in the Sierras near Mammoth Lakes, California on Highway 395 – part of the path of the 2024 Three Flags Classic. This first picture was shot when returning from a Mammoth Mountain ski trip in the early 1980s. Convict Lake is one of the many unique places along 395. I thought it might be fun to take a few days and run up 395 to Bishop, maybe to Convict Lake and one other place. I wanted to find the magical and very twisty section of road leading into Death Valley that I had ridden at dusk during the Red Hot Riders' Baby Butt 1000-mile event in 2002. I was pretty sure it was CA190 out of Lone Pine, California, also on 395.



Convict Lake Near Mammoth Lakes, California

I took some pictures of the changing scenery throughout the drive in early January this year. Fortunately, a friend of mine did most of the driving. I relished the views that reminded me what I liked about 395 in prior travels and what I was trying to remember about CA190.



North To Lone Pine

We could only stay a couple of nights so we took off to see what we could see on the road. We had reservations to stay in Lone Pine, California. We drove a front wheel drive SUV bringing cable chains, just in case. The forecast temperatures around Lone Pine were for clear cold weather, 20's at night, 30's-40's during the day. Lone Pine is about 300 miles from San Diego so it took about 6 hours total with a little traffic in the beginning. We couldn't leave early in the morning, so we got there a little before dusk.

On weekend ski trips to Mammoth Mountain in the 80's, we usually drove at night, sometimes very late into the night. When I could go for longer ski trips I enjoyed driving up and back during the day when I could see it all. I had almost forgotten how dramatic and beautiful each section of the road is all the way up to Bishop, and how it changes during the day. The Sierra range runs mostly north and south so there is shade in the afternoon to the west and the colors change during the day.



Layers - South to Lone Pine from Bishop

I have old photos of the layers of colors where there is light colored dirt and dark colored dirt that looks like chocolate ice cream with white snow on the top. The ridge gains altitude quickly. These few photos are a familiar look.

In the morning of the next day, we drove up to Bishop about 50 miles north of Lone Pine. It was the weekend so we ventured into the crowd at the famous Erick Schat's Bakery. Fortunately, they had delicious premade sandwiches handy and a register to pay near the front door. Easy peasy to get a sandwich and a cookie and keep going. We took a look at most of the hotels in Bishop to get a sense of the place I had passed through many times and never stayed overnight.

We drove further north the 40 or so miles to Convict Lake which is at 7850 feet of altitude. It's a few miles from the town of Mammoth Lakes. During the last few miles, it was getting colder and colder with pieces of ice and snow showing up on the road and getting harder and harder to miss. When we got to the turnoff for Convict Lake, the entrance road looked steeper than I remember with big patches of ice on the road. At just before noon, it was about 29 degrees. We decided we weren't up for putting on the cable chains for a few miles in and out of the lake. It would have been doable in a four-wheel drive without chains. But on this day, we decided to move on. I still need to see Convict Lake again. I remember it as a small serene lake weirdly protected from the wind. It could be very different now and very different in the summer. The history of the place has violence and drama. It was the scene of a shootout with convicts in 1871, and a terrible tragedy in 1990 where a total of 7 people young and old fell through the ice and drowned.

Even so, the natural beauty of the area is concentrated at this lake and I will see it again. We headed back down south on 395 toward Crowley Lake. This vista is visible from the peaks at Mammoth Mountain.

I shot many pictures with my phone through the windshield or passenger window. On the way back to Lone Pine I looked up and saw blowing snow on the tops of the peaks, stopped the car and took out the big camera and the long lens. The jagged volcanic rock creates unexpected silhouettes and shapes that look like a dragon might land there sometime soon.

In Lone Pine we saw a sprinkler by the road that came on every few minutes. In the cold it was creating icicle stalactites on the tree and stalagmites in the grass. Since we stopped there, we could read all about the old Live Oak tree that started as a clipping from a tree in Sherwood Forest with Robin Hood.



Getting icy near Convict Lake



Icy Entrance to Convict Lake



South Toward Crowley Lake



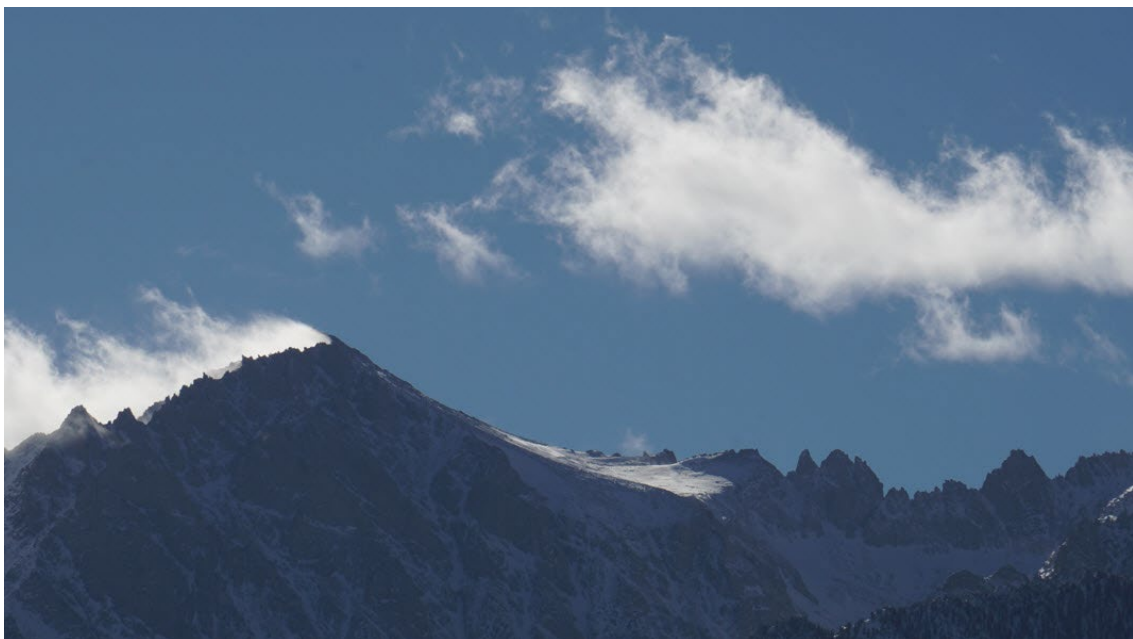
Grass Stalagmites – Lone Pine



Tree Stalactites – Sprinkler in Lone Pine



Lone Pine – English Pendunculate Oak Tree from Sherwood Forest England-Land of Robin Hood



Peaks Near Lone Pine



Peaks Near Lone Pine

It was time to see what we could see en route to Death Valley via CA190. From Lone Pine you can go southeast on CA136 to meet up with CA190 and continue down to Panamint Springs and beyond.

The Baby Butt route in 2002 went from San Diego up around Yosemite and back down to Lone Pine on the way to Laughlin, Nevada. At dusk we turned toward Death Valley and the vivid memory I have is the sense I was riding a roller coaster road when the full moon was rising.

More than once an enormous moon was at eye level straight ahead not helping as I was navigating the turn. The views over the edge into the valley imprinted my mind as well. That was one of those times where there was no way to stop and take a picture but this time I could and I did.



Entering Death Valley from the West on CA190

It took a long time to get to the fun part of this road. It seemed like we were pretty lucky to be able to get through on this road. It had been washed out by rain and was closed from August to October 2023. There were two places where the asphalt patches were marked with cones and looked fresher than I expected them to be.

There is a viewpoint called Padre Crowley Overlook, right before the fun part starts on the way down. The sweeping views into the valley are memorable under moonlight and stunning in the daylight too. We went as far as Panamint Springs on this day. We decided to turn around at that point to get back to Lone Pine before dark. Next time I would like to go north from San Diego through Joshua Tree then into the south end of Death Valley and run the length of it over a few days. We did something similar on motorcycle trips in the past and it's time to go again.

Fortunately, there was very little traffic. We could go slowly and glimpse flowers and spectacular views of distant meadows and the horizon.

I was lucky to ride through Death Valley on a bike during a super bloom year where flowers carpeted the hills. I have also ridden many of the fast roads with gentle turns where you don't see much detail, you simply feel the terrain.

We stopped briefly at Panamint Springs. The temperature was 50-something about 3:30pm. I saw the bike in the picture, a loaded Honda Shadow I think, but I didn't see the rider near the window until I was going back to the car. It would have been fun to hear about this person's trip either up or down into Death Valley.

The short stretch of CA136 has a couple of towns and what looked like a mine. The Inyo County Points of Interest mark the Dolomite Mine discovered in 1862 and the end of the line for a narrow-gauge railroad.

I look forward to seeing 395 around Bishop and more on the 2024 Three Flags Classic this Labor Day.



CA190 Patches



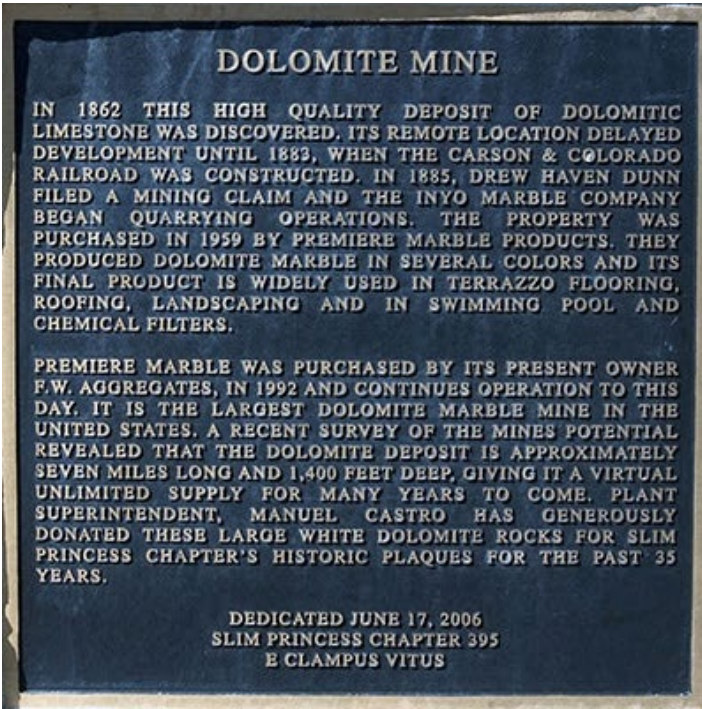
CA190 Just Past Padre Crowley Overlook toward Death Valley



CA190 Past Padre Crowley Overlook toward Death Valley



CA190 Panamint Springs



CA136 Northwest Back to Lone Pine

IT'S A PIRATE'S LIFE – March 2024

By Brent Gatecliff

ARRR MATEY!

I am currently down in Florida spending some time with mom and dad (Alice and Chuck). A few weeks ago, dad asked if I would join him on an IBA (Iron Butt Association) ride and go to their Annual Banquet. After a few days of consideration and checking with the calendar it looked like I had an open window and I said, "Yes."

Dad immediately went to work laying out a route that included all the necessary stops including planning all of the necessary gas stops along the +1,000-mile route which must be completed within a 24-hour period.



Dad's original plan was to do what is called a "Ride In" to the Rally/Banquet which is an additional 1,000-mile ride. When we woke up on Tuesday March 5, 2024, there was a huge storm brewing in the Gulf of Mexico due to make land fall along a major portion of our route. Our course was going to take us into the panhandle of Florida and into the eye of the storm. So, for a moment we had a brief sense of acuity and decided not to do the additional 1,000-mile Ride In.

The weather in Jacksonville, Florida, looked much better, which is to the east of where the storm was coming ashore, so we rode directly, a measly 130 miles to Jacksonville, Florida, to be at the host hotel, Ramada Inn. I got to meet some of the IBA Riders and share some stories with them as we visited in the parking lot and in the lobby. Later, dad and I would walk about ½ a mile to a restaurant named Picasso's where we had nice bottle of Pino Noir and dad had a chicken dish and I had a snapper dinner.

Wednesday was more of the same as some more of the riders continued to arrive from points all over the country, so we continued to meet and share some stories. Mark Lennart had ridden in from northern Indiana. Mark was the gentleman that jumped in for a couple of days when dad and I did US 41 over a year ago. We agreed to do dinner that night, and I reserved a table at Enza's Italian Restaurant. We wanted to go to dinner early, 5 pm, as we wanted to get to bed early as we intended to get up at 3 am to start our ride at 4 am.

Mark asked if a Brian North could join us for dinner to which we said, "Yes." We would learn at dinner that Brian is part of the IBA team that approves the documentation to certify the rides. We also learned that he is an extreme rider himself and has done over 130 IBA rides over the last 5 years.

At dinner Brian asked if he could join our little group (Dad, Mark Lennart and I) and ride with us tomorrow. We of course said, "Yes!" On our walk back to the hotel we agreed to meet at 4 am and begin our 1,000+ mile challenge ride then.

So, we set the alarm for 3am and went to bed at 8:30pm to try and get a few hours of sleep. I took some Tylenol PM and felt like I did get a good night's sleep. Dad on the other hand said that he did not get a good night's sleep but was "ready to go!"

Temperatures had dipped into the 60's in Jacksonville, but the forecast for the morning hours would drop to near 50 degrees along the route. So, I had my full leather gloves, leather jacket and my chaps on as we loaded up the bike. Because we were coming back to the same hotel, I did not put all of the clothes back in the bike. I just put some medications in in case if I needed them (allergy meds, Excedrin, Arthritis (hell to get

old)) and a shirt and a pair of pants. Left the rain gear in the bike even though no rain was predicted, as we are in Florida and you just never know when a storm might pop up.

Our first stop is a specific gas station, Gates, which is 2 miles down the road which we needed to fill up our bikes, print the receipt and take a picture of it alongside of our Odometer which will signify the starting mileage and starting time for the "Pirates Life SS 1000". It was 4:19am when we filled up and this becomes our starting time and to complete the challenge, we must complete the 1,000 miles before 4:18am Friday morning.

As we rolled down the Interstate, I-10 West in total darkness, traffic was very light, Duh, and we made good time as we plugged the cruise control in about 7-10 miles over the speed limit. Temperatures would drop down to 51 degrees, so I turned on the heated grips and the heated seat to fend off some of the cold air surrounding us. At one point Mark asked to stop so that he could put on an additional layer under his coat as he too was feeling the cold.

The next stop was the Oak Tree Marker located next to the Blue Creek Veterans Memorial Park. This was a little bit of a challenge to find as we were not given a physical address, but instead, we were given only GPS coordinates to locate the tree/marker. This spot was approximately 284 miles from our starting location earlier this morning. We arrived here at 7:45am just after daylight had broken upon our backs. We walked through the dew-covered grass over to the plaque and tree where we were required to take a picture of the plaque and our odometer reading.



Once we did, we were back on the bikes and heading east bound on I-10 back in the direction that we had just came from. Temperatures were in the low 60's by now so I kept on the outfit that I left in this morning. It wasn't long and I was regretting this decision as the temperatures would rise quickly and it wasn't long before we came upon a paving project that had the I-10 Interstate reduced to one lane and we would remain in this rolling parking lot for almost 30 minutes. We eventually cleared "Our Tax Dollars at Work" and now with the air blowing across our bodies at nearly 80 miles per hour this allowed our cores to cool back down.

We would then turn south on I-75 as we headed to our next required stop, Long John Silver's where we were required to make a purchase and again take a picture of the receipt next to our current odometer reading. It was here that I removed the leather jacket and the Chaps as temperatures were into the 80's. We decided to all order a 3-piece fish dinner and I am glad that we did. We needed nourishment, fluids and a break and as I thought back, I think it had been nearly 40 years since I ate at a Long John Silvers. Either I was very hungry or it was actually pretty good. I am going with the later as it was very tasty. My mileage was 47,504 or a total of 576 thus far and it was 1:51pm. We are nearly 60% complete to our goal of 1,000 miles.

Next stop was just 2 miles away as we were required to buy a bottle of Captain Morgan Rum (keeping with the Pirate theme) and again take a picture of the receipt along with our odometer reading. We arrived here at 2:48pm and loaded the Captain into the trunk and headed back to I-75 southbound then on to the Florida Turnpike south.

Next stop was Pirates Cove Adventure Golf in Orlando, Florida, once again keeping with the Pirate Theme. We would hit a lot of traffic as we got closer to Orlando as we would arrive at 4:30pm or the heart of rush hour. We needed two pictures here, one of the Pirate's Cove Adventure Golf signs and one of our odometer's reading. My odometer read 47,590 which meant that we were 662 miles into the ride.



We took on some Gatorade fluids as we were starting to cramp up due to lack of fluids and soon were back on the road. Once again, we were in heavy rush hour traffic in and around Orlando as we continued on the Florida Turnpike heading south now towards Port St. Lucie, Florida. Because of the heavy traffic we all became separated. Mark and Brian could talk to each other with their communication devices and dad and I could talk with each other, but we could not talk to them and they could not talk to us. Eventually traffic lightened up and we were able to reconnect with each other, but this was probably 20 miles down the road. It was still daylight and we would see deer and appropriately Wild Hogs alongside the road and thankfully they all stayed off the roadway.

The next stop was to get a picture of a Pirate at a Shell Bazaar. We pulled in to get our picture of the Pirate at 7:10pm and my odometer was reading 47,714 with 786 miles completed. The roads were slightly wet as it appeared that a localized rain (I mentioned at the start that you never know when a storm might pop up in Florida) had come before us leaving the roads a little wet and the humidity very high. Dad's helmet initially fogged up as we pulled out of the Shell Bazaar, but he opened up the shield and it would quickly clear and we could continue.

Soon we were on I-95 heading north back to the Gates gas station where it all began 15 hours ago. Traffic was very light and we were able to maintain speeds a little above posted speed limit. It was dark again and I was starting to see a lot of deer along the grassy shoulders with their translucent eyes staring back at me. I made a choice to move over to the middle lane (there were 3 lanes) as this would give me/us more time to react should one of them decided to wander onto the highway. Thankfully none did!

I received a call from my mom telling me that they (Mark and Brian) were going to stop 10 miles sooner than we planned. The reason mom knew this was because Mark called her to tell her that Brian's batteries were dying on his head set. We stopped once more for gas and Brian replaced the batteries on his communication device and we were headed towards the finish.

Traffic stayed light as it was getting late so our speeds were able to stay at a good rate, approximately 10 mph above posted speeds. We arrived at the Gates Gas Station, filled up and took our pictures of the odometer readings and the gas receipt which showed a completion time of 10:56 pm and my mileage of 47,950 or a total of 1,022 miles. Dad went inside and bought four (4) cokes in anticipation of mixing it with our Captain Morgans rum that we purchased earlier today.

By the numbers:

Total Miles Today	1,022
Total Hours in the Saddle	18.5
Average Miles Per Hour	55.24 MPH - (Including all stops, traffic and lunch)

After we filled up, we congratulated and hugged each other. Then we agreed that our fish and chips was wearing thin and that we were all hungry, so we drove over to Whataburger that is open 24 hours and had a burger and fries. While we were eating, several other riders came in and we shared our day's experiences while choking down our burgers. Time quickly flew by and it was almost midnight and dad and I went back to the hotel to turn in for the night. The Captain and Coke was not sounding as good as it did earlier so the Captain went on the counter and the Coke went in the refrigerator. We had been up for 21 hours and did not want to have any caffeine effects on our bodies to keep us awake.

We fell asleep quickly and slept soundly until 7am. We would doze off and on until 9am and then we got up and showered and went to breakfast. The free breakfast within the hotel was over so we walked over to the Bob Evans across the street and had breakfast there.

Friday afternoon was spent visiting with fellow riders and sharing stories and experiences of their rides. The Awards Presentation was appropriately held in the Comedy Zone. It is a showroom that is part of the hotel. Dad and I went up when our names were called and proudly received our Certificates documenting the successful completion of the Pirate's Life Ride Saddle Sore 1000. There was what I would guess was about 90 Certificates handed out for the various rides that were available to the other riders.

There was about an hour before dinner and we continued to mingle with the fellow riders. I know that you think we are "slightly touched," but to give you an idea that we are just the minnows swimming in the same water as the big sharks. We were walking by one guy's bike and we were admiring all of the modifications that he had done to it. Supplemental fuel tank, special storage bin, several auxiliary lights, thermal night image camera, radar detector, deer whistles and on and on. Then while we were still admiring the bike a gentleman walked up. We would learn that it was his bike that we were looking at. His name was Patrick Cornwell. We would learn that he plans on attempting to break the record currently held by Chris Hopper. Which was 1000 miles a day for 100 days or more that's 100,000 miles which was set back in 2021. Patrick's goal is very a lofty one indeed, as his objective is to do 1000 miles a day for 125 straight days or more than 125,000 miles. So, as you can see maybe we are NOT as crazy as you might think..... or maybe we are just a couple of underachievers?

Throughout the dinner we would hear about many other extreme riders and the rides that they accomplished during the past year.

I was a little tired and want to start documenting the ride so I went back to the room where I stayed up until 11 working on the story and then dad walked in the room and shared some more stories from his evening with some other riders.

Saturday morning, we loaded up and had breakfast in the hotel and said our good byes to some of the riders and then rode the approximate 130 miles to home where we had our pictures taken with our Certificates and then we washed our bikes and put them back away till the next ride.





Brent Gatecliff and his Dad Chuck Gatecliff back home

Emergencies and Your Info – March 2024

By Rodney Chew



I HATE THAT Image !!! So be careful, as many of you have noted, we don't live in the safest place for vehicle accidents. But if needed, what info about you could be readily used in an emergency? Where would it be found?

Info, What? What about it? It's Private. You're right and the AZRATPACK does its best to never distribute it without your permission. That's not what I want to discuss. Recently after a ride in Mexico I was to meet a buddy for dinner. He arrived late and said a friend of his has crashed that day and broke his collar bone. He commented while knowing and riding with this friend for quite some time he had no way to notify his family. Of course, he could call the victim's phone, that wouldn't help. And of course, the victim had a phone that could NOT be unlocked.

Giving it some thought, for most of the people I ride most often with, I do not have their important numbers memorized. I have them on my trusty phone, RIGHT?!. I have no way to contact a responsible party for them if something should happen.

My group of friends and riding buddies have broad travel habits, we travel alone, in impromptu groups, and organized rides. So, what if something happens to you and you're unable to communicate. Worse yet what if you don't know how to get emergency services where you are?

OK you're in the United States, what about in Canada or Mexico. If I was in Mexico and Canada and had to assist someone, who would you call? Do you scan the internet looking for emergency numbers? (Wasting potentially valuable time)?

CAN YOU ASSIST?

Maybe one of the first things to do is have general emergency contact numbers for your regular travel destinations in YOUR PHONE. Here are some general numbers you might want to keep handy.

UNITED STATES

911 - LOCAL LAW ENFORCEMENT AND FIRST RESPONDERS

MEXICO

911 - Yes 911 works in Mexico, sometimes the calls are routed to call centers. Since 2017, Mexico has moved to make 911 consistent throughout Mexico. Calls will be handled in Spanish or English

078 - Green Angels patrol all FEDERAL and TOLL highways in Mexico, helping drivers with anything from changing a tire to getting medical help. They can usually be found driving green SUVs with emergency lights. The Green Angels are funded by Mexico's Secretary of Tourism

INSURANCE

Mexican law requires that you pay for any damages you cause to another vehicle and/or person before you may leave the scene of the accident. So, it's crucial to have liability coverage from a reliable Mexican insurance company. In addition, many people also choose to buy travel insurance in case of an emergency. Your insurance provider will give you numbers to call in case you're in an incident or need help. Be familiar with the policy and location of the numbers.

CANADA

911 - In most parts of Canada, you can dial "911" from any payphone. If that does not work, then dial "0" and ask the operator for assistance.

Phew 911, that's easy enough right!!

Insurance - Most US Auto insurance policies are valid in Canada but if you have doubts you should contact your provider.

NOW YOU!

How would anybody contact a responsible party or family member should you be involved in an accident? If you're unconscious, God forbid, your phone may be rendered unusable/or is in a locked state, unable to assist anyone. In many cases, some people have specific instructions on whom may direct specific treatments. You may also have serious medication issues that could alter the course of treatment.

Motorcycle clothing manufacturers have tried to address this question by creating pockets in the arms of their jackets to store medical information. In the case of KLIM jackets there is a pocket with a SYMBOL readily identifying the pocket. I would say MOST people do not take advantage of these pockets, don't know what they're for or don't keep current information in them. But my really cool summer jacket which I've had for years does not have these pockets. Not all style of gear has these pockets.



Special Pocket on Klim Jacket

Some suggestions about having readily available information vary from practical to uhh, well....

Not so practical:

1. Tattoo the phone numbers of important contacts somewhere on your body (eeeeeeeh).
2. Place the information on your bike somewhere (yes somewhere, where?). Ever look at a military aircraft and see the BIG - RESCUE marking. That's where to access the pilots if they need rescue from the plane. Prolly not on your bike.....

Better:

1. Wear a bracelet, typically for medical concerns, not a lot of room for much information.
2. Wear a dog tag around your neck, with some contact information, again not a lot of room for much information.
3. Have a plastic laminated card with key information. Room on both sides of the card provides space for good amount of information with small fonts, durable.

The Best:

1. Some electronic/biometric coded device embedded in your body (not currently available, Elon Musk is looking to implant chips in your brain).
2. Get chipped like a pet?
3. Apple Watch can sense a fall, call a contact list from your phone, sometimes generates false alarms.

Well, the best practice probably says some kind of information card that is durable and distributed throughout your motorcycle, your clothing, and carried or worn on your body (a lanyard). Creating the card, keeping the data up to date and making sure you're wearing the information every time you go out seems to be asking for a lot but, it could make a big difference in an emergency. Do you share cards with your riding partners? Is that even practical? Do you have a card deck with you all the time? Still many questions but anything you do could be helpful at a critical moment.

What's in your wallet? on your wrist? around your neck? In your body?

References:

<https://www.mexpro.com/blog/helpful-tips-on-emergencies-in-mexico/>

https://www.amazon.com/dp/B091BGNFBP?starsLeft=1&ref=cm_sw_r_cso_sms_apin_dp_J8V685J20CEZF92FK33B



Zerofit – The World’s Warmest Baselayer

By Karen Butterfield

You may have seen the ad for this product in the AMA Magazine American Motorcyclist. The ad has a lot of very small words. I retyped the text from the magazine article below.

<https://zerofitusa.com/>

Even better than all the technology is a testimonial from one of my friends who got the Ultimate Base Layer shirt. He told me he thinks it’s the best material he has ever tried. He also acquired some of the other apparel. This conclusion is from my engineer/inspector/quality guy who notices details and the fine print. He wears it when riding his motorcycle, but also early in the morning when his house is cold. It’s easy to wear, warm, and comfortable.

It turns out they are manufactured at a site about 30 miles north of where I am in San Diego, California, in one of the nicer beach communities, Encinitas, California.

The texture of the fabric is a bit like a form fitting thin sweatshirt that is a little fuzzy inside with a tight weave on the outside. A little loft on fabric typically feels warmer to me especially when wearing it all day outside. I am not comfortable when it’s cold if I am wearing fabrics that feel slippery. My skin reacts to some fabric blends so I looked at the label. This is the Ultimate Base Layer blend: Acrylic 68%, Nylon 21%, Wool 7%, Polyester 2%, Polyurethane 2%. You can see the texture of the inside in the picture I shot and included below.

There are two fabric weights, one for really cold weather and one for cold weather. Ultimate Base Layer is rated for 14-50 degrees Fahrenheit. The Heatrub Move Baselayer is rated for 23-53 degrees Fahrenheit.

Details from the Zerofit Ad

The World’s Warmest Base Layer. Japanese baselayer brand Zerofit has created a range of game-changing products to keep you toasty warm and ensure that plummeting temperatures won’t stop you getting out on the road or track this winter. Designed by a passionate team of innovators and baselayer specialists, the Zerofit Heatrub Ultimate is the most technically advanced baselayer on the planet and completely different to any other product you’ve ever worn before.

WHAT MAKES IT SO GOOD?

1. **It’s five times warmer than a standard baselayer** – This is quite a claim, but it’s a fact. Tested at the iconic Boken Institute in Osaka, the Heatrub Ultimate baselayer recorded a Heat Retention Rating of 0.78; a standard baselayer would have a rating of between 0.1 to 0.14. And for reference, a jumper would typically have a rating of 0.3. The Ultimate performs best in a temperature range of 14 thru 50 degrees Fahrenheit – so even in the coldest of conditions and most biting of winds, you’ll still be nicely heated.
2. **Instant warmth the moment you put it on.** – A standard baselayer traps body heat between your skin and the material, so it takes a little time before you feel the benefits. With Zerofit, five separate fabrics, along with a patented knitting process, create instant warmth as soon as you pull it on. And, because of the construction of the garment, this heat is retained for the duration of your time on the bike, making it an essential piece of kit this winter.



Zerofit Heatrub Ultimate Base Layer

- Five times warmer than a standard baselayer.
- No need for multiple additional layers – a game-changer.
- Instant heat the moment you put it on.
- Heating from top to toe.

3. **Heating from top to toe this winter.** – Innovative “Heat Threads” positioned on the inside of the garment gently rub against your skin and are activated upon even the smallest of movements, creating positive warmth across your body. We also produce Heatrub Ultimate Leggings, Heatrub Ultimate Socks and a Heatrub Ultimate Neckwarmer, all of which are made from the same material and work in exactly the same way, so you can have top-to-toe warmth on even the longest of journeys with Zerofit.
4. **Ride free with fewer layers and greater warmth.** – The Ultimate is the ideal product for bikers who hate traditional tight baselayers. Over the years, you may well have ‘layered up’ in order to combat the effects of cold weather. This is where we are changing the game. The Heatrub Ultimate is so good at keeping you warm, you won’t need multiple additional layers. And the unique fabric mix means it doesn’t need to rely on compression to keep you warm, making it super comfortable too.



Zerofit Heatrub Ultimate Base Layer

Acrylic 68%, Nylon 21%, Wool 7%,
Polyester 2%, Polyurethane 2%.

Big Congratulations to:

The 2023 Premier Triple Crown Award Recipients

First Name	Last Name	Tour 1	Tour 2	Tour 3
Shareef	Assadiq	Four Corners	Missions Tour	Three Flags Classic
Dave	Bennett	Four Corners	Four Corners True "X"	Three Flags Classic
Carl "Ksolo"	Harris	Four Corners	Best 15 US Roads	Three Flags Classic
Rick	Lane	Great Lakes Cabot Trail	Best 15 US Roads	Three Flags Classic
Edward	Monsour	Four Corners	Best 15 US Roads	Three Flags Classic
Kenneth	Trass	Great Lakes Cabot Trail	Best 15 US Roads	Three Flags Classic
James	Valentine	Great Lakes Cabot Trail	Best 15 US Roads	Three Flags Classic

The 2023 California Triple Crown Award Recipients

First Name	Last Name	Tour 1	Tour 2	Tour 3
Robert	Govier	Missions Tour - 21	Parks - 24	Roads - 60
William	Wilson	Missions Tour - 21	Parks - 24	Roads - 60

The Premier Triple Crown Award Recipients completed THREE tours in 2023. The California Triple Crown Award Recipients completed all THREE tours in the California Adventure Series in 2023.

We will have some photos of small celebrations in the next issue of the newsletter.

We are dreaming about getting together for an awards banquet like we used to do a while back.

Please let us know what you think about that possibility. newsletter@sc-ma.com



The Southern California Motorcycling Association



Proudly Announces its

47th Annual Three Flags Classic™ Motorcycle Tour

The Premier, Long Distance, Motorcycle Event YOU Have Been Waiting For...

Harrison Hot Springs, BC, Canada
South on an Inland Route to...
Tijuana, Baja California Norte, Mexico
The Grand Hotel Tijuana

Photo this
Flyer!

Friday August 30 - Monday September 2, 2024

(Harrison Hot Springs Mandatory Check-in / Riders Meeting, Buffet Wednesday, August 28, 2024 and Glorious Finishers' Awards Banquet Tijuana Tuesday, September 3, 2024)

3 Mandatory Checkpoints, with specific check-in times, & snacks.
CP1: The Dalles, Oregon; CP2: Mt Shasta, California; CP3: Bishop, California

**Rider SWAG, Official 3FC Passport, Ball Cap, 3FC Tee Shirt,
Stunning Wall Plaque, Pin, Decal, Start Riders' Meeting / Buffet,
Checkpoint Snacks and Beverages, Finishers Banquet, Door Prizes,
AND Limited Edition Memorial Belt Buckle for Certified Finishers.
Digital Road Maps will be provided.**

**Scads of Gorgeous, Rugged and Challenging Road Miles Through
Twisty Mountains, Rolling Hills, Deserts and Farmlands!
Approximately 2,100 miles, 3,300 Kms.**

All Bikes & Riders Welcome to Join Us! Great friends, great fun!

Register at www.sc-ma.com for Full Info, Procedures, Requirements.
SCMA Membership (\$35), Registration (\$300) USD, and participate in
this EPIC Adventure. Limited to 300 Very Fortunate 3FC24 Riders.

Questions?? Contact: Mark Burdick
Chairman, 2024 Three Flags Classic™
Southern California Motorcycling Association
3FlagsChairman@sc-ma.com



This is NOT a race.

Registration Deadline July 1, 2024

Inside the Helmet

Volume 1 – March 2024

By Mark Sovern

I turned 65 in February. Maybe I'm just sensitive, but I'm noticing that people are prefacing remarks about my motorcycling by saying, "At your age..." At my age? Ted Simon, retraced his around the world trip – covering 59,000-miles and taking 2 ½-years – at the age of 70. Former SCMA President "Gonzo" Gonzales started motorcycling at 67.

I don't feel any different and the view from behind my eyes hasn't changed, though what greets me in the mirror is occasionally startling. I can't imagine giving up riding over a random milestone. I accept that age is a factor. I'm willing, in the interest of continuing this profoundly satisfying pursuit, to take steps to stay in the saddle for many more years. I know right where to start.

You see, I've always looked up to the experienced riders I've encountered. Riders with mindboggling mileages and travels to the limits of the imagination. Many have literally spent more time putting gas in their motorcycle tanks than I've spent riding motorcycles. They keep going down the road year after year. So, what better group to ask to find out how I can do the same?

I asked them. This is their sage advice:

Everyone I talked to had at least a few hard and fast rules that they followed. Many came with scar tissue. While not all of them noted the same things, or sometimes disagreed, the data clumped and the pearls emerged.

Stay hydrated.

It's not a fad. It's a thing. Apparently, that squishy bit we use to separate our ears revels in hydration. Considering that it is the Command Center for all things judgement and reaction-related, that's a big deal. On a motorcycle it's life or death. Hydrate it accordingly.

Are you going to eat that?

Continuing the focus on what the Marine Corps calls "the brain housing group," the vital processes performed by the brain require fuel. Just like your bike. A donut and a Red Bull at every other gas stop is, well, sub-optimal. You wouldn't pour used deep fryer oil into your gas tank for the same reason. Karen Butterfield gets it. She's got her little Ziplocs with goodies from home that she snacks on when we stop. She's freed herself from the limited, sugar coated, carbo-bomb, gas station options and has complete control over her body's fueling needs.

Set reasonable distance objectives.

Crushing big mileage is exhausting. The body and mind quietly drain. Focus and judgement suffer first. Stories of calamities caused by "pushing on" were legion. The immersive nature of motorcycle travel provides unlimited opportunities to experience your surroundings. Slow down. Get to your overnight stop in time to walk around town and take in the experience. Revel in the camaraderie over a meal. Don't drink to excess and get to bed at a reasonable hour. You'll live to ride another day and enjoy the experience to the fullest.

Your motorcycle is a precision machine made of metal. You are not.

We aren't built to sit all day long. When you stop, walk around and stretch. I learned that from other riders on the Three Flags Classic. Now when I stop, my body begins a little ritual of moving and stretching without me even thinking about it. And wow, does it make a difference! The stiffness goes, circulation resumes, and I get a refreshing clarity.



The Right Stuff

A little math here. Discomfort = fatigue. Discomfort = distraction. Fatigue plus distraction makes for bad decisions – sometimes dangerously so. There's no substitute for the proper clothing. Like they say in Scandinavia, "there's no bad weather, just bad clothing." Have the right gear, use the right gear, be comfortable. You'll be a better, safer, happier rider.

I know I should...

Almost every serious rider I spoke to admitted that some level of physical activity was necessary for optimal performance on the road. We're not getting any younger. Strength, coordination and flexibility diminish with age. There were many, many stories about freak injuries from pushing, lifting, and getting on and off bikes, or from tumbles that should have been inconsequential. The victims all now do some form of exercise to avoid unpleasant repeats. General, regular "workouts" and Yoga topped the list of preventative measures. You don't want to discover your fitness limitations in the field. I've been on trips where it seemed that I spent the day picking my GS up in the dirt, one fall after another. In another instance I smoked my clutch on the Baker-to-Vegas dual sport rally and ended up walking 18-miles out of the desert at night. In all cases the consequences were hugely diminished by being in relatively good shape.

Do you mind?!

Oddly enough, there was one thing that everyone I talked to agreed upon. Some naturally embodied it and others adopted it as their mantra. It was the importance of mindset. That space we create for ourselves inside the helmet. Have a positive attitude and manage your emotions. I heard numerous cautionary tales from riders who, absorbed in life's dramas, didn't notice a stopped car until they ran into the back of it. Another rider talked about how, in the cold and pouring rain, he made a wrong turn and ended up lying in the mud with his bike because he was distracted by being uncomfortable and angry about the situation.

Dr. Gregg Frazier, who circumnavigated the world six times on a motorcycle, once aptly noted that the difference between a trip and an adventure is the element of the unknown. Embrace the tribulations. View deviations and setbacks as opportunities to experience what you otherwise may have missed. Find the humor in things.

I will incorporate these elements in my plan to stay in the saddle. You won't be rid of me anytime soon.

About Mark Sovern - For the last 17-years, The Southern California Motorcycling Association (SCMA) has provided me with a precious source of motorcycle travel, adventure, camaraderie, and education. I think that like many of us, I was drawn to the SCMA by the epic, cool, well-organized rides and mature, safe, and professional culture of its members.

I am not a California native, and I discovered that one of the many benefits of membership included introducing me to many fabulous California riding opportunities and destinations that I may have otherwise never discovered. The club's rides gave me a reason to overcome inertia and get out and ride.

I have many, many cherished memories from rides with SCMA and its affiliated clubs, and the joy that they have brought me makes membership an indispensable part of my life.

I am thankful to all those who labored long and hard to make the club what it is and the rides something not to be missed. I must admit that I often felt bad about just showing up and enjoying the benefits of so many other hardworking members' dedicated effort without contributing in some way myself. I promised myself that when I was in a position to contribute I would. Now I can.



Mark Sovern

I thought long and hard about how I might contribute. I looked for an underserved or overlooked segment that might add value to the already robust and diverse program in place. I thought, hey, we can't always be in the saddle so how about creating a column that would provide something reflective, entertaining and thought provoking that the membership could read to fill the time between rides.

I thought about all the great conversations and stories I had heard sharing a beer or sitting around a campfire and it was clear that our membership was inclined to, and capable of, great story telling and personal insight. That suggested that topics such as mindset, riding philosophies, travel born personal insights, cautionary tales, member interviews, and club history might be popular. To that end, the idea of a column called "Inside the Helmet" emerged.



2024 CALIFORNIA ADVENTURES SERIES UPDATE

- March 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 !

2024 CAS – Missions Tour

Terrance McClure

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**
Ride Finisher

Missions Tour:

- | | | |
|----------------------------|-----------------|-----------|
| 1. Shareef Assadiq * | Boerne | TX |
| 2. Monica Short * | Escondido | CA |
| 3. Terrance McClure | Murrieta | CA |
| 4. Michael Hamilton | Manhattan Beach | CA |
| 5. Edward Monsour | Laguna Beach | CA |
| 6. Dave Bell | Miramar | FL |
| 7. Richard Pedersen | Aloha | OR |

Parks Adventure:

- | | | |
|----------------------|-----------|----|
| 1. Shareef Assadiq * | Boerne | TX |
| 2. Monica Short * | Escondido | CA |
| 3. Richard Pedersen | Aloha | OR |

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 |
| 6. Edward Monsour | Laguna Beach | CA |

March UPDATE:

Missions:

Always Check Mission Hours for Stamp Accessibility ! !

Mission Santa Clara de Asis – Stamp at the Bronco Corner Store

Parks:

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

Roads:

Series 'A' Roads Closed

CA-245 - Closed

Series 'B' Roads Closed

Lockwood Valley - Closed

Series 'C' Roads Closed

Nac/Fer - Closed

Series 'D' Roads Closed

CA-1 – Closed; Amboy-Kelbaker - Closed

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 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. 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

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 – March 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
7. **Norman Lee**, Victoria, British Columbia, CAN
8. **Carl Harris**, Hopewell, Virginia
9. **Charles Lamb**, North Prince George, Virginia



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

– March 2024

We are only five months before the beginning of the start festivities for the 2024 47th Three Flags Classic. We currently have 198 riders signed up. Each registrant has received the Registered Riders Instructions document to be used as the reference for planning your tour. I will be sending out regular updates to the document, which is cumulative, so please discard old copies.



As a reminder, please book your hotel reservations early as accommodations will be very limited if you wait to the last minute along the fantastic route we will be riding from Harrison Hot Springs to Tijuana.

I should note the Canadian start is attracting a significant number of new riders this year. I want to welcome them and know that they, too, will run the 3FC and decide to return, year after year, like most of us do.



We know people are also planning to combine the 3FC with other of our tours: USA Four Corners, Best-15 US, California Adventures, Great Lakes Cabot Trail, and now the new Mother Road Adventure Series. The 3FC is a perfect complement to one or more of these rides.

While the 3FC committee might look like calm swans floating on a lake, we are paddling like crazy to get the event organized and everything lined up for the riders.

We are working on the all preproduction required for the rider's bling. We will be mailing your bling to the address in your registration profile. We will close 3FC registration on July 1st so all bling can go out no later than July 15.

We continue to review and revise the route, including several potential leg alternatives you can incorporate into your personal route this year. We include GPS format along with turn by turn/map alternatives for those of you who need physical documentation. Please note, this information will be updated several times before the tour starts so, please monitor the files for revisions.

About this time, we kick off all the planning with our volunteers for the checkpoints in The Dalles, Mt Shasta, and Bishop. A lot of work goes into making sure we are prepared for your arrival and Passport processing. Our checkpoints are inside at The Dalles and Bishop. Our Mt. Shasta checkpoint will be outside. Please refer to the RRI for checkpoint hours. The Checkpoint captains will not open early or stay open late to accommodate your individual schedules.

The planning is continuing for both the Harrison Hot Springs Start and Tijuana Finish. The banquet planning is well underway and the menus look delicious. I will wait until June to ask for any special dietary restrictions you may have. Please note: per the instructions we published on the registration, the banquet meals are included for riders and passengers who have registered for bling. The additional banquet meals are to be purchased for any other of your guests who may want to attend the start and/or finish banquets. If you bought one or more meal tickets in error, please drop me a note and I'll refund those tickets. Please be aware that PayPal charges SCMA a fee for both purchases and refunds....

The 47th Three Flags Classic is looking to be a very unique experience that you will be glad you experienced. Please think about bringing along a new rider with you, they will be grateful you did!

Ride safe and ride often,

Mark Burdick
2024 47th Three Flags Chair
SCMA Chairman

USA Four Corners Tour Update – March 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		

22	Tracey	Chuvalo	Oshawa, ON, Canada		X
23	Carl	Harris	Hopewell, VA		X
24	Steve H.	Hodges	Cheyenne, WY		X
25	William	Thigpen	Santa Clara, CA	X	
26	Alan	Corcoran	Smartville, CA		X
27	Karen	Reid	Grafton, ON, Canada		X
28	Mark	Passe	Sumas, WA		X
29	Karen	Carroll	Courtice, ON, Canada		X
30	Princess	McCall	Miami Gardens, FL		X
31	Michael	Tozier	Palmyra, ME		X
32	Steven	Cianchette	Newport, ME		X
33	Brian D.	Thompson	Lynden, WA		X
34	Naujawa	Clarke-Rudolph	Lauderhill, FL		X

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

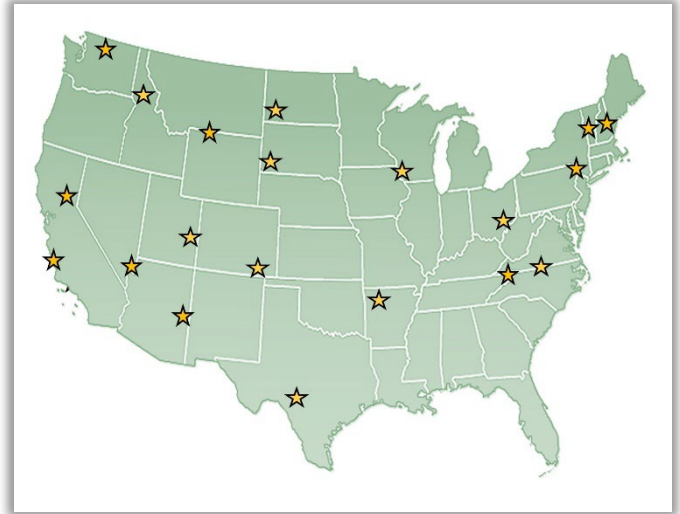
[Also visit our USA Four Corners Tour™ Facebook page.](#)

Best 15 US Roads Challenge (B15) Update – March 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
7. **Charles Lamb**, North Prince George, Virginia

For more details on the B15 tour – <https://www.scma.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 .

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