



SCMA NEWSLETTER

Founded 1968

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Chairman's Article – July 2024

July has been a tough month for long distance motorcycle touring: extreme heat in the western US, a hurricane ripping through southeast Texas and its subsequent heavy storms and tornados running from Missouri through Illinois and the eastern seaboard. People on the northern part of the Great Lakes Cabot Trail tour report nice weather in Nova Scotia and on the Minnesota section. Please do take time to review the hot weather riding tips included in this month's newsletter issue.

I typically ride just a hair over the speed limit when I get out on tours to save gas

and to enjoy the time I'm in the saddle. I truly endorse the idea of, "it is the journey not the destination." I do fulfill my "need for speed" by watching MotoGP on the TV. Like many of you, my favorite track is the Isle of Man and hope to visit it someday. I have seen the MotoGP in Austin, Texas, and the TV just doesn't capture the speed of the riders whipping around the track. My fave rider is Marc Marquez. I think several of those riders would finish faster if they would get off those Ducatis and mount up on the BMWs instead. Oh, yes, I do love my BMWs. I love discussing politics. No, not that kind of politics, you know - motorcycles, tires, oil, and farkles! The British Grand Prix is coming up August 1st then Valencia November 28. Should be great races.

We have started work on "website v3" to update our existing site we implemented two years ago. We are implementing easier navigation, improved graphics, a history section, and some internal optimizations. If there is something in particular you would like to see, please send a note to newsletter@sc-ma.com. Many of you send questions to info@sc-ma.com, but these are rerouted to other people for response. Please send membership related questions to membership@sc-ma.com and ride related questions to the email address shown in the Ride page. [Info@sc-ma.com](mailto:info@sc-ma.com) will be retired soon.

As a reminder, your membership fee is used to operate SC-MA. All of the people who are on the board and/or are ride chairs are volunteers, but we do have expenses to keep SC-MA going. The fees we charge for the tours go to producing the bling and covering shipping. You must be an active member to register and participate in a ride. Your membership must be active to receive the bling and trophy for ride completion. We do send you email reminders when your membership is close to expiring but please check your profile from time to time in case your renewal notice was not noticed in your inbox. Thank you again for being a member of SC-MA and keeping us going.

Ride safe and often,

Mark Burdick
Chairman, Southern California Motorcycling Association



At the BMW Motorcycle Owners Rally in Redmond, Oregon at the Christian Motorcyclists Association booth. Our TFC Checkpoint Volunteers.
L to R Back Row – Gary Presting, Mike Dunton, Mark Burdick
L to R Front Row – Deb Dunton, Cindy Cox, Ron Smith
Mike and Deb are TFC24 Checkpoint 1 Captains

Passing Through San Diego After the TFC24

By Karen Butterfield

This year the Three Flags Classic Finish is in Tijuana, Mexico. The ride home will take riders through the San Diego area. I was born and raised in San Diego, California. I wanted to share some highlights of the route along the coast you can choose from that might be enjoyable to pass through, or to stop for a look or a snack. San Diego is a great place to visit at all times of the year. You may see something you would like to see more of on a future trip.

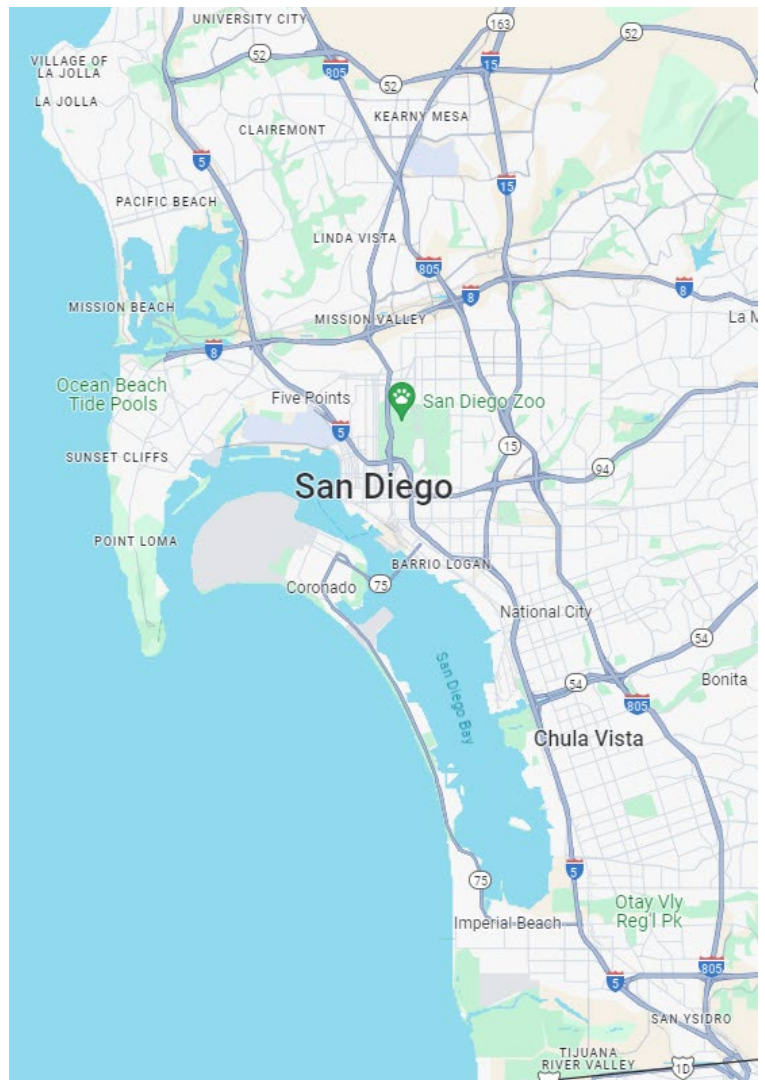
The TFC route south will take riders through the eastern portion of San Diego County where the traffic on Labor Day should be lighter. Part of it may be warmer, however it has some interesting scenery and roads that are fun. **So, heading back north could be your chance to have a look at a few of these places along the coast.**

All of the Mexican officials we have been working with since January are recommending crossing at the San Ysidro border coming south and going north. We will have some special access at the border plus waypoints and escorts to and from the hotel in both directions. Riders will receive more information in the Registered Riders Information emails and onsite in Harrison Hot Springs.

After crossing the border going north, the coast roads west of I-5 have many great views and items of interest. You can navigate by going back to I-5 any time or wind your way north on the coast roads. There was a local bumper sticker many years ago that said – There is No Life East of I-5. Consider these places:

Coronado

You could choose to turn off I-5 at 75 in Imperial Beach to ride the Strand into Coronado. I would choose to pick up 75 after Barrio Logan and take the bridge into Coronado. There is no toll. You can ride over, turn around and ride back. While you are there one of the highlights is the Hotel Del Coronado. It was built in 1888 and is the second-largest wooden structure in the United States (after the Tillamook Air Museum in Tillamook, Oregon). Check out the hotel and the views using the link below. The hotel is famous as the location for the movie *Some Like it Hot* with Marilyn Monroe and Tony Curtis. The beach is where the *Top Gun* Maverick beach scenes were filmed. A drive along the beach on the north side of the hotel is a scenic coastline ride and a look at some spectacular homes along the beach drive. They are still finishing a huge restoration and expansion project at "The Del." If there is time to stop, the shops have historical photos and the wood interior of the lobby is special. There is a fancy ice cream shop and the deck on the back part of the hotel property has snacks with a memorable view of the ocean and Point Loma where the Cabrillo National Monument is located.



If you like the town and want to visit, the Crown City Inn and Bistro is a reasonable place to stay and has one of the best restaurants in town.

If you go a little further south past the “The Del,” you will see some of the Navy Seal training locations. San Diego has a Navy Seal Museum coming late this year, that will most likely continue to expand in the future.

Hotel Del Coronado - <https://hoteldel.com/>

Crown City Inn and Bistro - <https://www.crowncityinn.com/>

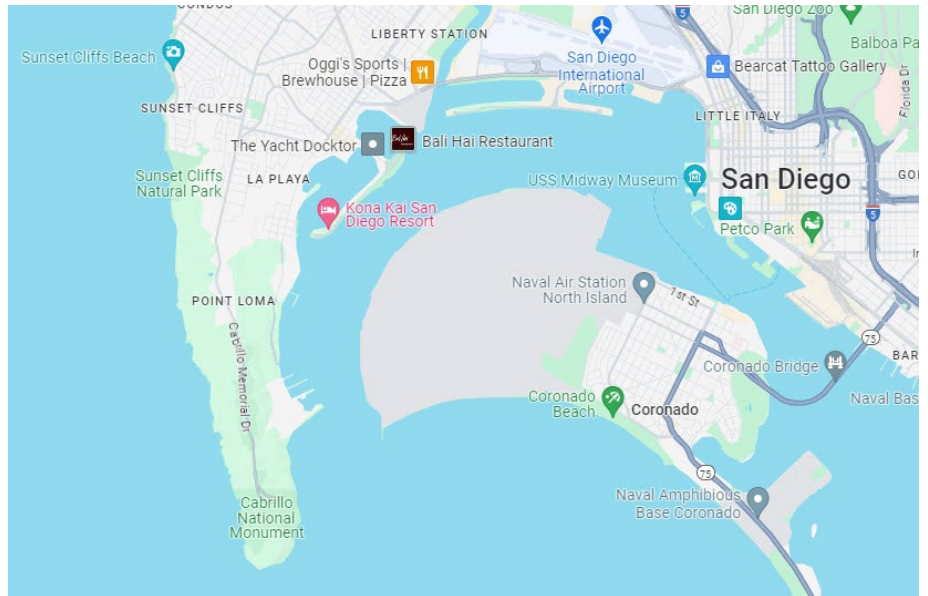
Navy Seals Museum Planned - <https://www.youtube.com/watch?v=fKIG9dHfiEs>

Current Navy Seals Statue - <https://www.navysealmuseum.org/nakedwarrior/california>

USS Midway Museum

The Midway has a presence from the parking lot even if you don't want to do a tour. There is a Fish Market restaurant with good food nearby. The outside seating has a nice look at whatever air craft carriers may be tied up at North Island Naval base across the bay.

You can swing around to Harbor Drive from the Coronado bridge or go on the I-5. On Harbor Drive you will pass the Convention Center and Bayfront parks and the Rady Shell venue designed to deliver the best available sound for outdoor concerts of all kinds.



Fort Rosecrans National Cemetery/Cabrillo National Monument

North Harbor Drive, Rosecrans Street and Talbot Street will take you up to Catalina Blvd where you can cruise to the Point. Going south will ultimately take you through the Rosecrans National Cemetery and the Cabrillo National Monument. Even if you are just cruising there are amazing views to the east over the bay toward the city and out over the tidepools and Pacific Ocean to the west.

When headed back north on Catalina Blvd look for Hill Street on the left to take you down to Sunset Cliffs. The descent down from the Point provides a novel steep view of the ocean through the residential area.

Sunset Cliffs/Ocean Beach

This is a favorite sunset location, as it's named, that is beautiful any time. It's busy. If you stop and walk over to the edge to look, pay attention to the warning signs. The sandstone cliffs are slippery and we lose a few people every year who go too far over a barrier and slip off the cliff.

Sunset Cliffs Boulevard hugs the coast and crosses Newport Ave, which is the main drag of this tight beach community. **Hodads** is the famous burger place. There are many restaurants in the areas. **The Ocean Beach Pier** first opened on July 2, 1966. At 1,971 feet the Ocean Beach Pier is supposed to be the longest concrete pier in the world. The fishing pier is not open now. There are plans to fix storm damage this year and rebuild it completely in the future. Surfing around it and through it is a common sight. The store called The Black has a long history, think head shop. The community has some time warp back to the sixties feels.

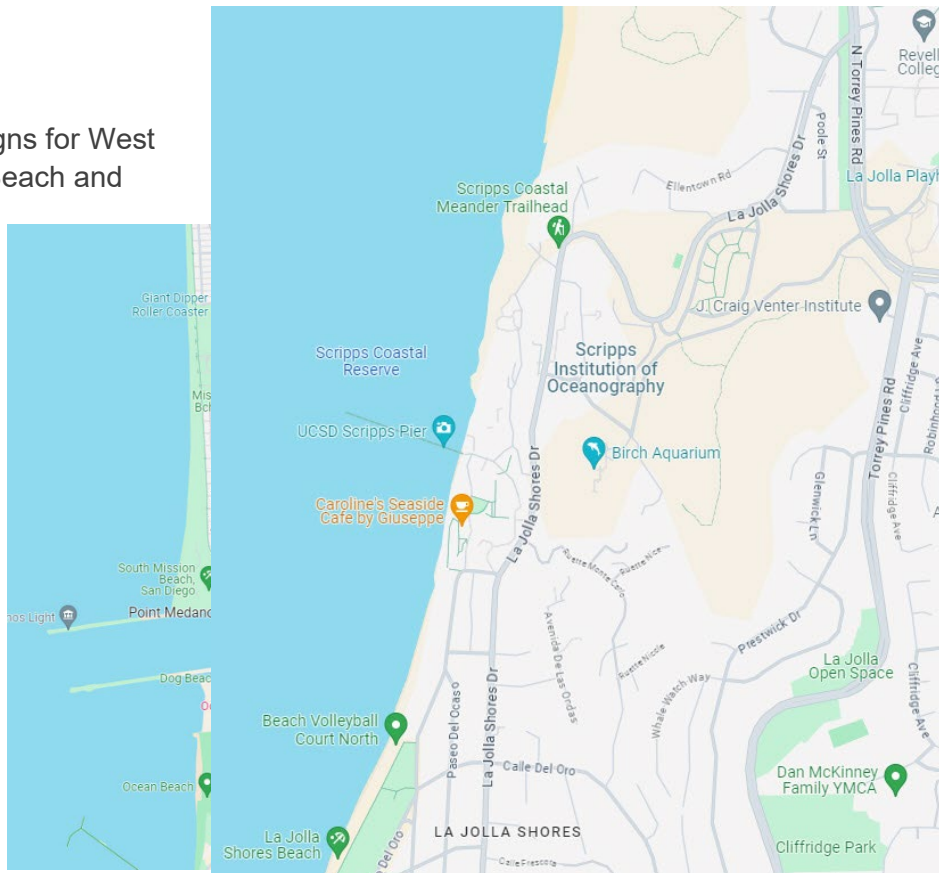
<https://theblackoceanbeach.com/>
<https://hodadsococeanbeach.com/>

Make your way north and to the signs for West Mission Bay Dr to cruise Mission Beach and Pacific Beach resorts, the vintage Roller Coaster at Belmont Park up the cliffs to the Mt Soledad Memorial Park. Follow **La Jolla Mesa to La Jolla Scenic** to the Park.

Mt Soledad National Veterans Memorial Park

The ascent provides good vistas of the area. Of course, it's better if you can stop and turn around to look south. There is usually enough parking at the top to stop briefly but you can see a lot with a slow trip around the site one or two times.

<https://soledadmemorial.org/>

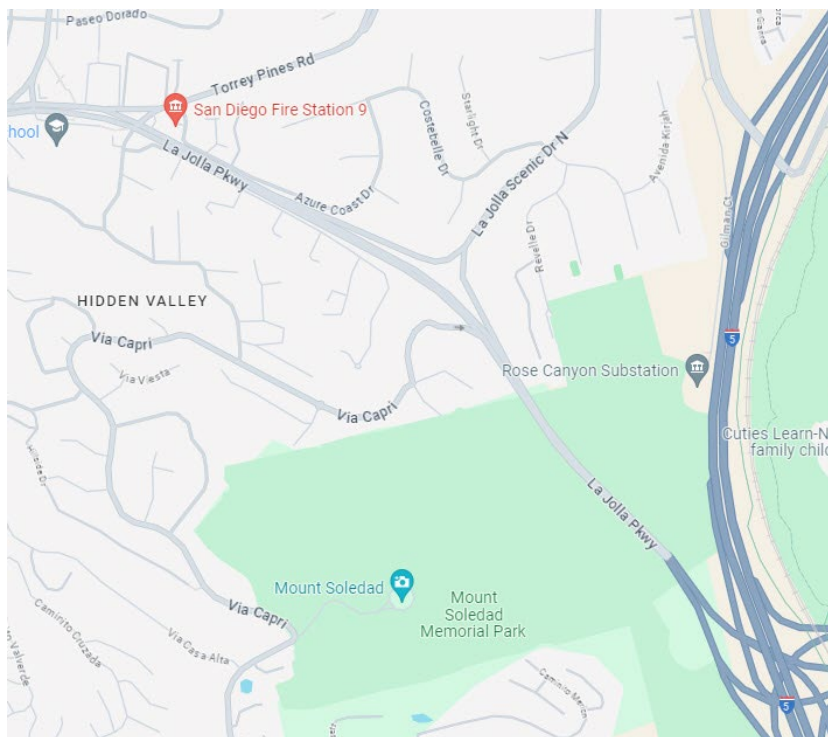


Keep heading north on Via Capri. As you descend watch for a slow tight left down at **Hidden Valley Rd**. Go left at **La Jolla Parkway** to a quick right at **La Jolla Shores Drive**.

La Jolla Shores Beach

This beach is one of the prettiest most easily accessible beaches we have in San Diego. The main drag is Avenida Del La Playa with upscale and regular restaurants. The end of this road is where the ocean-going kayaks are launched for the serious people ocean fishing. The La Jolla Shores hotel is low key looking from the street. It has a very quiet restaurant with good food and a great view of the beach and the La Jolla Cove from the north.

<https://www.ljshoreshotel.com/>



Continuing north up **La Jolla Shores Drive**, the road will rise dramatically past the **UCSD Scripps Pier, the Scripps Institution of Oceanography and the Birch Aquarium**. This is one of the most interesting sections of road on our local coast. You will arrive at **North Torrey Pines Road** up the Torrey Pines Mesa. You are now up on a flat part of the cliffs. Mesa means table in Spanish.

Scripps Institute - <https://scripps.ucsd.edu/>

Birch Aquarium - <https://aquarium.ucsd.edu/>

North Torrey Pines Road takes you north on the western edge of the **University of California at San Diego** and the west side of the **Salk Institute for Biological Studies** that is just south of the **Torrey Pines Gliderport**. The Gliderport is another memorable view at the turnaround or stop for a hot dog while you check out the gliders. This area is one of the concentrations of the Biotech industry in the San Diego area.

Gliderport - <https://www.flytorrey.com/>

Salk - <https://www.salk.edu/>

Further north on North Torrey Pines Road is the world-famous **Torrey Pines Golf Course**. It is a public course. You can stop and walk to the restaurant on the north west side near the putting greens, get a burger or a salad and sit inside or outside while checking out the course you may have seen on TV. Yes, the Torrey Pine trees are rare and protected.

Torrey Pines Golf Course - <https://www.sandiego.gov/torrey-pines>

The descent to **Torrey Pines State Beach** from here is one of the best scenes going north on the coast road to see the waves breaking on the sand from the road. The road changes to **S. Camino Del Mar** going north.

Del Mar

There are many places to eat in Del Mar. **Jake's Del Mar** right on the beach is one of the most famous ones. Left at 15th Street and right on Coast Blvd will get you there. You can go right on Jimmy Durante Blvd through the Del Mar Racetrack and Fairgrounds to get to I-5 or continue up the coast road called Camino Del Mar at this point. On the north side of the Del Mar Racetrack is the **Brigantine Seafood and Oyster Bar** restaurant. It's a good place for a fish taco up on the bluff overlooking the Racetrack infield and the coast to the south.

Jake's Del Mar - <https://jakesdelmar.com/>

Brigantine - <https://www.brigantine.com/locations/del-mar/>

Del Mar Track - <https://www.dmtc.com/>

The coast road changes to Highway 101 and travels along the railroad tracks through **Solana Beach**. There are many places to eat. There are likely to be many bicyclists and pedestrians. Pay attention to the speed limits and signs. There are special barriers to try and keep all the traffic safe. They are unique.

The road descends to the lagoon at **Cardiff State Beach** and a couple of restaurants that have been there for many years. Las Olas has been there since 1981 and usually has a few bikers out front.

Las Olas - <https://www.lasolasrestaurant.com/>

The **San Elijo State Beach** is a notable large picnicking and camping area on a long stretch of the cliff directly over the beach.

https://www.parks.ca.gov/?page_id=662

SWAMI's Surfer's Breakpoint

This is a famous landmark for surfers and the silhouette of the nearby Self-Realization Fellowship Meditation Gardens will be a memorable sight. This 1976 article tells part of the story.

<https://www.sandiegoreader.com/news/1976/apr/22/cover-swamis/>

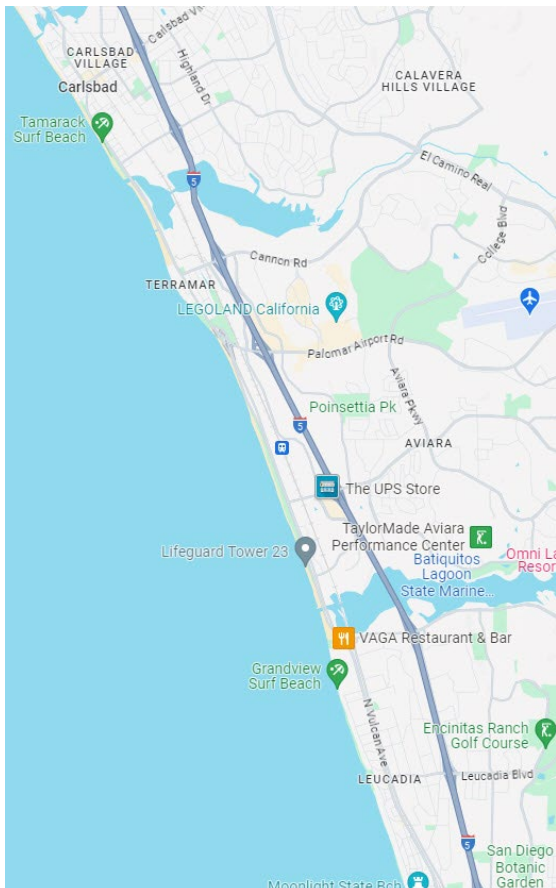
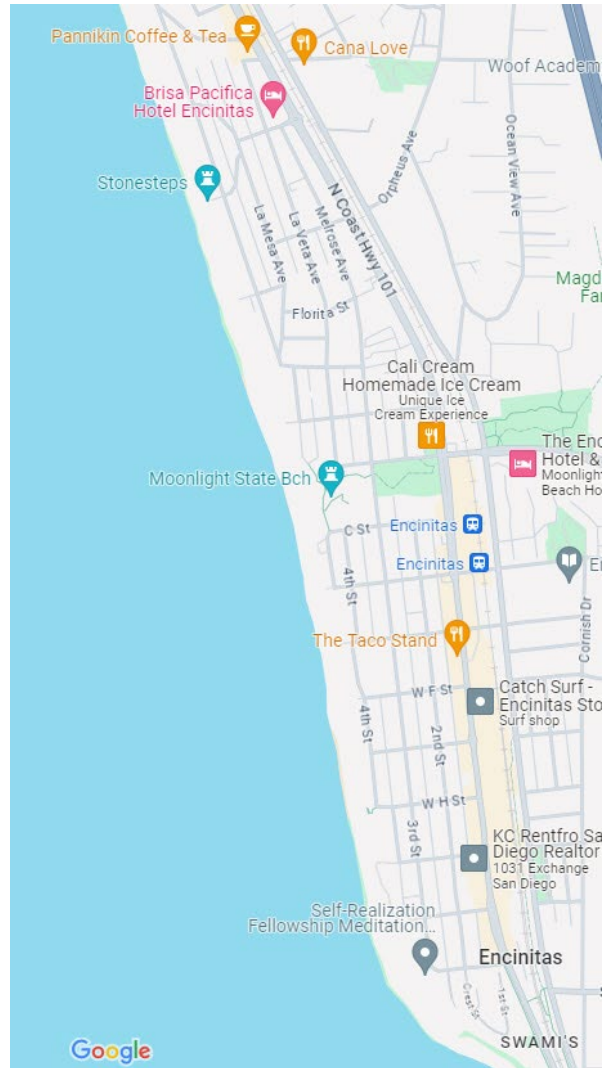
Moonlight State Beach

This beach is another one in **Encinitas** that is familiar to surfers. **Pannikin Coffee & Tea** is a coffee roaster and café, since 1968 and is central to Encinitas motorcyclists, bicyclists and residents.

Moonlight State Beach -

https://www.parks.ca.gov/?page_id=659

Pannikin Coffee and Tea - <https://pannikincoffeeandtea.com/>



Leucadia

This town is part of the artist network. Two of the well-known restaurants are the Mexican place La Especial Norte and Le Papagayo.

Le Papagayo - <https://www.lepapagayoleucadia.com/>

La Especial Norte -

https://www.facebook.com/profile.php?id=100049722472499&paipv=0&eav=AFbs5t9IO9cL31mQ6SRK1xWtw89Hxx7yk9kXJ4TVQioTp_ZrMibJRuetQWfAtupnzME&_rdr

Alila Marea Beach Resort in Encinitas is the newish upscale resort where the coast road changes from 101 to Carlsbad Blvd S21 and dips back down to the water level for a beautiful stretch of road near the protected Batiquitos Lagoon entrance/exit.

Carlsbad

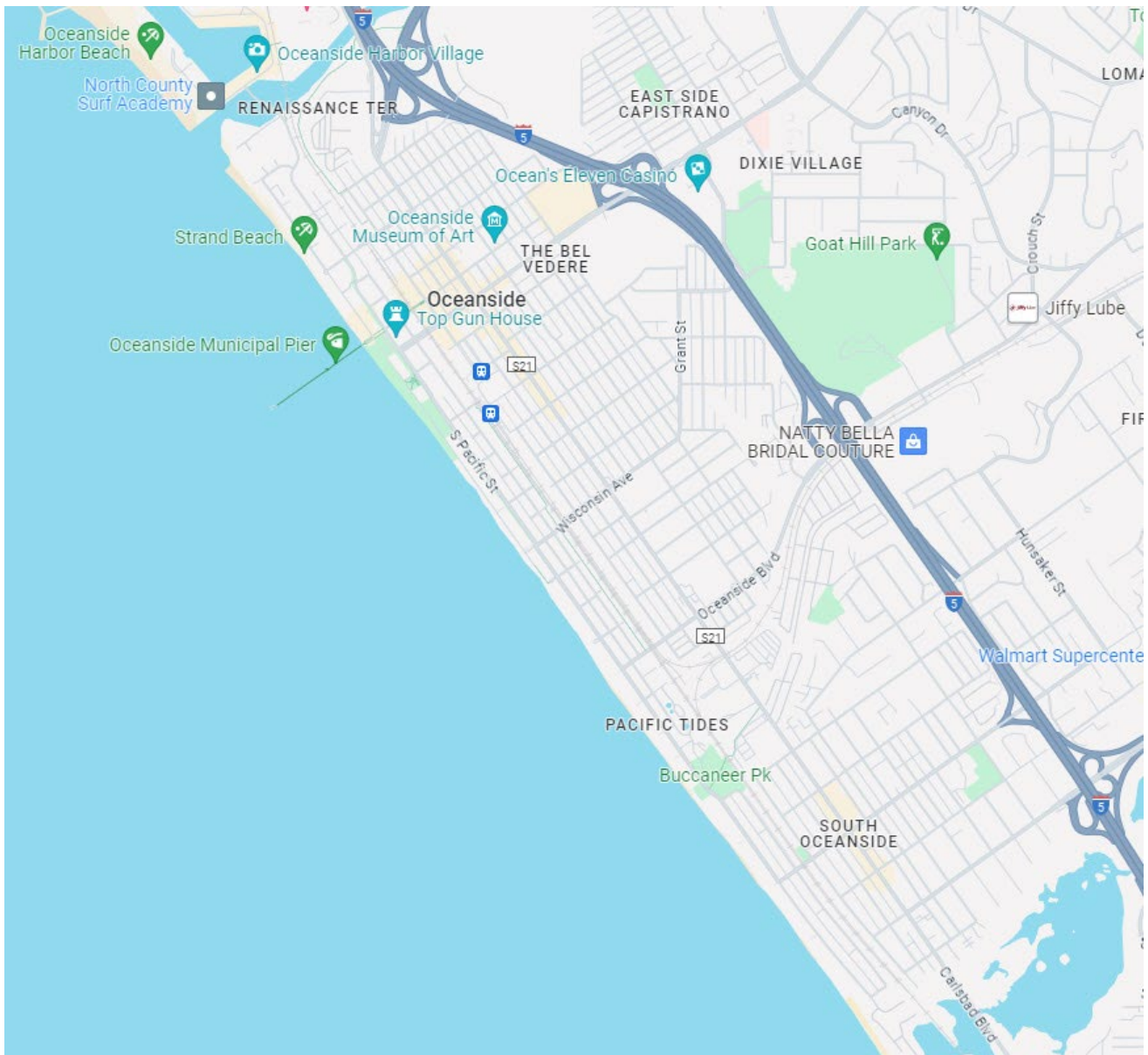
This town has been developed quite a bit in recent times. Soon the road slows down to the **Carlsbad Village** toward access roads for **Legoland** and all the big resorts in the area. Past the Buena Vista Lagoon, the road changes to South Coast Highway S21 and soon you will be in Oceanside. The main drag is Mission Blvd. Near that intersection is the **Oceanside Pier** and the **Top Gun House** that was moved to this location. See the links below for details.

Top Gun House in Oceanside - <https://visitoceanside.org/blog/history-of-top-gun-house-oceanside-california/>

Legoland - <https://www.legoland.com/california/>

Oceanside Pier - <https://visitoceanside.org/things-to-do/outdoors/oceanside-pier/>

After your adventures, follow the signs to I-5 and proceed north through Camp Pendleton. Hopefully you have some photos, notes, and memories of places you may want to see again.



Tijuana Iconic Images

TFC24 Finish City



Grand Hotel Tijuana Towers



Grand Hotel Tijuana Towers



Tijuana Cultural Center



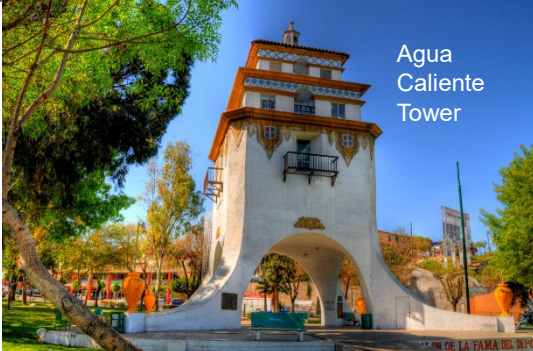
Tijuana Cultural Center



Lighthouse Playas



The Arch



Agua Caliente Tower



Plaza Monumental de Tijuana Bullring by the Sea



New City Medical Plaza

Links to Descriptions of the Tijuana Iconic Images

Grand Hotel Tijuana Towers

<https://grandhoteltj.com.mx/>

Tijuana Cultural Center

<https://www.cecut.gob.mx/>

Agua Caliente Tower

https://en.wikipedia.org/wiki/Agua_Caliente,_Tijuana

Tijuana Arch - Millenium 2000

<http://www.nomadicborder.com/photo-essays/reloj-monumental-de-tijuana-a-new-tijuanense-symbol>

Tijuana Lighthouse El Faro de Playas

https://www.ecured.cu/El_Faro_de_Tijuana,

New City Medical Plaza

<https://newcitymed.com/>

Plaza Monumental de Tijuana Bullring by the Sea

<https://noro.mx/en/history-of-the-monumental-bullring-of-playas-de-tijuana/>

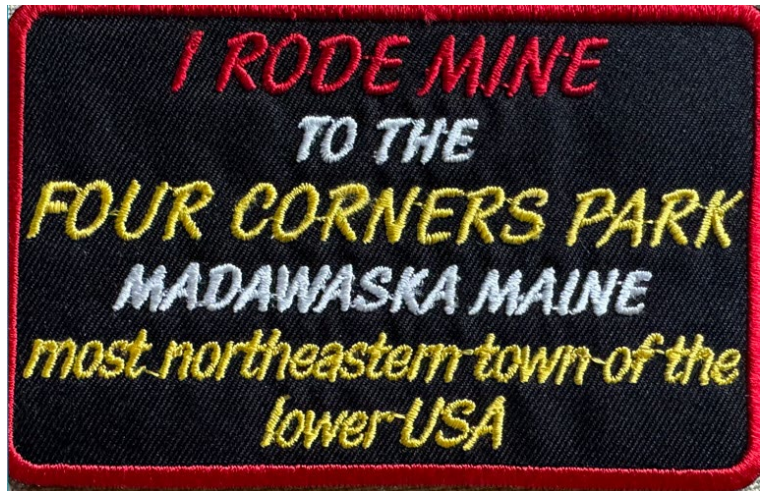
https://en.wikipedia.org/wiki/Bullring_by_the_Sea

Buffalo Soldiers MC Seattle -Tacoma Crew's 4Corners Story

By Rodney Strozier

Introduction: Dannie Fox, Ride Chair for the USA Four Corners Tour, witnesses all the Four Corners Stories and we love to share them when we can. Bear (Rodney Strozier) was provided stories and photos. Both convey the crew's unique excursion and meetings all over the country. The photos have been loaded to an album for everyone to enjoy. You will see what I mean about lots of people noticing this crew. I encourage you to look at them all.

Editor <https://flic.kr/s/aHBqjBzntx>



The Journey of a Lifetime ❤️

It all began with the question, "If not now, then when?" We are all between the ages of 55 and 63 years old! - 10,000+ miles. Let's Ride.

In 1866, The Army Buffalo Soldiers began a trek that would go into the history books. They surged into the unknown and faced many obstacles that would challenge their ethics, their resiliency, and their ability to overcome insurmountable odds.

So began the Buffalo Soldiers Seattle Motorcycle Club of Tacoma Washington Four Corners Adventure. It is not a spur of the moment decision, and is not for the faint of heart. Planning must include Critical Thinking, Logistics, Communications, Maintenance, and Time Management.





So you can say Hello when you see them. Editor's Note:

Left to Right in this picture:

- Double A** – Club Safety Officer - Antonio Anderson
- Bear** - Club Vice President - Rodney Strozier
- Breeze** – Club Chaplain - Marcial Williamson
- J Boogie** – Club Road Captain - Byron Johnson

BE PREPARED FOR THE WORST PRAY FOR THE BEST.

We had to pay for food and consider the areas where we booked hotels. The expense of the entire trip is astronomical and must be planned for.

Our planning required monthly meetings for six months and we still missed things and had to adapt to changing situations.

May 19, 2024

We departed Fife, Washington for our first point in **Blaine, Washington**. A few friends rode with us to Blaine.

We causally road to Blaine and enjoyed lunch basking in the joy of being with friends and starting, what we would later discover, an **Epic Adventure!**

May 20, 2024

We returned to our homes and reorganized our bikes. The trip to Blaine showed us that we were overpacked, and we took many items off our motorcycles that we determined we didn't need. We met at Northwest Harley Davidson in Lacey, Washington, and began our next leg.



Moments before departing, didn't know she only had 300 miles before the engine exploded.

We were determined to make **Sacramento, California** by night fall.

On I-5 Southbound tragedy hits us in the Face! 65 miles into our next leg the engine blows on the 2019 Trike that only had 12,000 miles and the warranty had run out.

I was devastated 😞😞 knowing that there was nothing they could do. My fellow Four Corners Brothers made sure that a tow truck arrived and continued the journey without me.

I would not be stopped from achieving something that had been on my bucket list since I began riding motorcycles. When my wife returned home from a long day at work, I explained what happened and told her I had to go **buy a new motorcycle** so that I could catch up to the crew. My loyal and loving wife said "let's go get it," and drove me 50 miles to the only Harley Dealer that was open on a Monday! She was exhausted from working but waited to ensure that the paperwork was signed and that I was ready to ride.

With a great big 😊. I began to ride towards Sacramento. I'm riding a brand-new Trike that has 3 miles on it. I know there is a break in period and that my friends and fellow Buffalo Soldiers are twelve hours ahead of me. I also know that they had planned to take long breaks and enjoy the scenery and fellowship. I was on a **SOLO MISSION** and determined to catch them. I rode HWY I-5 through the Siskiyou Mountains during the freezing night only stopping long enough to get gas.

May 21, 2024

As I pulled into the **Sacramento Harley Davidson Dealership** to get the 1000-mile service, my friends were leaving the Sacramento Hotel. I had the dealership add a heel toe lever. It took three hours for my service to be completed but I had taken seven hours off my friends' lead time. With my new heel toe shifter, I returned to HWY I-5 and started for **San Diego, California**, alone knowing that they would stop for breakfast, lunch, and dinner. I pressed on. At 9pm I arrived at the Hotel before my friends. We were together Again.

May 22, 2024

We set off for **San Ysidro, California**. We began to meet many wonderful people as we explained our Buffalo Soldier Motorcycle History and the obstacles that African American Soldiers had to overcome after the Civil War. **We explained the Four Corners Tour and how it was not only bonding us as friends but attracting people of all cultures to our adventure.**





This beautiful lady explained how to find the San Ysidro landmark and the Harley Davidson Dealership for our second repair stop.

After arriving at the Harley Dealership, we realized that we had dropped one of the Four Corner Towels at the landmark and luckily found it when we returned to look for it. Then we returned to the Dealership where they were able to repair the motorcycle kickstand.

After getting fuel for our Buffalo Soldier Horses, a young man on a scooter stopped to admire **Big Grey (The Trike)**. We told him he was more than welcome to ride with us, he laughed and said that we were too slow.

We rode hard on I-10 trying to make it to Phoenix, Arizona before nightfall but as my long solo ride began to weigh heavily on me and adrenaline began to fade from others, we slowed down. We rode into Phoenix late in the evening.

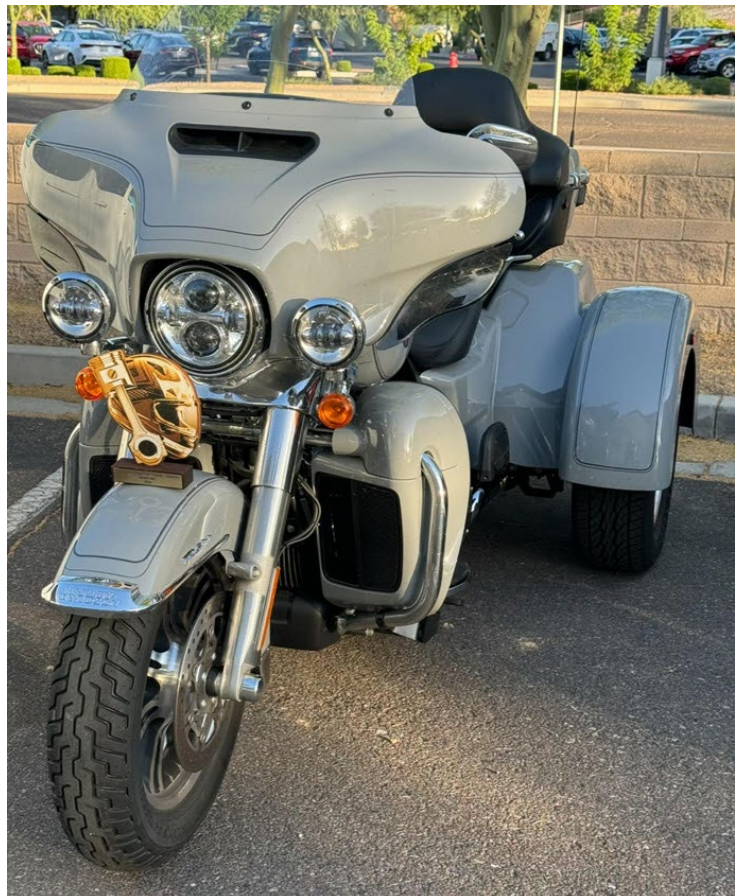
May 23, 2024

In **Phoenix, Arizona** we met with another **Chapter of the Buffalo Soldiers**, and we took possession of the **Travel Trophy**. A Chapter can take the Trophy from another Chapter by riding at least 300 miles. We far exceeded that milestone.

Still full of joy from getting our whole team together and leisurely riding, we made a photo stop! We also stopped at a State Park and Harley Dealerships along the way to show off the Buffalo Soldiers Travel Trophy.

May 24, 2024

At 8am we began riding towards **Houston, Texas**. We rode all day and night. It became exhausting as we headed towards Houston. The heat was unbearable, and the humidity made us sweat through our clothes. We hit stop and go traffic which made matters worse. In Houston, Texas we fellowshiped with **another Buffalo Soldiers Chapter**. We arrived late, but they were waiting and showed us a great time.



Buffalo Soldiers Seattle-Tacoma Motorcycle Club Travel Trophy repair stop.

May 25, 2024

We decided to sleep late, it turned out to be a big mistake. Fort Stockton was a long hard ride away.

We hit the road again on Hwy I-10. We wanted to meet the **National President of the Buffalo Soldiers Motorcycle Club**. We arrived in **El Paso, Texas, at 2am**, and the president was waiting for us.

We made it to **Fort Stockton, Texas**, at 4am and began riding to Tallahassee, Florida at 8am.

We stopped for a meal break at **Buc-ee's, in Alabama**. It was the first time for most of us, and we were amazed that this was a gas station. One person said, "I've never been to a gas station where you needed a shopping cart."

We had to make a stop at a little gas station off the highway in the middle of the night and had to keep our guard up. It would be one of the few times where we didn't meet friendly people.



With the National President of the Buffalo Soldiers Motorcycle Club – 2am

May 26, 2024

After arriving in **Tallahassee, Florida** we rested for a few hours and prepared to continue on when we met the most wonderful sisters who thoroughly enjoyed hearing about our adventures. This delayed our start by an hour and a half as more people wanted to hear about our Four Corners Ride and the rich history of the Buffalo Soldiers.

May 26, 2024

We arrived in **Homestead, Florida**. We settled in for the night so that we could make our 3rd Corner in Key West, Florida.



With the Sisters in Tallahassee, Florida

May 27, 2024

We were preparing to depart for Key West, and once again we were delayed after getting fuel. **Our motto “Just A Smile and A Hello,”** led to us starting a conversation with a Police Officer. After finding out that we had many things in common, he called for a fast backup. Several more police officers arrived to speak with us and take photos.

We finally began heading for Key West, 128 miles at a slow speed, stopping for a photo and a break before arriving in Key West.

When we made it to **Key West, Florida**, there was a long line to take a picture at the Buoy. A woman was admiring our motorcycles and said that she had never been on one. **I offered her a ride** and her husband agreed. She never stopped smiling.

In Key West, with Just a Smile and Hello we met many more wonderful people who wanted to take photos with us and listen to our stories. A couple of people bought us drinks.

On the way back from Key West, tragedy strikes again 😞. The **oil light on one of our motorcycles came on and it began to make a lot of noise.** We pulled over to check the engine, and the mosquitos swarmed us. We discovered that there was no oil in the motorcycle at all! We had to stay behind while one of us went to find oil. After slowly riding the motorcycle from Key West to Homestead, Florida, we stopped for the night and decided to have the motorcycle towed to a Harley Davidson Dealership.

We waited in **Homestead, Florida for 7 days** waiting for Harley to determine if the motorcycle engine was covered by warranty. We began to wonder if we would make it to **Madawaska, Maine**, in time, and the storm was headed our way. Harley determined that the **motorcycle oil pump had failed and that they would replace the engine.** We hit the road just before the storm started.



More in Tallahassee, Florida



With the Police Officers in Homestead, Florida



A Ride at Key West, Florida

June 2, 2024

The third maintenance delay put us far behind our intended schedule. We had to make up time and fight the Miami Traffic.

But once again faith delayed us and again, we met several people, including an **Air Force 2 Star General**. The hotel staff also wanted to say goodbye.

We then went on to **Jacksonville, Florida**, to see family and the **Jacksonville Buffalo Soldiers Chapter**.

We headed for **Savannah, Georgia**, and planned to make a stop in **Atlanta** to meet family and friends. It was a detour. There was also another Harley Davidson Dealership there to do my 5000-mile service. Danny was working at the service desk and came into the parking lot after hearing about a problem on another bike and was immediately able to determine that the **clutch was causing an issue**.

From Atlanta, we sprinted towards **Columbia, South Carolina**, to spend the night.

June 3, 2024

We departed from Columbia, South Carolina.

We made a stop at the Harley Davidson in **Fayetteville, North Carolina**, to meet a **Buffalo Soldiers Chapter** and friends and I purchased a second fob for my Trike "BIG GREY."

June 4, 2024

We departed for **Woodbridge, Virginia**,

where family was waiting to see us. Members from our own Buffalo Soldiers Chapter were also in the area and stopped to see us.

June 5, 2024

As our 21-day deadline was looming ever closer, we began pushing hard again and rode our Buffalo Soldier Hogs faster because we had so many people to meet before arriving at the 4th Corner.



With the Air Force Two Star General



Fayetteville, North Carolina

We rode to **Philadelphia, Pennsylvania**. We saw the **Pentagon** as we rode by it. We met more friends and Buffalo Soldiers!

From Philadelphia we rode to the **West Point Military Academy** where an old Army friend is now a professor. We saw the **Buffalo Soldiers Statue**, and got the grand tour of West Point. We even **saw the building where Buffalo Soldiers used to sleep. It is still being used today.**

En route to **Bangor, Maine**, with a smile and hello we started a conversation with several people. They warned us about Moose and to keep an eye on our fuel gauges. A couple of EMS Officers came over and with a smile and a hello we met new friends!

June 6, 2024

We made it to **Bangor, Maine**. We had to find a place to eat **lobster** and of course meet new people and talked about our journey.

June 7, 2024

En route to our last point we met Scott. He has a big following on Facebook and has a lot of discussions about motorcycles. **He told us his followers were interested in following the adventures that we had been posting on Facebook.**

We made it to **Madawaska, Maine, two days before our 21-day deadline**. The **Four Corners Park** is magnificent and a definite must see.

The park staff were remarkable, and they recommended that we have lunch at **Dolly Diner just down the street**. When we walked into the diner with our motorcycle gear on, everyone just stared at us! A Smile and Hello, and people began talking to us asking about Buffalo Soldiers History and marveling at the fact that **we left Seattle on May 19 and were riding the four corners then still had to ride back to Seattle**. The diner became an amazing part of our Madawaska experience.



Buffalo Soldiers Statue, West Point Military Academy



Someone paid for our dinner, and everyone wanted to take photos with us. Because of the busy day and exhausting riding, we decided that we should not push our luck so we stopped in **Bangor, Maine, again.**

July 8, 2024

We arrived in **Niagara Falls.** It was amazing. As usual we spent more time there than we had planned.

June 9, 2024

We made it to **Columbus, Ohio,** to visit friends and family.

Everyone loves Big Grey. **A gentleman told us that his daughter liked the Trike better because it had training wheels** 🤔.

June 10, 2024

We headed for **Detroit, Michigan,** to see more family and friends and fellowship with the Buffalo Soldiers Detroit Chapter.

After a brief stay in Detroit and being well fed by family, we began our trek to Chicago.

June 10, 2024

We arrived in **Tinley Park, Chicago, Illinois.** This had to be one of our best days that ranked right up next to our West Point Tour. A family Uncle and Aunt presented us with **Four Corners Plaques that they personally made and gave each of us one!** When I say it brought tears to our eyes, it would be an understatement. The rest of the crew immediately fell in love with them and claimed them as Uncle and Auntie.

June 11, 2024

We were met by the **Buffalo Soldiers Chicago Chapter.** Dream Maker who started the **largest African American Motorcycle Club with Chapters all across the Country plus Germany and Hawaii.** Buffalo Soldiers serve the community and promote education and safe motorcycle riding. After breakfast we then began our ride to **Milwaukee, Wisconsin.**



Dolly Diner – Madawaska, Maine



The Trike has training wheels.



Custom made Plaques from the family

June 12, 2024

We arrived in **Milwaukee, Wisconsin**, and visited the Harley Davidson Museum.

June 13, 2024

The Brand New Trike began to have clutch issues so we also went to the **House of Harley in Milwaukee** where they adjusted the clutch and we spent time with local law enforcement officers, military personnel and staff.



Buffalo Soldiers Chicago Chapter

Because of another maintenance issue we departed Milwaukee late. **I could tell that the clutch did not feel the same and was harder to engage, but we pressed on.** The storm finally caught us, and we were forced to stop for a few hours.

Once the rain subsided a little, we saw on our weather app that it was only a slight reprieve so we decided to leave and rode into the next morning towards **Sioux Falls, South Dakota**. On Hwy 229, 60 miles before arriving at our hotel and still on the dark freeway, I could tell that my newly adjusted **clutch on a brand-new trike that had just had a 5K service was failing**. I carefully worked the clutch until we got to our exit where I was forced to stop, and the clutch completely stopped working. **It was 1:30 in the morning**. We were able to push the Trike onto the overpass over the Highway. This did not go unnoticed by the people in the area. A U-Haul van drove by with a car on a trailer and looked at us. I called AAA and I was told it could take up to 4 hours for the tow truck to arrive. As we were waiting, the U-Haul returned, but this time its trailer was empty. By this time, I was pretty upset, but luckily my friends were looking out for me, and by chance the tow truck arrived at that very moment. The U-Haul quickly made an illegal u turn and left the area. I had the Trike towed to our hotel.



At 6am, I called for another tow truck to take **the Trike to J&L Harley Davidson in Sioux Falls, South Dakota**. I arrived at J&L Harley at 8:45am. They opened their doors at 9am. The maintenance people weren't sure if they could get to the Trike soon because there were motorcycles ahead of mine. With a big Smile I explained that I was traveling and had just completed the Four Corners Ride and was making my way back to Seattle. I told everyone about our adventure. The owner of the Dealership also heard our story and said he would be happy to help. At 10:15am they had the Trike on the stand, and at 11am, I was returning to the hotel, with the clutch smoothly operating, "With A Smile and a Hello." We began our ride to Rapid City Rushmore and we saw some fabulous views.

June 14, 2024

After resting for the night, we made our way to **Mount Rushmore**. It's been on my bucket list for a very long time. Once again with a Smile and a Hello we begin meeting people. At one point there were 60 people standing there watching us take photos. We felt like celebrities. After leaving Mount Rushmore, we went to the Needles High Way to enjoy another experience.

We made a quick stop in **Sturgis** so that we could say we've been there!

June 15, 2024

We began to ride towards **Bozeman, Montana**. We took a break at the border, and it got really windy. We tried to wait it out but to no avail.

We arrived in Bozeman, Montana and began talking about how our adventure was coming to an end.

June 16, 2024

We made our way to **Spokane, Washington**, where the **Buffalo Soldiers Spokane Chapter** was waiting for us. **In less than 300 miles our journey would go into the history book.**

June 17, 2024

We woke up to begin the final stretch home. But once again for the last time, a Smile and a Hello delayed us. **This gentleman was well versed in the heroics of the Buffalo Soldiers that protected settlers and National Parks** against unbearable conditions and unbelievable odds. He made an **impressive video of us departing Spokane** with just his cellphone. It has been viewed hundreds of times on Facebook. Halfway home we stopped to reflect on our journey and our experiences. We stopped in a place that offered a peaceful atmosphere and allowed us to appreciate what we had just gone through **10,000 plus miles, several mechanical breakdowns, poor hotel service, great hotel service, poor roads and good roads.**



Mount Rushmore



With the man who shot the video and shared it online

And, the one special moment when a lady came out of a gas station in **Georgia**, gave us boiled peanuts and asked if she could pray with us.

We continued our last leg home through **Yakima, Washington**, and contacted the **Founder of Buffalo Soldiers Seattle-Tacoma Chapter**, wished him a happy **80th Birthday** and told him we were almost home. He had started with us on May 19, but decided we were too slow and went back home 😊.

When we stopped for gas after getting onto I-5 HWY, the 80-year-old youngster was waiting for us. It was a special honor.

The founder of our Buffalo Soldiers Seattle-Tacoma Chapter followed us home! What a joyful ending to the Four Corners Journey of a Lifetime Time.



With the Lady who shared the boiled peanuts in Georgia

May God Bless The Buffalo Soldiers Four Corners Crew and all the riders who set out on the Four Corners Adventure.



With The Founder of the Buffalo Soldiers Seattle-Tacoma Chapter

Cascade Creations TFC24 Door Prizes By Colleen Sepulveda

There are so many reasons to look forward to Three Flags this year! The route, the promise of new friends, the happiness of seeing familiar faces, the start and finish locations...and the door prizes! This year, **Cascade Creations and Clearwater Lights** have donated prizes to support our ride. Here are some of the items we can all hope to win. Dave Cobb from Cascade Creations in Redmond, Oregon gave **SCMA six metal RFID protected expandable wallets** valued at \$50 each. Easy to carry with a laser engraved design and money clip, these wallets will help you live your best minimalist motorcycle lifestyle. There will be two wallets with each of the pictured designs.

If you don't win one of the wallets, you can always visit Dave's website for your own personalized wallet. He has so many items that are excellent quality and very useful. Visit www.cascadecustomcreations.com for more information. Clearwater Lights supports our ride this year by donating an **Andie 2 model flashlight**.

This compact LED flashlight is valued at \$129 and includes a powerful 12W LED with 2 rechargeable lithium-ion batteries. Glen Stasky, owner, is an avid rider from Rancho Cordova, California, who is happy to support this SCMA event. You can explore other products by visiting www.clearwaterlights.com We are very grateful to these companies for adding to the fun experience of the Three Flags Classic 2024.

See you in Harrison Hot Springs!

Colleen



Colleen Sepulveda at 2024 BMW MOA Oregon



RFID Protected Expandable Wallets



Clearwater Andie 2 LED Flashlight

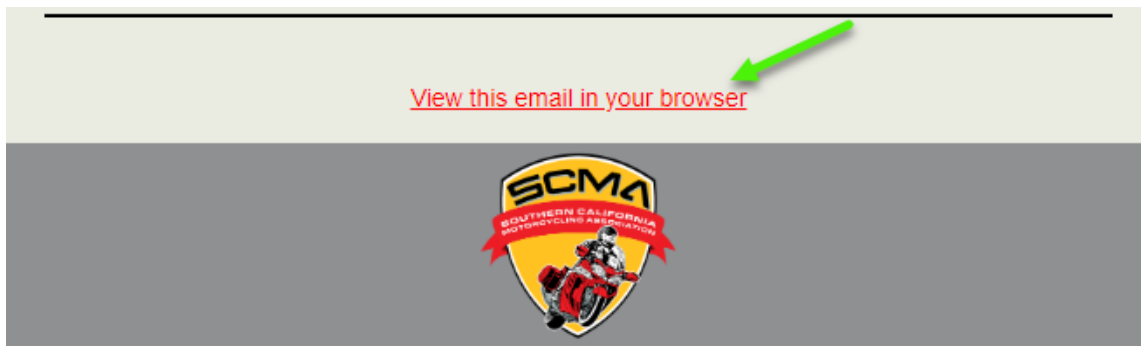
Heat Articles and Long-Distance Riding Preparation Articles Collections

PLUS - How to Find Recent Newsletter Past Issues

For the upcoming Three Flags Classic and other long distance summertime riding, we wanted to share the remind you about articles we have shared on the managing heat and preparation checklists we like. We combined our prior articles on preparation for long distance riding into a PDF in next article. Then we put together our favorite articles about managing heat when riding in another PDF in the article after the preparation topic.

In the future we will be able to link to existing articles on the new website. We will also be loading the archive of past newsletters going back many years. In the meantime, you can access recent Past Issues using the SCMA Newsletter emails like this:

Start by clicking on View this email in your browser.



Click on the Past Issues button to see the list of Past SCMA newsletters and email blasts we have published with Mailchimp.



The articles in the PDF on managing heat were pulled from the July 2023 newsletter.

The articles in the PDF on long distance riding preparation were pulled from the newsletters in March, April and May 2024.

Southern California Motorcycling Association List

Southern California Motorcycling Association List Email Campaign Archive

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- 04/08/2023 - [SCMA Newsletter April 2023](#)
- 03/21/2023 - [Carroll Walker's Service](#)
- 03/05/2023 - [SCMA March 2023 Newsletter](#)
- 02/19/2023 - [2023 46th Three Flags Rally Start Banquet and day one of Rider check-in is Wednesday August 30.](#)
- 01/24/2023 - [SCMA - Passing of Kenn Hatke](#)

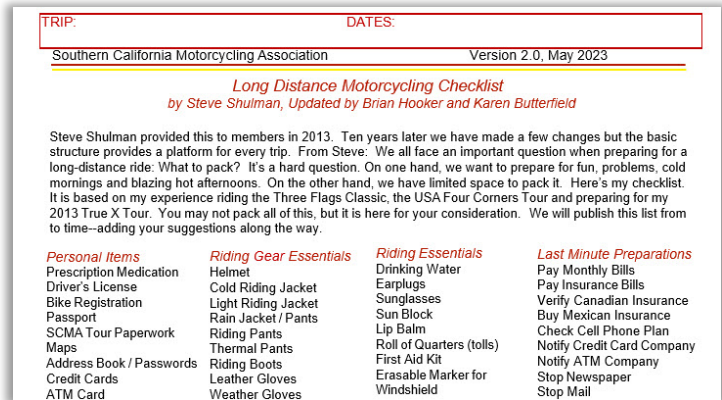
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Updating the Long-Distance Motorcycling Checklist

(Reprinted from May 2023)

By
Brian Hooker and
Karen Butterfield



Introduction

Last month we started a series of articles focused on preparation for the Three Flags Classic. Most of the topics are transferable to other rides as well. We promised to provide updates to the guide Steve Shulman created in 2013. You have probably seen it.

Why is this important? Long-distance motorcycling can be an exciting and fulfilling adventure, but it requires a lot of preparation and planning to ensure a safe and successful journey. Steve Shulman, a seasoned long-distance rider, has put together a comprehensive checklist for long distance motorcycling known as the SCMA Long Distance Motorcycling Checklist. This checklist covers all aspects of a long-distance motorcycle ride, from bike maintenance to safety gear, and is a valuable resource for any rider embarking on a long-distance journey.

The SCMA Long Distance Motorcycling Checklist includes over 100 items, including critical motorcycle maintenance checks, essential safety gear, and important documents to carry. Some of the items on the checklist include things like tire pressure, oil level, and brake pads, which are all essential to ensuring a safe and smooth ride. Additionally, the checklist includes items like a first aid kit, reflective gear, and a GPS, which can all help to prevent accidents and keep riders safe on the road.

By using the SCMA Long Distance Motorcycling Checklist, riders can feel confident that they are well prepared for their journey. With careful planning and attention to detail, long distance motorcycling can be a safe and enjoyable adventure. Whether you're a seasoned rider or embarking on your first long distance journey, Steve Shulman's checklist is a valuable resource that can help ensure a successful and safe trip.

Full-disclosure - Brian Hooker contributed the last three paragraphs from an AI (Computer Artificial Intelligence) experiment by using ChatGPT and requesting a 3 paragraph article about SCMA Long Distance Motorcycling Checklist by Steve Shulman. It's such a fine description of why this kind of planning is a priority, we thought we would share it.

New To the List

Items added to the list in this version 2.0 are: power bank with connections, a thin strong bag to get items to and from the bike, a pocket flashlight, pictures of important items on your phone,

and Mexican insurance. Every trip will not go to across a border, but it's important to remember to verify your US insurance will cover you Canada and to purchase Mexican insurance for any trip into Mexico.

Power Bank

If you can take a power bank, you will be able to carry it with some small connectors and skip a few larger power converters and cords. I have seen people using power banks for travel in the last few years. Last year I carried a small lightweight GoPro bank that I had and could use to charge my phone, a small camera, a large camera and a Bluetooth ear piece. You can't charge them all at the same time. You need to check the voltage requirements and details of the cords. The charging cable for my small camera has a large converter and about 6 feet of cord. I was happy to leave that cable at home that is much bigger than my pocket-sized camera.



This year I bought a Micro-Start SPORT. It's a power bank and a starter. My Shorai lithium battery does not like to start the bike when it's cold. The Micro-Start which is also lithium will be going inside with me. Yes, there are more little cords that come with each of these.

Thin Strong Bag

The reason I could contribute to the First Time Riders Reference last year is because I had only done the Three Flags Classic once before last year's ride. I had ridden many trips over weekends or one or two weeks, but long days and many miles in a short period of time is "next level." On my first TFC, I underestimated the level of effort involved in getting things off the bike and back on it every day. I would take each saddle bag off and carry them into the hotel one at a time. It was impractical and not necessary for waterproof bags locked on the bike. Saddle bag liners work well for some people, but most nights you only need some items from each bag not the whole contents. Home Depot hardware stores have these large nylon bags to replace the plastic ones for \$2.47. I tried one last year on the TFC and it worked well. It's bigger and stronger than the plastic bags. The loops can go over your shoulder. This wads up really small. It's washable when something goes wrong. Some people also like the IKEA shopping bags that are bigger and heavier.



Pocket Flashlight

I started carrying around a small and very light old headlamp when I am doing night photography. I could wear the elastic strap around my neck and the small light was ready when I needed to adjust the camera. It's helpful to have a small flashlight handy when searching in the saddlebags or otherwise investigating somewhere in the dark like under the seat. My electrician shared the details on a very bright little flashlight he had on a belt loop for dark jobs. You can find it searching for Nebo Keychain Flashlight.



Pictures of Important Papers and Things

Another contribution this year is to take a few pictures of important papers or things and setup a folder for such items on your phone. Some of us don't have the license plate memorized. You need it for paperwork for the TFC and for hotels. A nice picture of your Drivers' License, Passport, insurance paperwork, and bike registration could come in handy as well.



If you have become aware of something cool that makes your trips easier, please share what you have found with stories and pictures and we will make the information available and possibly update the Checklist.

Enjoy the planning process while anticipating your next ride or the 2023 Three Flags Classic ride with 250+ new friends and old friends.

Long-Distance Motorcycling Checklist
by Steve Shulman, Updated by Brian Hooker and Karen Butterfield

Steve Shulman provided this to members in 2013. Ten years later we have made a few changes but the basic structure provides a platform for every trip. From Steve: We all face an important question when preparing for a long-distance ride: What to pack? It's a hard question. On one hand, we want to prepare for fun, problems, cold mornings and blazing hot afternoons. On the other hand, we have limited space to pack it. Here's my checklist. It is based on my experience riding the Three Flags Classic, the USA Four Corners Tour and preparing for my 2013 True X Tour. You may not pack all of this, but it is here for your consideration. We will publish this list from time--adding your suggestions along the way. www.sc-ma.com

Personal Items

Prescription Medication
 Driver's License
 Bike Registration
 Passport
 SCMA Tour Paperwork
 Maps
 Address Book / Passwords
 Credit Cards
 ATM Card
 Cash
 Checkbook
 Medical Card
 Insurance Card
 Hotel Reward Cards
 Credit Card #'s & Lost #'s
 Reading Material
 Reading Glasses
 Book Light
 Stamps

Electronics

Power Bank &
 Connections or
 Chargers for all
 AA/AAA Batteries
 GPS Locator
 GPS clear track log
 GPS load routes &
 waypoints
 Spotwalla setup/test
 Cell Roam Package
 Thumb Drive
 CD Music
 Satellite Radio
 Camera / Charger
 Video / Charger
 Cell Phone / Charger
 Computer / Charger
 iPod / Charger
 iPad / Charger DC

Riding Gear Essentials

Helmet
 Cold Riding Jacket
 Light Riding Jacket
 Rain Jacket / Pants
 Riding Pants
 Thermal Pants
 Riding Boots
 Leather Gloves
 Weather Gloves
 Bandana
 Neck Warmer
 Thin strong bag - get
 items to/from the bike
 Pics of important items

Clothing Essentials

Socks
 Underwear
 Walking Shoes
 Tee Shirts
 Collared Shirt
 Jeans
 Shorts
 Swim wear
 Ball Cap

Toiletries

Shampoo
 Soap
 Toothbrush
 Toothpaste
 Hair Gel
 Hair spray
 Hair Brush
 Cologne
 Shaving Cream
 Razor/Blades
 Q Tips
 Baby Powder
 Towel

Riding Essentials

Drinking Water
 Earplugs
 Sunglasses
 Sun Block
 Lip Balm
 Roll of Quarters (tolls)
 First Aid Kit
 Erasable Marker for
 Windshield

Motorcycle Essentials

Hidden Spare Key
 Tire Gauge
 Tire Plug Kit
 Compressor
 Fuses / Bulbs
 Leatherman
 Flashlight / Charger
 Pocket Flashlight
 Toolkit
 Cleaning Towels
 Windshield Spray
 Cleaning Solution
 Communication Cords
 Bike Cover
 Velcro Straps
 Bungee Cords
 Zip Ties
 Zip Lock Bags

Camping Gear

Tent and Spikes
 Sleeping Bag
 Pad
 Stove, Cooking Gear
 Pillow
 Toilet Paper
 Tissue
 KOA Card / Map

Last Minute Preparations

Pay Monthly Bills
 Pay Insurance Bills
 Verify Canadian Insurance
 Buy Mexican Insurance
 Check Cell Phone Plan
 Notify Credit Card Company
 Notify ATM Company
 Stop Newspaper
 Stop Mail
 Notify Neighbors
 Notify Security Company
 Turn-off, unplug, de-activate
 Update Trust, Will
 Oil Change
 Tire Change
 Check MC battery

On-the-Road Service

Locate shops
 Schedule tire change*
 Schedule oil change*
 *If projected mileage makes
 service necessary

***A Final Note on Last
 Minute Motorcycle
 Service***

Complete major service at
 least a week ahead of your
 trip so that you can get at
 least 100 miles on your
 bike. Over the years we
 have seen a number of
 riders chasing corrective
 adjustments during a tour
 because of a servicing error
 back home. Give yourself
 time to make sure the
 service on your bike was
 done right.

Bike Preparation Plan, Make Your Own

By Karen Butterfield and Brian Hooker
(Reprinted from April 2023)

Countdown to The 2023 Three Flags Classic or Any Tour

We are within 5 months of the start of The Three Flags Classic. We decided to share a series of articles focused on preparation. Of course, all of this will also be great for any motorcycle tour. The first big prep step is readying your motorcycle. I revisit old favorite lists and look at new ones to get ideas for my own list and to make my plan. I like to have the heavy maintenance done about 4 weeks before the ride. That works for me so I can just fine tune it for a few weeks. It seems like I always have some new luggage or straps or gizmos, so I need a target date. The main thing is to allow at least a week for enough time to put 100 miles or more on the bike before leaving on the ride. Most riders have heard about the Motorcycle Safety Foundation (MSF) Pre-Ride Checklist that you can find here.

https://www.msf-usa.org/wp-content/uploads/2022/06/T-CLOCS_Inspection_Checklist.pdf

Pre-Ride checklists are also known as T-CLOCS inspections, translating to: Tires, Controls, Lights (and Electrics), Oil (and Other Fluids), Chassis, Stands.

The next page is a slight variation on the topic. It's a T-CLOCKS INSPECTION reference that is very helpful with a little more information in a narrative style. It's from the Alberta Road Riders Association (ARRA) <http://www.goldwingcalgary.com/> newsletter formerly known as WingWag. T-CLOCKS stands for: Tires & Wheels, Lights, Oil, Chassis, Kickstand. Brian Hooker got permission to use this chart from Suzanne Shaver author/editor for the newsletter.

In Brian's words, "Further to the Plan your Ride, and Ride your Plan mantra, it's always better to prepare in advance, rather than suffer on the road. Make sure you are at one with your machine. Give it some love. Here's a great way to start the season, and review before your ride. Nothing sours a fun ride faster than sitting on the side of the road while your buddy fixes something on their bike that should have been looked after pre-ride."

My local garage is booked months in advance so it's time now or past time to book an appointment for July. I have a spreadsheet of my bike's service record that is better than my medical records summary. I need to verify the last time the timing belts were done and the last front fork service with seals. I remember carefully wiping off a little caked on sandy dirt that sloppily dripped onto the shiny gold titanium nitride slides during the last TFC. Enjoy the walk through the bike on paper. You will be ready to refer to your bike's maintenance records and prepare your list of tasks for yourself on the bike. Then, setup the maintenance appointment for your next big ride.

Next time we will have an updated Packing List to review for Three Flags or any motorcycle tour. Send any brilliant ideas you have about packing to Brian Hooker at 3FC@BrianHooker.com for possible inclusion.

Here we go!

T-CLOCK INSPECTION

T-CLOCK stands for:

Tires & **W**heels **C**ontrols **L**ights **O**il **C**hassis **K**ickstand.
It is the most complete pre-ride check you can do.

TIRES & Wheels

Tires

- Condition: tread depth, wear, weathering, evenly seated no bulges or embedded objects
- Air pressure - check when cold and adjust to load/speed rating

Wheels

- Spokes: bent, broken, missing, tension, loose
- Cast: even, not bent or warped, no cracks
- Rims: round/true, if out by more than 5mm replace
- check - spin wheel against a stationary pointer
- Bearings: grab top and bottom of tire and flex: no free play (clicks) between hub and axle and no growl when spun
- Seals: not cracked, cut, torn, no excessive grease on outside, not reddish brown on outside.

CONTROLS

Levers

- Condition: not broken, bent, cracked, mounts tight
- Pivots: lubricated

Cables

- Condition: no fraying, kinks
- lubrication - ends and length
- Routing: no interference or pulling at steering head or at suspension; no sharp angles; wire looms in place

Hoses

- Condition: no cuts, cracks, leaks, bulges, chafing, deterioration
- Routing: no interference or pulling at steering head or at suspension; no sharp angles; wire looms in place

Throttle

- Operation: moves freely, snaps closed, no revving

LIGHTS

Battery

- Condition: terminals clean and bright, fluid level, strapped in place
- Vent tube: not kinked, routed properly, not plugged up

Lenses

- Condition: not cracked, broken, no condensation inside, securely mounted

Reflectors

- Condition: not cracked, broken, securely mounted

Wiring

- Condition: no fraying, chafing, in tact insulation
- Routing: not pinched, no interference or pulling at steering head or at suspension; no sharp angles; wire looms in place

- Connections: tight and clean

Head Lamp

- Condition: no cracks in glass; reflector clean and silvered; solid mounting; adjuster works
- Aim - height, right/left

OIL

Levels

- Engine: check warm on centerstand
- Hypoid Gear: transmission, drive shaft
- Hydraulic Fluid: brakes and reservoir, clutch
- Coolant: check cold in reservoir and/or recovery tank
- Fuel: look in tank or rely on gauge

Leaks

- Engine: gaskets, housings, seals
- Hypoid Gear: gaskets, seals, breathers
- Hydraulic Fluid: hoses, master cylinder, calipers
- Coolant: radiator, hoses, tank
- Fuel: lines, caps, carbs

CHASSIS

Frame

- Condition: no cracks at gussets; accessory mounts secure; no paint lifting, peeling

Steering Head Bearings

- Condition: no detent or tight spots on full travel
- check - forks for play by raising front wheel and push/pull

Swingarm Bushings/Bearings

- Condition: no play
- check by raising wheel and push/pull

Suspension

- Forks: smooth travel, equal air pressure if anti-dive
- Shocks: smooth travel, equal air pressure pre-load or equal damping settings; linkage moves freely with adequate lubrication

Chain/Belt

- Tension: check at tightest point, set to specs
- Lubrication: (chain only) check side plates when hot
- Sprockets: securely mounted; teeth are not hooked

Fasteners

- Threaded: tight; no missing bolts or nuts
- Clips: none broken or missing
- Cotter Pins: all in place; none broken

KICKSTAND

Centerstand

- Condition: no cracks; not bent
- Retention: springs in place; stays up firmly

Sidestand

- Condition: no cracks; not bent
- safety cut-off switch operates
- Retention: springs in place; stays up firmly

Emergencies and Your Info

By Rodney Chew
(Reprinted from March 2024)



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:

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Tips from SCMA Riders on Hot Weather Riding – July 2023

By Karen Butterfield

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



California Route 98 Near Calexico

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

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

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

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

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

Mark Burdick

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

I do wear LDComfort® gear and pour water down the sleeves and around neck at gas stops during the hottest time of the day. I also sip ice water from an insulated tank bag and camelback hose all day long to stay

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

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

Oscar Palacio

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



Hot Weather Gloves

Colleen Sepulveda

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

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

Doug Wilson

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

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

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

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

Heat Stroke

WHAT TO LOOK FOR

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

WHAT TO DO

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

Heat Exhaustion

WHAT TO LOOK FOR

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

WHAT TO DO

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

Get medical help right away if:

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

Heat Cramps

WHAT TO LOOK FOR

- Heavy sweating during intense exercise
- Muscle pain or spasms

WHAT TO DO

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

Get medical help right away if:

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

Sunburn

WHAT TO LOOK FOR

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

WHAT TO DO

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

Heat Rash

WHAT TO LOOK FOR

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

WHAT TO DO

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

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

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

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

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

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

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

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

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

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



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

Opening vents means you are wasting cool air.



Order yours online now!



www.LDComfort.com
1.888.642.7091

Dual Layer Fabric Keeps Skin Dry!

Fabric Water Test Using a napkin Inside/Outside



Fabric inside Fabric outside





Long-Distance Riding in Hot Weather

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

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

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

Temperature Regulation of the Human Body

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

With the right gear, we can ride safely and comfortably at temperatures below freezing. With adequate insulation and wind protection, the heat our basic metabolism is creating (about 100 watts when we are sitting at rest and 140 watts with light activity) is sufficient to maintain our core temperature. SCMA Newsletter July 2024

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

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

higher.

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

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

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

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

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



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

How Evaporative Cooling Works

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

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

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

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

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

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

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

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

Examples of Heat Flow to and From the Body

With "light" activity, such as riding

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

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

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

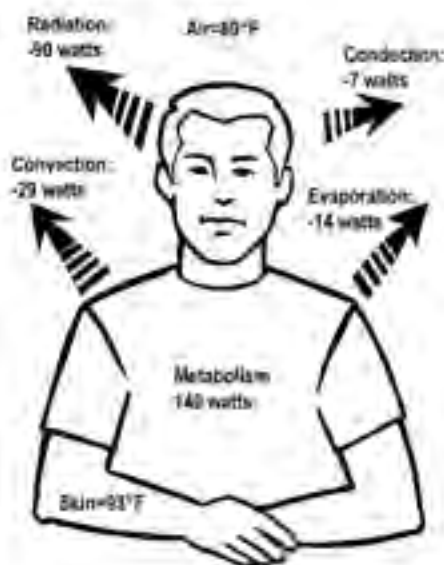


Figure 1
Heat Balance in Calm Air With 80°F Air Temperature
Required Evaporation: <1 oz. per hour

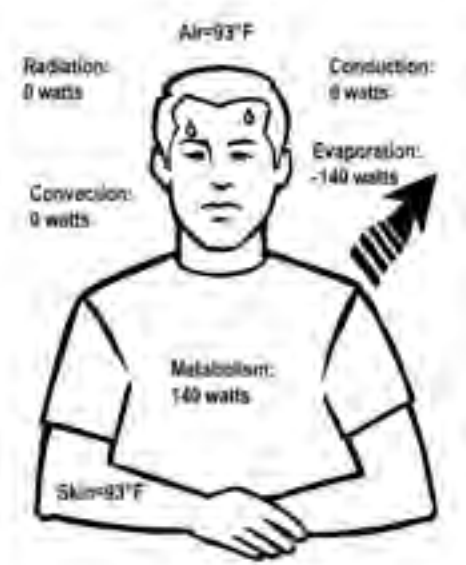


Figure 2
Heat Balance in Calm Air With 93°F Air Temperature
Required Evaporation: 7 oz. per hour

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

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

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

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

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

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

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

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

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

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

Minimum Water Requirements

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

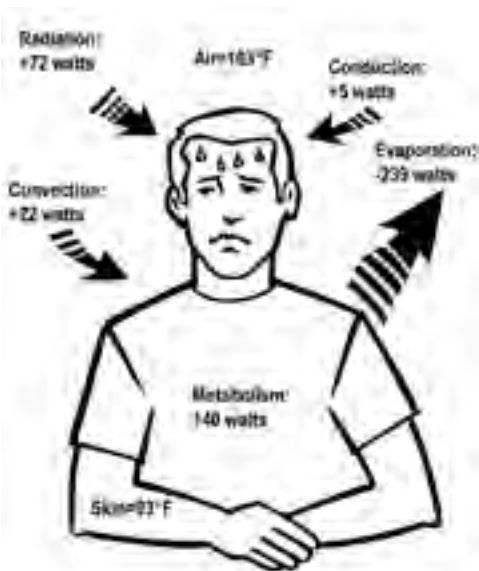


Figure 3
Heat Balance in Calm Air With 103°F Air Temperature
Required Evaporation: 12 oz. per hour



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



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

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

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

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

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

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

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

Wicking Undergarments

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

Figure 7 shows the LD Comfort

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

Other Sources of Heat

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

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

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



Figure 6
1-Gallon Insulated Cooler With Drinking



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

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

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

Other Sources of Cooling

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

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

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

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

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

In Summary...

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

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

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

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

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2024 CALIFORNIA ADVENTURES SERIES UPDATE - July 2024

The California Adventures Series consists of '3' Rides:

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- 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 California Triple Crown Missions – Parks - Roads

Shareef Assadiq

Monica Short

2024 CAS – Mission 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 in bold

Triple Crown Finisher in red

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 |
| 8. Carl 'K-Solo' Harris * | Hopewell | VA |
| 9. John Barrow * | Granite Bay | CA |

Parks Adventure:

- | | | |
|-----------------------------|------------------|-----------|
| 1. Shareef Assadiq * | Boerne | TX |
| 2. Monica Short * | Escondido | CA |
| 3. Richard Pedersen | Aloha | OR |
| 4. Carl 'K-Solo' Harris * | Hopewell | VA |
| 5. Michael Hamilton * | Manhattan Beach | CA |
| 6. Edward Monsour * | Laguna Niguel | CA |
| 7. John Barrow * | Granite Bay | 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 |
| 6. Edward Monsour * | Laguna Beach | CA |
| 7. Carl 'K-Solo' Harris* | Hopewell | VA |
| 8. Doug Wilson | Henderson | NV |
| 9. Michael Hamilton * | Manhattan Beach | CA |
| 10. Doug Wilson | Henderson | NV |
| 11. John Barrow * | Granite Bay | CA |

UPDATES:

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; CA-150 – Closed

Les Gullery

2024 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
24. César Chávez National Monument

California Best 15 Roads

Series A

Northern California:

CA-3 Weaverville to Yreka.

CA-108 Sonoma 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

– July 2024

We have thirteen riders registered for the Great Lakes Cabot Trail Tour this year with 4 who have completed it already. Lynn Jackson was the first finisher and felt there were a few days that were a "little cool." Lynn did have an unscheduled dismount followed by rolling around on some grass on the way home. His ego was bruised but no injuries sustained. His beloved bike was, however, totaled. The good news is he bought a new 2024 Gold Wing and is heading out to gather some additional Best 15 rides. His goal is to collect the Triple Crown Award this year. Many of our riders are pursuing Triple Crown awards and an elite few are attempting the Grand Slam challenge - that's completing all of SC-MA's tours in just one calendar year.



I highly encourage you to register and ride the GLCTT this year, it is really different from our other rides and well worth the time it takes to ride it. It ties into the Four Corners ride, too.

2024 Registrants of the GLCTT

New Registrants are in green

Finishers are in blue

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
10. **Edward Monsour**, Laguna Niguel, California
11. **Bernie Cooper**, Victoria, British Columbia, CAN
12. **Michael Willette**, Marion, North Carolina
13. **Larry Mollett**, Chino Hills, California

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 **Mark Burdick**, Chairman, Great Lakes Cabot Trail Tour, at GLCTT@sc-ma.com.

TFC24 Update – July 2024



We are almost 6 weeks from the start of the 47th Three Flags Classic in Harrison Hot Springs, BC, Canada! We have closed registration as we are preparing to start production of all the bling to ship to your home address this year starting August 1st.

Please go to the SC-MA website to your profile and make sure you have your information up to date. There will be no hats, t-shirts or plaques sent to the start or finish for purchase.

We use your profile picture for the 3FC Passport. If you can't figure out how to update your profile with your picture, please take a selfie on your phone and send to membership@sc-ma.com and we will get it in for you. The address you have in your profile is where we will send all your 3FC bling. If it is wrong, you won't receive your bling. Please also verify your t-shirt size unless you don't care what size you get. We use your profile motorcycle type for our finisher's stats, you will be flagged as on a moped if you omit it.

Our Mexican Insurance Official Sponsor is Sanborn's [Sanborn's Mexico Auto Insurance](#). The minimum insurance coverage is Monday, September 2, thru Wednesday, September 4. Print copy of the card with the dates to carry on your motorcycle and bring it to being the check in at Harrison Hot Springs. Also bring a copy of your Bike registration. It is likely you will be asked for both when crossing into Mexico by Border Agents. It can be a big hassle if you don't bring a copy of your bike's registration. Leave weapons at home. Guns or ammunition at the Mexico border leads to an automatic and immediate trip to jail.

Please review the Registered Riders Information (RRI) email for updates and changes. Watch the Route directories for changes and updates. Please print Turn by Turn instructions if you want to use them. Staples or OfficeMax can print them for you too. Don't forget the Start Banquet is on Wednesday night after Registration closes. Thursday is a rest and relax day. Many options are listed in the RRI if you want someplace to see or to ride in Harrison Hot Springs. The First Time Rider's Briefing is Thursday along with the GPS workshops.

You must have your 3FC Passport scanned Friday morning starting no earlier than 4am at the Harrison Hot Springs Resort entrance under the lighted awning. Failure to do this will result in you not completing all the checkpoint requirements for the ride and you will forfeit your finisher's buckle.

If you are going to need any service or tires for your motorcycle at the start, please call one of the vendors listed in the RRI and make sure you have reservations so they can have your parts/tires available and techs in place. If you want service in San Diego after the event completes, I suggest to contact your vendor of preference for reservations too.

Looking forward to seeing you in Harrison Hot Springs!

Mark Burdick

Three Flags Chairman

USA Four Corners Tour Update – July 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

Regular Finishers are in blue

TrueX Finishers are in red

RIDER #	First Name	Last Name	Finish	City & State	TrueX	Reg	Order
1	Roxanne L.	Fike		Avilla, IN		X	
2	David J.	Browne	6/25	Kennewick, WA		X	SKMB
3	Michele	Grant		Angola, IN		X	
4	Donn	Reese	4/23	Lancaster, CA		X	SBMK
5	Shareef	Assadiq		Boerne, TX		X	
6	Monica	Short	6/27	Escondido, CA		X	MKSB
7	Michael	Willette	5/30	Marion, NC		X	KSBM
8	Maude	Alce-Miles	5/26	Lauderdale Lakes, FL		X	KMBS
9	Marcial R.	Williamson	6/7	Lakewood, WA		X	BSKM
10	Rodney	Strozier	6/7	Olympia, WA		X	BSKM
11	Clint	Chard		Grand Forks, BC, Can	X		
12	Byron	Johnson		Yelm, WA		X	
13	Richard	Cauble		Cape Coral, FL	X		
14	Sid	Grant	6/25	Pasco, WA		X	SKMB
15	Matthew	Bailey		Strawberry Plains, TX		X	
16	Robert	Govier		Mission Viejo, CA		X	
17	David	Bell		Miramar, FL		X	
18	Nancy	Harris	6/27	Milpitas, CA	X		SLMLKLB
19	Charles	Harris	6/27	Milpitas, CA	X		SLMLKLB
20	Robert "BJ"	Jones		Springfield, OR		X	
21	William	Janusheske		Appleton, WI	X		



<u>RIDER #</u>	<u>First Name</u>	<u>Last Name</u>	<u>Finish</u>	<u>City & State</u>	<u>TrueX</u>	<u>Reg</u>	<u>Order</u>
22	Tracey	Chualo		Oshawa, ON, Can		X	
23	Carl	Harris	4/27	Hopewell, VA		X	BSKM
24	Steve H.	Hodges		Cheyenne, WY		X	
25	William	Thigpen	6/27	Santa Clara, CA	X		SLMLKLB
26	Alan	Corcoran	5/23	Smartville, CA		X	SBMK
27	Karen	Reid		Grafton, ON, Can		X	
28	Mark	Passe		Sumas, WA		X	
29	Karen	Carroll		Courtice, ON, Can		X	
30	Princess	McCall	5/26	Miami Gardens, FL		X	KMBS
31	Michael	Tozier	4/22	Palmyra, ME		X	MKSB
32	Steven	Cianchette	4/22	Newport, ME		X	MKSB
33	Brian D.	Thompson		Lynden, WA		X	
34	Naujawa	Clarke-Rudolph		Lauderhill, FL		X	
35	Christopher P.	Wiltshire		Mt Pleasant, SC		X	
36	Bill	Karitis		Mt Pleasant, SC		X	
37	Mark E.	Hodge		North Little Rock, AR	X		
38	Mark E.	Hodge		North Little Rock, AR		X	
39	Foster	Wright	5/30	Calgary, AB, Can		X	BSKM
40	Scott	MacDonald	5/30	Langdon, AB, Can		X	BSKM
41	Edward	Monsour		Laguna Niguel, CA		X	
42	David	Keill		Marine City, MI		X	
43	James	Anderson	6/17	St. Petersburg, FL		X	KMBS
44	Garry	Dodds		St. Petersburg, FL		X	
45	Gregory	Koning		Lawton, MI		X	
46	Harry	Wedington		Tacoma, WA		X	
47	Dean	Sarrocchio	6/4	Glendale, AZ		X	SBMK
48	Joseph	Aguilar		Commerce City, CO		X	
49	Anthony	Wilson	6/27	Hattiesburg, MS		X	KMBS
50	Walter	Best		Monument, CO		X	
51	Ed	Gerner		Boerne, TX		X	
52	Terrence	Sproulls		Hattiesburg, MS		X	
53	Dave	Scott	6/10	Trenton, NJ		X	KSBM
54	Derek	Mitchell		Selma, NC	X		
55	Keith	Kelly	6/27	Hattiesburg, MS		X	KMBS
56	Marc	Anthony	6/13	Nolan, TN		X	SBMK
57	Kevin	Maitland	6/13	Killeen, TX		X	SBMK
58	Robert	Clinkingbeard		Ellenton, FL		X	
59	Michelle G.	Martin		Gaithersburg, MD	X		
60	Patrick	Magee		Cameron, NC		X	
61	Scott	Eisenmann		Acworth, GA		X	
62	Stephan	Oliver		Bean Station, TN		X	
63	April	Jones		Brighton, TN		X	
64	John	Barrow		Granite Bay, CA		X	
65	Jonathan	Santos		Fall River, MA		X	

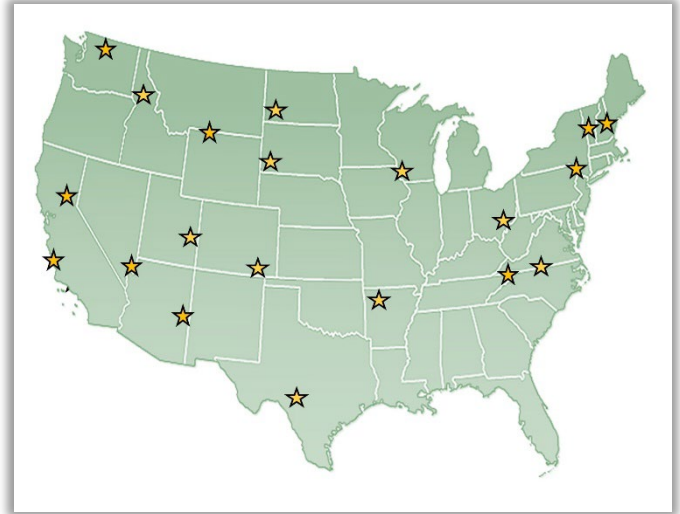
Have questions? Contact **Dannie Fox**, Chair, USA Four Corners Tour™ at usa4c@sc-ma.com

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

Best 15 US Roads Challenge (B15) Update – July 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
8. **Carl Harris**, Hopewell, Virginia
9. **Lloyd Doyle**, Okotoks, Alberta, Canada
10. **Edward Monsour**, Laguna Nigel, California
11. **Jay Yanick**, Mercer Island, Washington
12. **Doni Evans**, Arlington, Texas
13. **Scott Eisenmann**, Acworth, Georgia



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 **Charlie Lamb**, Chairman, Best 15 US Roads Challenge, at Best15us@sc-ma.com.

Mother Road Adventure – June 2024

New Route 66 Photo Tour with Two Parts



News

Welcome to July and the Mother Road Adventure (MRA). Little quieter this past month on the MRA road but there are folks checked in and making their plans for the ride, and in some cases pairing up this event with others like the Three Flags Classic.

MCN magazine published a great article related to Route 66 titled “The road of life”. It’s a perspective from actor Henry Cole on why riding the route is more than checking a bucket list item. It’s worth a read if you have the time.

<https://apple.news/ANr0p8p7vQEuGJVeoLrk-Qw>

Note: we have made a slight change in the rules for the MRA Western segment as follows:

- As of 07/07/24: Tijeras - Route 66 Singing Hiway, Tijeras NM.
 - This can be very difficult to find. If you cannot find it, use the Route 66 Travel Center at the top of the hill.
 - If you really want to find it here are a few hints: www.roadsideamerica.com/story/45182
NOTE: THERE MAY NOT BE A SIGN !!

Again, please make sure you check the website often under the Rules / Updates button for the very latest information, there may be past changes you are unaware of. Most changes will make it easier for you and maybe some fun new stuff to find.

Also, take a look at the MRA website under the History button. You’ll now find a view of the MRA awards and the small incentive provided to entice riders to complete both the Western and Eastern segments. We’ll also be keeping a running list here of the finishers of each segment and those who have completed both, for an end-to-end MRA experience.

Enjoy the road.
Sledge

Ride Description

Welcome to the newest SCMA route, the 2024 Mother Road Adventure (MRA). It’s time to see who all is interested in getting their kicks on Route 66, a mixture of nostalgia and fun riding. The new SCMA route was posted just this very month and both legs, East and West, are already seeing interest. From what we’ve heard a couple of riders are already out there and a few more are starting very soon.

This tour will take you on the Mother Road, Route 66 and US Interstate 40. The checkpoints will take you through selected places requiring you to ride most of The Mother Road from the **start to the mid-point** and the **mid-point to the end**.

This is a **PHOTO TOUR**. It requires you to locate checkpoints provided to you and take a photo of yourself, your motorcycle showing its license plate and the checkpoint, a... selfie. There are no secret or hidden places but you must locate them and take the best picture you can.

For more details on the Mother Road Adventure - <https://www.sc-ma.com/mra-adventure>

2024 Registrants of the Mother Road East Leg – Chicago, Illinois to Adrian, Texas **Finishers are in blue**

1. **Todd Hammer – Glendale, Arizona**
2. **Rodney Chew – Scottsdale, Arizona**
3. Charles Lamb – Prince George, Virginia
4. Charles Neuman - Vadnais Heights, Minnesota
5. Mark Burdick – Houston, TX

2024 Registrants of the Mother Road West Leg – Adrian, Texas to Santa Monica, CA **Finishers are in blue**

1. **Todd Hammer – Glendale, Arizona**
2. **Rodney Chew – Scottsdale, Arizona**
3. Edward Monsour – Laguna Niguel, California
4. John Mickus – Woodland Hills, California
5. **Dean Sarrocco – Glendale, Arizona**
6. Mark Burdick – Houston, Texas
7. Michelle De La Cruz – Santa Ana, California
8. Randall Smith – Goodyear, Arizona

If you have any questions you can contact: Todd “Sledge” Hammer - Ride Chair at: motherroadadv@sc-ma.com or 623-826-0218



Affiliates and Sponsors

