

# USA 4 Corners True X

(10,000 miles in 10 Days!)



Actual Route From Home Back Home 13,192 Miles in 16 Days

To celebrate my 10-year anniversary with FedEx (actually celebrating my 4<sup>th</sup> week of vacation!), I wanted to attempt the Iron Butt Association's UCCC (Ultimate Coast to Coast to Coast from Key West, FL to Prudoe Bay, AK and back to Key West, FL) again. My first attempt was in 2011. During that attempt, FedEx hired me! I was in the Yukon when I accepted the position. At that time, I decided to do a U-turn and head back home to Newnan, GA to

prepare for the move to the Memphis area.

This year (2021), my UCCC attempt had to be cancelled due to Canada being closed for pandemic concerns. I had scheduled 3 weeks of vacation during June of this year for the ride. Hmmm, what could I attempt that would be equivalent to the UCCC challenge, but remain in the lower 48 states?

I know a couple friends that have completed the Southern California

Motorcycle Association (SCMA) USA 4 Corners True-X.

The SCMA offers a variety of ride challenges. The most popular being the USA 4 Corners Tour in which you visit each of the extreme 4 corners of the contiguous 48 states. You start at a corner city (Key West, FL; San Ysidro, CA; Blaine, WA; or Madawaska, ME) and ride to each of the other 3 corners within a 21-day time limit.

They also offer a more extreme version the USA 4 Corners True-X. This challenge, you visit each of the extreme 4 corners, but you also ride to the geographical center of the U.S. (Lebanon, KS) before riding to the next corner, then back to the center and so forth with a 26-day limit. According to the SCMA, this ride is approximately 11,000 miles (not counting getting to or from the start and end point) whereas the original 4 Corner ride is approximately 7,000 miles.

I decided that I would attempt the 4 Corners True X version Iron Butt style (1,000 miles a day). Should something prevent me from achieving 1,000 miles a day, I would still have plenty of time to complete the ride within the 26-day timeframe allotted. This was my new plan!

Once the decision was made, I registered for the ride online at the SCMA website. They sent me a start packet within a week. This package included a numbered flag and all associated paperwork. Per their requirements, I was required to take a picture of my motorcycle and flag at a landmark in each corner city and every time I visited the geographical center (Lebanon, KS).

My plan was to head to Key West to begin the ride and then to finish in Madawaska, ME at the 4 Corners Park (a park dedicated to this ride) on the BMW 1250 GSA adventure bike.

**June 4** – I was packed and ready to go! I left after work. It was an uneventful 400 miles to Dothan, AL.

**June 5** – Up early! I had a great ride until the Overseas Highway (highway to the Keys). There was stop and go traffic for 1 ½ to 2 hours. I bet I only went 5 miles in this time. It was hot and humid! Sitting on the bike in the slow traffic took its toll on me! I finally made it to a drawbridge that had been stopping traffic to allow boats to pass under it. After that, traffic flowed great! But I was worried about overheating. I soon found a nice restaurant to stop for dinner and cool down.

I took my time eating and enjoyed the air-conditioning. This was the closest I came to overheating the entire trip and I rode through some

hot weather! After dinner, I continued to Key West.



### Corner #1

In Key West, I rode to the most southern buoy for a picture, but there was a long line of people there, so I rode over to the post card mural. No line here! I took several pictures before heading to my hotel for the night.

**June 6** – I was up at 5:00 am when my wake-up call rang! I rode down to the southern-most buoy for a photo. It was dark and windy. But, no line!

From here, I headed to a gas station for a DBR (Dated Business Receipt) which documented my official start time of 5:49 am, June 6, 2021. Now, I was on the clock!

Hardly any traffic that morning when I rode the Overseas Highway back to mainland Florida. I enjoyed the ride over the series of bridges that connect the keys as the sun rose! I also had a key deer cross the road in front of me on Big Pine Key. Awesome!

As I rode north through south Florida, the temperature reached 98 degrees and the humidity was high!

I rode through four different rain showers by the time I reached Valdosta, GA. Though each shower was brief they were appreciated as they cooled me down.

Everything was going great until I hit stop and go traffic south of Atlanta near the McDonough exit on I-75. Once I made it through that traffic, I got held up again downtown near the I-20 exits. After that, I jumped on the I-75 express lanes heading north. These lanes were new to me! Two lanes routed me over to the side and up above I-75. It was great! The express lane took me way out north of Atlanta! Life was good!

No issues riding to Chattanooga and jumping on I-24. They had rerouted the interstate system there for much better flow. It worked well! I continued up through Nashville before stopping in Pleasant View, TN for the night. *1,088 total miles for the day.*

Once I got to my room and showered, I was worn out! The traffic in the Keys the day prior and this day's heat and humidity in south Florida really drained me! I was worried this fatigue would affect the rest of my trip, so instead of setting an alarm or wake-up call, I would sleep until my body woke up naturally.

While working in Pilot Training at FedEx, I had a conversation with a pilot about sleep. He was telling me that as you sleep you go through

different sleep cycles. If one of these cycles is interrupted, for example by an alarm clock, you wake up feeling bad. But, if you woke up in-between the cycles, you would feel better or more refreshed.

So, with that in mind, I decided to wake up when my body wanted to wake up. Normally, I would set an alarm or wake up call for each morning, but this worked great for the rest of the trip. Once I fell asleep, I would wake up about 5 - 6 hours later ready to ride! Perfect!

**June 7** – Back on the road, I continued on I-24 through Kentucky and Illinois where I got on I-64 west to I-70 west. I rode through St. Louis and the rolling hills of Missouri to Kansas City where I headed north on I-29 to Highway 36. At first, I questioned my GPS since I remember routing through Kansas on I-70. But, I also remember traffic and construction in Kansas City a year earlier when I rode through. So, I just let the GPS take me the way it wanted. It turned out to be a great route. Highway 36 was a great secondary road through Kansas farmland with little traffic. I really enjoyed it!

I was thrilled when I made it to Lebanon, KS! Here, I visited the little park north of town where a memorial and granite marker are located depicting the geographical center of the lower 48 states. I took several pictures, then headed back into Lebanon for a gas receipt and a few more pictures.

The 4 Corners True X requirements call for photos of the granite marker at the park, the gas station in town and the Post Office. A friend, Andy Andressen, who had completed this ride, gave me some advice to go ahead and get all my Lebanon pictures if the weather is nice when I arrive. Then, on my return trips to Lebanon, all I would need would be the required gas receipts. And, depending on the weather or time of day, I wouldn't have to worry about any other pictures. This worked out great! Thanks, Andy!

I arrived at the Lebanon gas station around 6:00 pm. It was closed, but the gas pumps were still on. DBR time – 6:05 pm. Leg 1 Complete!



**Geographical Center of USA**

Now, on to Colby, KS to spend the night. Andy also recommended that I ride to Colby and jump on I-70 there. Although somewhat out of the way, it would be a time saver rather than riding the secondary roads to Denver to get on I-70. Again, great advice!

I arrived in Colby, got a room, and hit the rack! *964 total miles for the day.*



**Sunrise on the Bike**

**June 8** – I watched the sunrise in my side mirrors as I headed west. The temperature started off in the low 50's and eventually dropped down to 43 degrees! I was in ride mode and didn't stop to put on any warm gear. By the time the bike was ready for fuel, I was cold! I filled up the bike and stopped for a warm breakfast and to thaw out! After that little break, I was back on the road where the temperatures had warmed up for a very comfortable ride. Life was good!

It was awesome to watch the Rocky Mountains on the horizon slowly grow as I headed toward them. Blue clear skies made for a colorful backdrop to the beautiful mountain scenery!

Traffic increased as I entered the Denver area. A motorcycle cop was on the right shoulder of the road as traffic entered the city limits. He was standing but resting side saddle against his bike with radar gun in hand pointed at the traffic. As I approached, I saw him raise his radar pistol to point straight up in the air. Once I passed by, he lowered it back to the traffic again! I thought to myself, I think that cop

just gave me a free pass! Thank you, Denver's, finest!

The rest of the day was awesome! I rode over and through the mountains, through the towns of Vail, Breckenridge and Aspen. Then, through a canyon on the White River and on to Utah for more beautiful scenery! What a day!

In Utah, I rode to the end of I-70 where it connected to I-15 south. I passed through Las Vegas around 6:00 pm. Temperatures were comfortable as I rode through the Mohave Desert on my way to Barstow, California where I spent the night. *1,146 total miles for the day.*

**June 9** – Only 188 miles from Barstow to my next corner, San Ysidro. Art Garvin, another friend that completed the X ride, advised getting on I-215 near San Bernadino and taking it south in order to bypass some of the Los Angeles traffic. Although traffic did get thick in a few spots as I headed south, it could have been a lot worse! I was amazed at the motorcycles lane splitting in those congested areas! But I was fine staying in my lane. Traffic was moving, so I was content!

I made it down to San Ysidro around 8:30 am. While I was taking pictures of my bike and flag at the Post Office, a construction worker walked across the street to question what I was doing. I explained the ride to him. He was amazed! He said, I figured you were doing

something special! Nice people everywhere! Life is good!



**Corner #2**

I stopped for my required DBR before leaving. Official time for this corner 9:09 am, June 9. Then, I headed back toward Lebanon, but took a different route. I wanted to see some different scenery on each leg of the trip, so I headed east on I-8 through the Sonoran Desert, Yuma, Arizona, and then on to Phoenix.

It was 104 degrees between Gila Bend and Phoenix. The hottest temperatures during the trip. At fuel stops, I would pour a bottle of water down my arm shirt sleeves, the front of my chest and back of my neck. With all vents on my jacket closed except one on each arm to restrict the airflow, this created an evaporative cooling effect that would last over an hour. It was a great way for me to cool down in the hot weather!

In Phoenix, I jumped on I-17 north to I-40 at Flagstaff. Temperatures were extremely comfortable here! From there, I headed east to New Mexico where I spent the night in Albuquerque. I arrived at the hotel

around 11:30 pm. *1,003 miles for the day.*

**June 10** – Up and back on I-40 eastbound to Tucumcari where I exited off on secondary roads. I rode through North Texas, Oklahoma and into Kansas.

This route was awesome! These secondary roads took me by some huge cattle feedlots! There were tens of thousands of cattle in some of these lots! They were full of cattle! I wondered if the processing plants were not able to work at 100% due to the COVID pandemic? If so, this could be why the cattle lots were so full. I grew up on a cattle farm in Indiana. I enjoy riding through agriculture areas and relating to my experience as a farmer and cattle rancher!

I rode through Dodge City, KS where there were more cattle feedlots. It was another great day on the road!

As I rode through Hays, KS, the temperature spiked up to 102 degrees. Again, I would pour bottled water down my jacket in several places and ride on! A great way to beat the heat!

I made it to Lebanon at 5:45 pm. Again, the gas station was closed, but the pumps were on! I fueled up to almost full but stopped the pump to insure I get a receipt. If the pump was out of receipts, I would still have space left in the tank to try another pump. But all was good here, so I filled it full the second time!

I couldn't believe it! I have already completed half of the challenge! Two legs complete, two legs to go!

From here, I had planned to ride to Cheyenne for the night, but looking at the Cheyenne forecast, I noticed a severe wind warning from 6:00 pm tonight to 6:00 am in the morning. There were warnings for small vehicles to stay off the roads in Cheyenne due to the extreme winds! Wow! I did not want to get caught up in that! So, I cut my trip short and spent the night in North Platte, Nebraska. *887 total miles for the day.*

**June 11** – Up early and on the road to watch the sun rise again in my side mirrors as I headed west on I-80. And like before, it was awesome to watch the mountain range grow out of the horizon as I rode toward Salt Lake City, Utah!

There, I jumped on I-84 north through Ogden and up through Twin Falls and Boise, Idaho into Oregon. I continued to the Oregon/Washington state line and spent the night in Hermiston, OR. *I made up some lost time today with 1,203 total miles!*

Hermiston is where Tom Fuchs and I spent the night after completing 48 states of our 49-state ride! Great memories! That was a huge milestone during that ride!

**June 12** – This morning, I planned to check the oil and air up the tires. Oil looked great through the sight gauge! I got out my compact air compressor and connected it to my

bike plug-in. When I laid on the ground to air up the rear tire, I noticed the tread was down to the wear bars! Oh no! I need a rear tire!

It's Saturday morning, most dealerships are closed on Sundays and Mondays. I need help today!

I look up BMW of Seattle and enter it into my GPS. It's around 6:00 am. 250 miles to the dealership in Seattle. I call Karen as I head northwest. I tell her that I need a rear tire and to call the BMW dealership in Seattle as soon as it opens! I need at least a rear tire and if they have time, I could use an oil change too! I should be there around 10:00 am.

Karen contacts the dealership at 9:00 am and tells them of my dilemma. Laura, the salesperson that she spoke with assured her they would do their best to accommodate me.

As I entered Seattle, headed for the dealership, I rode under I-5. This was a wide, multi-lane bridge where a homeless village was located. I couldn't believe all the cardboard/tarp covered shacks and made-up tents under that bridge! A sad sight for sure!

When I arrived, the BMW dealership was busy! I see the service manager walking around checking people in and out. When I walk in, he asked if I was Mark! He said they were busy and he would try to get to me today. I thanked him and told him that I was at his mercy! We looked at the bike. The front tire was in bad shape too! I asked him to

replace both tires and change the oil and filter. I also asked if there were any places close by to eat. He told me there are a few good places a couple blocks away. Great!

So, I walked down the street and was eating a sandwich when Karen texted me. She said the dealership said the rear brake pad needed replaced too. Was it ok for them to replace it? Yes! This was great news as it told me they were already working on my bike!

After I finished eating, I walked back to the dealership. The people there were so nice! Several asked me about my trip and were amazed at my story. I sat in the lounge area and talked with a couple people waiting on their bikes. Everyone was friendly! This was a great facility!

At 1:00 pm, my bike was done! A set of new tires, rear brake pad and new oil! I could not express my gratitude enough! Thank you, BMW of Seattle! And thank you, Karen, for being my support system while I was on the road!

I climbed on the bike and headed north to Blaine, Washington, Corner #3. I arrived around 3:00 pm. I wanted to see if I could get a picture of the Peace Arch, a monument at the US/Canadian border. So, I continued north on I-5 right up to the border crossing. I was on a one-way road with no way to turn around! I tried several times to turn around and ride back on the one-way road to no avail! Finally, a

border agent ran out into the road and stopped me! He said that I had to continue north through the border crossing. Tell the border agents that you went too far. They will turn you around on the one-way back. It happens all the time! Now, I must wait in line at the Canadian border. There are 5 cars in front of me, but each car takes at least 10 minutes to process. Once I get up there, the border agent asks 20 questions, then points to another agent across the border that will navigate me through the turn. I ride through and do the U-turn. Now, I head back and must go through the same process to enter the USA! Only 3 cars in front of me now! One and a half hours later, I am back in Blaine. I get my required photos and receipt before heading south. My 3<sup>rd</sup> corner is complete! I'm ecstatic! Life is great!



**Corner #3**

I headed back south on I-5 down around Seattle where I jumped on I-90 east to Cheney, Washington where I spent the night. *737 total miles for the day.*

Western Washington had some different terrain. The mountains were like giant hills with desert

scrub brush growing on them. I love this stuff!

**June 13** – I was up raring to go! I needed to make up the time lost the previous day due to the tire replacement. I headed east in light traffic as the sun rose. A few minutes later, one of Spokane's finest pulled me over. I guess I was a little overzealous this Sunday morning at 6:00 am. He wrote me up for 5 miles over the speed limit. No excuses here. I'll make my donation online when I get home.

The rest of the day was great! It was a beautiful ride as I entered Idaho and rode through Coeur d'Alene then into Montana and down to Missoula. From there, I started getting a little tired as I rode to Butte. I thought that I'd better stop and stretch my legs and get the blood flowing. I knew the perfect place!

Evel Knievel's gravesite was in Butte! Karen and I had stopped there a few years ago to check it out. This would be a great place to take a little break!

Evel Knievel was a childhood hero. The guy was fearless on a motorcycle! Later in life, I read and watched documentaries of Evel and gained a lot more respect for the man. He was all about promoting a positive image of motorcycling! He hated the Hell's Angels and what they represented. That's why he wore white leather vs black. A man to be admired in my eyes!



**Evel Knievel Visit**

This was really the only unnecessary stop during my entire ride! Well worth it!

From Butte, I continued on I-90 through Montana to Wyoming where I jumped on I-25 south. I enjoyed riding in Wyoming and seeing the mountains and Bighorn National Forest to the west of me! It was another great day to be on the bike!



**Somewhere in Montana**

During this ride, I saw hundreds of Pronghorn antelope! They were scattered throughout New Mexico, Texas, Kansas, Colorado, Wyoming, and Nebraska. Beautiful animals!

I eventually stopped in Cheyenne, at the southeast corner of the state, for a good night's rest. *1,010 total miles for the day.*

**June 14** – Once on the road, I jump on I-80 east to Kearney, Nebraska where I head south to Lebanon. I arrived in Lebanon at 12:24 pm. This was the first time the gas station was open! There were a few chairs in a circle inside the station where the locals would gather to talk. I sat down and drank a bottle of water while they asked me about the ride. They commented how good I looked for riding so hard! Evidently most people doing the ride look rough when they arrive here in Lebanon.

I couldn't believe it! This was my third and final stop in Lebanon! I was now starting the final leg of my ride! Life was great!

I headed north back to I-80 east where I continued through Nebraska, Iowa and Illinois. Temperatures began to cool down the farther east I rode. Great weather! I enjoyed the ride!

I fueled up in Joliet, IL and decided to get farther east away from the Chicago traffic before stopping for the evening. I finally stopped on the east side of South Bend for the night. *1,165 total miles for the day.*

**June 15** – I continued on I-80/90 east through Indiana and into Ohio. At Cleveland, I took the I-80 split and continued through the middle of Pennsylvania. I hit rain in the Allegheny and Pocono mountains. The first rain since the beginning of my ride in Florida! The bike needed it bad to wash the bugs from the

windshield and radiators. Traffic thickened as I headed east!

In PA, I hit I-81 north to I-84 east over the top of New York City through Newburgh, NY to Connecticut and up through Massachusetts where I took the I-495 outer loop around Boston to I-95 north. It was getting dark as I rode around the loop. There was traffic, but it flowed well. It was a Tuesday evening after rush hour. Life was great!

On I-95, I rode through about 20 miles of New Hampshire before entering Maine, a sight I was glad to see!



**The End is Near!**

Before I stopped for the night, I wanted to insure I had 10,000 miles. Tonight's DBR would be my end receipt for the 10/10ths ride. The BMW has a very accurate odometer (unlike the Gold Wing), so if I could just pad the 10,000 miles enough to where I felt comfortable, I would stop for the evening.

I finally stopped in Falmouth, ME with an odometer reading of 10,211 total miles for the trip so far. This would qualify for an Iron Butt

Association 10/10ths! *1,049 total miles for today.*

**June 16** - I only had 341 miles remaining to complete the 4 Corners True X! I really didn't want to finish it during the middle of night. I wanted to end during daylight hours! I had ridden up to Houlton, ME at the Canadian border, a few times over the years. Beyond that to the top of Maine was new territory for me! I thought it would be sparsely populated but I was wrong. There were several small communities as I headed north to Madawaska through the forests and rolling hills. I saw several moose crossing signs, but never saw a moose during this trip.

One town I rode through was Presque Isle. I had applied for a job up here after I graduated from college and had my A&P license (aircraft mechanic) in 1988. They had offered to fly me up for an interview and sent me a letter with all the details of the benefits they offered. Fortunately for me, I already had accepted a position with Delta Air Lines in Atlanta. Presque Isle would have been an extremely cold place to work on airplanes during their long winters. Brrrrr!

It was a great feeling as I entered the town of Madawaska! I rode directly to Larry's One Stop gas station for my official DBR to validate my 4<sup>th</sup> corner!

I had started this ride a little over 10 days ago in Key West! It was hard

to believe that I had ridden over 10,000 miles since then and all 4 corners and center of the US! This will be one of my most memorable rides! I prepared well, planned the ride and rode the plan! It all worked out perfect!



In Madawaska, there is a park dedicated to this ride. What a great tribute to a great ride!



**#4 Corner Finish!**

Everyone in town knew about this ride. When anyone saw my motorcycle, they would ask if I was attempting the 4 Corners Ride. Fortunately, I could tell them I just finished! It was a awesome end to an awesome ride!

After visiting the park, I was hungry! I rode over to Dolly's Restaurant for a late lunch. There, I met a local, Mike Cyr. He asked about the ride. His son had just

bought a Honda Africa Twin adventure bike. He thought his son would enjoy my story.

Mike also told me about his hobby. He was a member of a club that creates ice carousels. Their club has the current world record (pending Guinness Book verification). His club cut out a huge circle in the ice (427 feet in diameter or 3.28 acres and 34.5 inches thick) and attached 3 outboard motors to rotate it. They had the circle of ice rotate for 4 days! Wow!

After lunch, I went and checked into Martin's Motel and took a nap. Afterward, I went back to the 4 Corners Park to meet Joe and Diane LaChance.

I felt honored as they showed me around the park and asked about my ride! They had completed the regular 4 Corners Tour twice.



**Park Founder Joe LaChance**

Joe and Diane took great pride in this park, you could tell! Not only do riders enjoy it, but so do the local citizens! Both times I was there, locals were sitting at the gazebo or sitting in the park enjoying the view! How cool is that!

For dinner, I went to Big Rick's Burgers and Wings. I enjoyed a lobster roll and poutine fries ( gravy and cheese curds over French fries). Locals inside noticed my BMW parked outside and asked if I was attempting the ride. Not now! I just finished! They were amazed that I completed it in only 11 days! This was the end of a great day!

**June 17** – Mike Cyr advised me to continue on Highway 1 to the beginning in Ft. Kent, then take Highway 11 south to I-95. So, that's what I did! It was a beautiful ride through northern Maine!



**Beginning of Hwy 1**

Once I hit I-95, I continued south to Kittery, ME where I stopped for a clam dinner at Bob's Clam Hut. It was delicious!

From there, I headed south through New Hampshire to I-495 around Boston to I-90 where I headed west through Massachusetts and New York. I stopped 30 miles short of Buffalo in Batavia, NY for the night. *848 total miles for the day.*

**June 18** – Today was our 43<sup>rd</sup> wedding anniversary, so I wanted to make it to Spring Hill, TN where our son, Derek lived, if possible. I

would meet Karen, Derek and Marilyn there.

I was up and around Buffalo before rush hour. I enjoyed the early morning ride through the vineyards of western New York and Pennsylvania along I-90.

In Cleveland, I took I-271 down to I-71. It was raining hard with thunder and lightning through Columbus down to Cincinnati. The temperature was chilly at 63 degrees and rain. A hundred miles later in Kentucky, the sky cleared, and the temperature jumped up to 91 degrees!

I continued on I-71 to Louisville where I hopped on I-65 down to Nashville. I took the long way around Nashville on the Briley Parkway to I-40 then to I-840 to avoid the Nashville traffic. I made it to Spring Hill around 7:30 pm. Karen and Derek were on their way from Hernando. They would pick up Marilyn and meet me at the hotel in Spring Hill. We would celebrate our anniversary and my ride! *806 total miles for the day.*



**Kanpai! (Toast)**



**Derek & Marilyn**

This was an awesome ending to a great ride! It was great to celebrate with family! I was glad I got to toast the ride with Derek! It was great to see Marilyn too! The past year and a half we saw very little of them due to the pandemic. And, it was extra special to join Karen to celebrate our 43<sup>rd</sup> wedding anniversary!



**Happy 43<sup>rd</sup> Anniversary!**

#### **Equipment/Gear:**

2019 BMW R1250GSA – What an awesome bike! The custom Russell Daylong seat made all the difference in the world! The adventure model's large gas tank helped to squeeze in extra miles in-between fuel stops.

Riding apparel – Klim Badlands jacket and pants are weatherproof, protective riding clothes that are second to none! LDComfort base

layer garments wick moisture away from your skin to maintain a comfortable atmosphere. Knee high compression socks were worn on this trip due to the extreme time sitting.

Boots – TCX lightweight, waterproof, touring boots. They're awesome! They fit me like a glove!

Helmet – Shoei Neotec 2 is a premium modular (full-face openable) that is quiet. A big help to prevent noise fatigue on long rides.

Cardo Bluetooth Communication System – Allows me to listen to the motorcycle GPS, music on my iPhone, and receive phone calls.

Satellite Tracking System – SPOT has several functions. The primary function is emergency notification in which I can notify 911 even when I'm out of cell phone coverage. It also allows me to notify Karen and Craig Moore when I need roadside assistance or to let them know I'm OK. Thirdly, it provides tracking on our website for others to view my real time location and leave a track of where I've been.

Toll Road Transponders – I knew having toll transponders that would be compatible everywhere I rode would be a huge benefit. I already had the Texas toll pass good for Texas, Oklahoma and Kansas. The Florida Sunpass good for Florida and Georgia. And, the EZpass good for the east coast and several Midwest states. California was the only state that I didn't have

covered, so I ordered their toll pass and received it within a week. This allowed me to take advantage of all toll roads (without stopping at a toll booth) and any express lanes during my trip. I took full advantage of all of these!

Packing the Bike – My BMW GSA is equipped with metal boxes for storage and a tank bag. The side boxes are known as panniers. The right pannier is smaller than the left pannier to accommodate the exhaust which is only on the right side.

The right pannier - I packed tools (toolkit, air compressor, air gauge, tire plug kit, tripod, selfie stick, Airhawk seat cushion and Warm n Safe heated jacket liner. These would be items that I would not need daily. I would lock this bag and not worry about it.

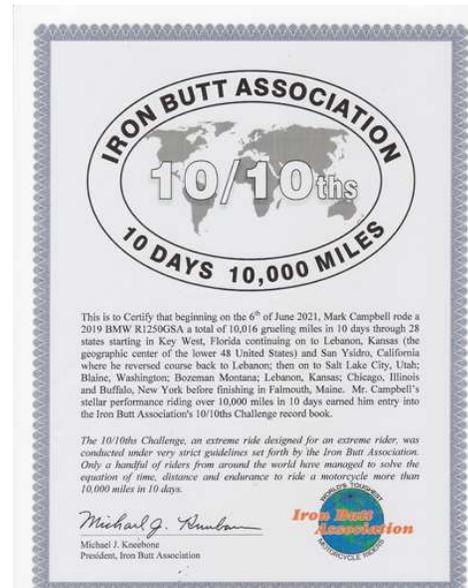
The left pannier - I packed a bag with regular clothes (blue jeans, T-shirts, etc.) and my small laptop computer. These items were not needed daily. So, like the right pannier, I would lock it and not worry about it.

The rear top box – Contained items that I would use often: gloves (rain gloves, electric heated gloves, hot weather gloves, or my normal riding gloves), hat, neck gaiters, towel, portfolio notebook for required paperwork and SCMA numbered flag.

Tank bag – Contained all electronic cords, recharger and power bricks for my helmet Bluetooth headset and phone.

A waterproof duffel bag strapped to passenger seat – Contained overnight necessities: shaving kit, 4 sets of base-layer under garments, and sleeping clothes.

I wanted a simple process when I stopped at night where I could remove the tank bag and duffel bag to take to my room. Everything else would be secured in the metal panniers and top box. I knew over time, I would get fatigued and needed a simple process to follow when I got to a hotel. This worked great!



10/10ths			
Bike: 2019 R1250GSA			
Low Temp	43	6/6/21 Start Time	5:49 am
High Temp	104	6/15/21 End Time	11:18 pm
Bike Odo Mileage	10,211	Total Time	233.5 hrs
Google Maps	10,020	Total Time	9 Days, 17 hrs, 29 min
Start Odo	-37,230	Average Miles Per Hour	43 mph
End Odo	47,441	Gas Mileage	34 mpg
		Average cost of gas	\$3.67 premium
Total Fuel	297.765	Total cost of gas	\$1,093.38
SunPass Tolls	\$41.75	Most Expensive gas	\$5.05 San Ysidro, CA
EZPass Tolls	\$36.57	Least expensive gas	\$3.02 Underwood, IA



4-Corners Park Paver