

I can't remember when I sent you an updated list last, so here one is...

125 roads. Updated: 7-Apr-93

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The Eastern US  
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US, NH, NH113(or 112) Known to everyone [Ed: well...] as the Kancamagus Highway. It is ~30 miles of cutback, switchbacks and hills that cuts through the White Mountains of NH. It runs west from Conway to Lincoln, NH. NO GAS STATIONS, NO STORES, NO COMMERCE OF ANY KIND! 30 Miles of VIEWS!. National Forest and Campgrounds and some great scenic vistas. Very windy, road surface varies with season from poor to good. Not recommended on Weekends, as it can get Winnebago clogged. (jt)

US, ME Rt9 from Bangor east to Rt1 near Canadian border. Approx 90 miles. Very hilly, with a healthy mixture of curves and straights. Very lightly traveled with only two, maybe three gas stations, so make sure you fill up whenever available. (Once traveled this road in a line of traffic, (3 cars) doing 90mph and passed a State Trooper with radar on. He didnt budge.) Very scenic. Very Remote! (jt)

US, DE, Rt 9. Delaware City to Dover, 32mi.  
beats out several 'twistier' roads in my book because you frequently have it all to yourself at reasonable times of the day ( ie. not 4am ). (g)

US, VT, highways 22a and 22 from vergennes, vt to about west lebanon, ny.  
This was the fast way from burlington, vt down to new york city. A not so winding two lane with little traffic, few towns, and hardly any gendarmes. I've been passed at 80 on the more isolated stretches. One needs to be a bit careful at (from north to south) fair haven, vt; granville, ny; and hoosick falls, ny. (cs)

VT 17, just south of Waitsfield, VT off of route 100. A forgotten twisty pass through the green mountains of Vermont. The west side (of the mountain) is definitely twistier than the east - I'm a wimp and prefer taking fast sections up hill. Some beautiful views of a mountain lake at the peak. Pavement is slightly rough in areas but I've not seen any significant traffic. And stop in to the CycleSpeed shop on route 100, the smallest Ducati dealer in the country perhaps. (kws)

NY Rte. 54a, From Branchport to Hammondsport along west side of Keuka Lake, roughly 20 miles. This road was a Car and Driver 10 best pick about five years ago. It follows the shore of the lake sometimes as close as 8 feet from the water's edge with many rolling back and forth curves, most with elevation

changes. None of the curves are really challenging and the concern for joggers and slow moving traffic limits your speed more than the road. I've never seen police on this road, but there are a lot of tourists. Hammondsport is a quaint little town and was the home of Glen Curtiss, aviation and motorcycle pioneer. Stop into the Curtiss museum to check out the collection of pre-WWI motorcycles. (kws)

NY Rte. 327, Treman state park road. Just off Rte. 13 south of Ithaca. The interesting section is about 5 miles long and leads to the upper entrance of the state park (also beautiful.) About the only technically fun road in this region of New York with a series of (posted) 15MPH downhill curves. Most of the road is nice sweeping curves through woodlands. Beware of deer and slow moving vehicles exiting / entering the park. (kws)

US, NY, Taconic State Parkway, East Chatham to Valhalla, 105mi ranks as the second most scenic road I've ever been on (California Rt 1 being first). Watch out for NY State Police speed traps in southern Putnam and northern Westchester Counties! It's a much more scenic road than the NY Thruway for anyone traveling from NYC to Albany who can afford the additional 45 minutes it might take. (Ed: This road is a 4-lane divided highway riddled with speed traps.) (st)

US, NY, NY2 two miles east of Petersburg, NY to US7 in MA. The NY side is rough pavement but twisty and a good suspension will suck it up. The other side is beautiful, very rural pavement which is great peg-scraping fun at 85 through the turns. (dcl)

US, MA, MA2 east of North Adams, coming up the steep mountain and hairpin on the west side of the ridge and winding down along the Cold River on the other side. A very nice, long section of twisties, some of which can only be done at 65 max, even hanging off. For the eastern-most part only one park entrance figures into the driveway/intersection picture. (dcl)

US, NY, NY67, between the Hudson River and Route 40. This is a warp drive road through mostly rolling farm country for a total length of only 6 miles or so (rough guess). A nice distraction, but be exceptionally aware of "NY Is Tough On Speeders -- Speeding is No Cheap Thrill" cops when doing light speed around here. I'm not sure why, actually. Maybe just be exceptionally aware when you're at borderline speeds like 90. Be nice but don't kiss ass and they let you go. (dcl)

US, NY, "The resevoir road." It runs down the east side of the Tomhannock Resevoir about ten miles east of Troy on NY7. Ride it a couple of times to know where the three entrance roads are and where the two bridges are that fisherman like to be strolling across. Be nice and slow to 55 there. Otherwise it can be done at

upwards of 75 for the lower half and around 50-60 for the tighter turns of the upper portion. About 8 or 9 miles, I think. (dcl)

US, NY Rte 301, Carmel to Rte 9

This road has recently been widened and paved, and has a 55 mph limit along all of its length (except a few miles on the Carmel side). There is also a 40 mph zone through a state park; please observe (I used to work there!). Otherwise, there are some great turns and straightaways. Watch for the occasional police car...especially in the Kent Cliffs firehouse driveway. My friend runs his modified GSXR 1100 on this regularly. (jck)

US, NY, south, US6 Bear Mountain Bridge to US9 interchange has been closed for several years for a complete rebuilding. It's beautifully marked, paved, and banked, and zoned at 55. Going at 55, however, will get you dead very quick, as the road covers every up/down/corkscrew combination known to man over the course of just a few miles, and is quite a fun drive in a vehicle that handles well. If I drove a semi, I'd have nightmares about it. (a4)

(a4) is indeed correct about the varied array of twists and undulations on this road, yet, if that's all he recommends it for, he does it a great disservice. As you drive east through Bear Mountain State park, you get a good idea of the great mountain biking terrain in the park. Arriving at the toll booth for the Bear Mountain Bridge (no toll eastward), you are greeted with a tidy, well kept suspension bridge and an authentic toll house, as well as a panoramic view up and down what some have described as "the world's most picturesque river valley" - the Hudson River. After crossing the bridge, turn left and follow route 6 along a path carved out of the side of a cliff. Just as you reach your highest elevation there is a scenic overlook. STOP HERE!!! There is plenty of space, and the view of the Hudson cannot be described. The bridge, the mountain and the farms below are all visible, and you can watch the barges slowly drift along. On the 4th of July, it is the best place to watch the Bear Mountain fireworks display. Going back onto rte. 6 you find the twists previously described. They unwind and let you off at the river's edge near Peekskill. At this point, you should either turn around, or commit hari-kiri (yes, its spelled correctly) in order to avoid getting any closer to the antithesis of driving pleasure. (pa)

US, NY, 390; the stretch between Sonyea and Corning; take 390 from I-90 at Rochester, or if you are driving East, take the 98 exit on I-90 at Batavia. 98 will meet up with 390 at Sonyea. The road is alright (personally I don't like concrete roads), but the scenery is beautiful. Drive southeast, and you will be on the right hand side of a valley. Take the drive near dawn in the fall. The view is spectacular. The sun rising above the rise

across the valley. Fog in the valley. (pa2)

US, VT, US7 runs the length of the state - St. Albans near the Canadian border to Bennington on the MA border. Showcases the best scenery (Green Mountains, Lake Champlain, dairy farms) from one of the country's prettiest states. (never saw any cops either, for those who care about that.) [Ed: some say that this road has very heavy traffic all the time.] (ec)

US, PA, Rt 219 through Southwest Pennsylvania into Maryland and West Virginia, then follow US40 back through the hills to Charleston, then I-77 into Ohio, and on out through the west to St. Louis. Some of the very best vacations I've ever had were one or two day driving excursions throughout the Appalachian and Smokey Mountains. (lls)

USA, PA, South-central, US Rt 30, from Breezewood to Fort Loudon  
This road is quite twisty (at least for this area), and scenic also. Unfortunately, it can be heavily traveled; avoid summer weekends, when boat haulers lug their yachts over the mountain to Raystown Lake. For best results, try a weekday, during the middle of the day. Road is a mix of high speed sweepers and tight corners. Avoid the stretch of 30 from Fort Loudon to Chambersburg; it is a flat, boring, straight road with very few passing zones. Also, beware of a speed trap on a long, downhill, 3-lane stretch near the intersection with 522. (bdh)

USA, PA, South-central, Rt 641, from Rt 522 to Rt 997  
A twisty/curvy one; this one is lightly traveled, but the above warning on boat haulers applies. Pavement is good, for PA. Hot tip: Take Truck 641 over the eastern mountain -- not only is it a much longer ride, but the curves are tighter and the road is less traveled (although the pavement quality is not quite as good). I have not seen any cops on this road, but watch out for the occasional Amish horse and buggy on the Truck route. (bdh)

USA, PA, South-central, Rt 74, from Carlisle to Rt 322  
A nice, scenic, and not very intense road; it does have some nice curves here and there, though. Goes over two mtn ranges and winds thru farmland in between. Good pavement. Beware of overenthusiastic locals in loud, old, rattletrap Novas and Camaros. Seems to be lightly patrolled; traffic can be bothersome on weekends. Avoid at all costs during any weekend of a Penn State football game. (bdh)

USA, PA, South-central, Rt 522, from interstate 70 to rt 641  
A fast two lane road with plenty of passing zones and good pavement. Is fun to ride at high speed, but mainly notable because it connects Rts 30 and 641 (above). I have never seen a cop on this road, though

I don't know why: it would be the perfect road for a speed trap. (bdh)

US, MA, US202: 3mi south of Orange, MA to Belchertown, MA, 20 miles. Starting at the intersection with Rt 2, this is a well-paved, twisty 2-lane with beautiful woodsy scenery, and very hilly throughout. Speed limit is 45 most of the way; cops infrequent but they are out there (I got nailed for \$200 for 70 in a 45 here last summer). There's a lack of good passing places, and one frequently runs into people poking along at 40 enjoying the scenery. A variation is to turn down Pelham Road to Amherst (this is how I go to school); this is a steep, twisty 7-mile descent that's lots of fun on a bicycle. (co)

US, CT, CT15 (Merritt Pkwy) from just south of Hartford to NYC suburbs, 100 or so miles, maybe more. The best way of getting from Massachusetts to NYC and points south. Two lanes each direction, rather narrow, twisty and hilly in spots. Pavement sometimes uneven, frequently no entrance or exit lanes to speak of, so stay left approaching exits. Surrounded by trees for most of its length, avoids more built-up areas, and usually moderate traffic. Rather interesting overpasses in places; one gets the impression CT turned some architecture students loose to design them. Very nice service areas at convenient intervals, cops frequent but everybody's doing 75 so you're usually safe. It turns into the Hutchinson River Parkway when it hits NY. (Ed: aka Wilbur Cross Pkwy and, from Hartford to Middletown, US5) (co)

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The Great White North  
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Canada, Nova Scotia, Cape Breton. The Cabot Trail. This is possibly the greatest road in the Canadian Maritimes. The road winds through fiords, valleys and along steep sides. The trip could take the better part of a day, but it may take a day or so to travel up to Cape Breton since it is the northern tip of Nova Scotia. The views are breathtaking. Stop at Baddeck (summer home of Alexander Graham Bell) for R&R. (dd)

Canada, Alberta, Icefields Pkwy (Hwy 93) from Banff to Jasper. 266km A nice drive through gorgeous scenery. This road can be quite cold in early spring. In May '80 I rode through here on the Easter Wkend, and camped out near the Glacier. In the morning it seemed quite dark 'til I shook several inches of fresh snow off my tent. Thank God for electric gloves! (ra, rs)

Canada, Alberta, Yellowhead highway from Jasper to Prince George, B.C. 377km It's virtually empty, pretty straight, good quality pavement and no speed traps... (If you don't like trees and mountains, you might want

to skip it). In addition to cold, there are other moving hazards, especially along the marshes near Tete Juane Cache - lots of moose and deer on the road, mostly, but not always, at night. (ra, rs)

Canada, Quebec, Hwy 132 from Rimouski to Forillon Federal Park. ~150km runs along the north coast of the Gaspé peninsula. Lots of curves, good pavement and excellent scenery. (ra)

Canada, Ontario, Hwy 41; get off Hwy 401 at Napanee, and go north as long as you please; you can get off and go east at Kaladar towards Ottawa on Hwy 7, or all the way up towards Pembroke, etc. Nicely maintained, quiet 2 lane highway with curves mixed with hills. This is a road you can have fun on by just going the speed limit (80 km/h or 50 mph). Good thing too, because the OPP (Ontario Provincial Police) patrol it. A lot of the surrounding land belongs to the forestry rangers and is quite beautiful. (pa2)

Canada, B.C., Highway 4, Vancouver Island, from Port Alberni to Tofino ...is very quiet (except on some sunny weekends). Recently repaved, this road is two lanes with few wide areas for passing. The road is quite enjoyable, though infested with motorhomes in summer. (rr, rs)

Canada, B.C., Highway 28 from Campbell River to Gold River, 90km My street-racing buddies rave about [this one]. It's in the boonies so no traffic. (rr)

Canada, Quebec, western, Gatineau, (some highway #, unsure), c. 30 miles fairly well paved most of the way, traffic normally light, winding through scenic Gatineau mountains, lots of trees, lookout points, hills and diving turns. What a rush! (vk)

Canada, B.C., Hwy99 from Vancouver to Pemberton, aka "Sea to Sky Highway" 135km Pavement highly variable. Beautiful scenery. Traffic Variable. Passing lanes. Watch for Radar on straight parts. Excellent twisties. If you have a dual purpose bike, the road from Vancouver to Pemberton can be included as part of an excellent circle tour beginning in Vancouver. >From Pemberton, you can take either the Duffey Lake Road (wide, graded gravel) to Lillooet or go to D'Arcy and follow a much rougher (4WD type) power-line right of way to Seton Portage, and thence good graded gravel roads from Seton Portage to Lillooet, and from Lillooet follow Hwy 12 along the Fraser River to Lytton, and thence along Hwy 1 to Vancouver. While neither road is for the faint of heart, universal tires are fine for the Duffey Lake road. Don't attempt the power line route without LOTS of ground clearance and trials universals at least. There are sections that are very rough and rocky. It will take at least a full day to do this route. (tj, jg, rs)

Canada, B.C., 1 from Hope to Spences Bridge, to Merritt down Coquihalla Hiway to Vancouver. ~500 km. ...recommend starting from Hope (a number of campgrounds there) and planning to stop for lunch in Merritt. The Coquihalla itself is fairly boring (four-lane toll expressway), although the scenery is tremendous. As an alternative, you might take Hwy 5A south from Merritt to Princeton (62 km) and then follow Hwy 3 west to Hope through Manning Park (126 km). Radar detectors are often useful, especially in summer. (jg, rs)

Canada, B.C., 3 (Crows Nest Hwy) from Hope to 3A at Keremous to Penticton lots of curves and straights, runs through the mountains. Hwy 3 will take you to Osoyoos, right on the Can/U.S. border. Provides a wonderful southern route across B.C. through Grand Forks, Trail, Creston, Cranbrook, Fernie and Sparwood to the province of Alberta through the Crow's Nest Pass. (jg, rs)

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The Midwest  
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US, IA, north, US61, Quad Cities (N.W. corner of Illinois, davenport, rock island, moline) to Minneapolis-St. Paul, MN  
Pretty fun to drive. You get the hills of Iowa, pretty Wisconsin farmland, visit a few breweries in La Croix, and then some pretty driving along the Mississippi river on up to the Twin cities. Not bad for twisty roads, either. (krd)

US, MN, US61 from Two Harbors to the Canadian Border  
Follows the Western Lake Superior shoreline. Winding and fast, with rocky cliffs on one side and beautiful lakeshore on the other. (sb)

US, MI, north, MI119, Harbor Springs to Cross Village, 20mi  
...known to locals as Lake Road...county road (read bumpy in places)  
The road runs along the coast so there are frequent views of Lake Michigan, incredible any time of year, and lots of little switchbacks, decreasing radius curves, blind corners, deer, etc. This is a fairly unpatrolled section of road as far as the police go, although you may see the occasional county sheriff. Best travel is before Memorial Day or after Labor Day to avoid tourist traffic, but pretty year round. (ah)

USA, WI, South-western, Sauk City to Prairie du Chein, Rt 60. 120 miles.  
Meandering highway that follows the Wisconsin River Valley.  
Beautiful Scenery, well-paved, many curvy sections. A delight for the senses. Fairly direct route from Madison, WI to Wyalusing State Park, where the Wisconsin and Mississippi rivers meet. A great place to camp and look at the scenery. Peter Egan recommends... (mh)

US, MO, MO79 from Hannibal to St. Peters, 75mi  
Follows the Mississippi for much of its length. Lovely open winding road with decent elevation changes. (sb)

USA, MO, south, US19 from Eminence to Alton, 35 miles.  
A well-paved roller-coaster of a road. Many turns are crested and/or off-camber. Even the straights are entertaining (lots of whoops). Lightly-traveled. This road continues north from Eminence to Salem, but watch for pickup trucks and poor pavement. Nice views. Runs through a national park. (jam)

USA, MO, south-central, MO32 from MO21 to Success. 98 miles.  
Recently paved, this park road ranges from very fast sweepers to medium speed swoops. Very up and down in parts. Lightly traveled and tree-lined. For a pleasant diversion, use State Rds. P and DD south out of Potosi to intersect US32 east of Bixby. In Bixby is a great little gas station & eatery you should visit. (jam)

USA, MO, central, MO185 from MO100 west of Washington to Potosi. 65 miles  
varies from wide-open straight-line blast to medium sweepers to decreasing radius tight stuff. Well-paved and tree-lined for most of its length. Traffic is light, except during hunting season in late October, early November. Many smaller roads just off this one are entertaining, but poorly paved. (jam)

IN, IN46 from Nashville to Bloomington. 20-25mi  
...often has too much traffic, but when it doesn't it is a blast to drive.  
It is very twisty with some good size hills. To get there from Indianapolis, take Highway 37 to Bloomington and take the 46 bypass around until it meets 46 (right before you get to College Mall) and take 46 East to Nashville. Also, you can take I-65 South from Indianapolis or North from Louisville to Columbus (Indiana, not Ohio) and take 46 West to Nashville and continue through to Bloomington. 46 from Columbus to Nashville is okay, but not great. (rj)

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The Great American West  
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US, MT, USALT10 and MT43, west and south of Butte. These roads provide alternatives to the superslab in southwestern Montana. MT43 is off IP15 south of Butte, and USALT10 is off IP90 west of Butte. Take the Divide exit off IP15 onto MT43. Stop at the Blue Moon bar in Divide and get a Father's Day T-shirt that have become collector's items. The road is a

wide two-laner with sweeping curves through Big Hole (Valley) and Beaverhead National Forest. Very beautiful country along the Big Hole River to Wisdom and from Wisdom across Chief Joseph Pass and Lost Trail Pass. Have a B-B-Qed burger outside in Wisdom in the heart of the city. At Lost Trail you can go north to Lolo Pass and Missoula or south to Salmon. The Big Hole National Battlefield is just west of Wisdom. USALT10 and MT348 is a scenic byway road in MT. Take the Anaconda exit off IP90 just west of Butte. One of the world's largest smokestacks is in Anaconda. USALT10 is a wide two-laner that winds through Deerlodge National Forest and connects to IP90 between Deer Lodge and Missoula. Take MT348 out of Philipsburg for a ride on a narrow two-laner through Lolo National Forest that connects with IP90 at Clinton further west and closer to Missoula. MT274 connects MT43 and USALT10, so depending which way you are going, several combinations of these roads can shorten your superslab miles. Refer to maps for details. (dh)

US, MT and ID, I-90 from Deer Lodge to Coeur D'alene, about 250 miles. I know it's the superslab, but it is really beautiful. Lots of forests, lots of streams, lots of hills, and many very nice places to stop, look, and think about how very lucky you are to know about motorcycle touring. Deer Lodge is on I-90 just west and north of Butte. There are other nice stretches of I-90 coming from the east; Livingston to Bozeman and just east of Butte for two examples. Be sure to plan for a stop in Wallace ID, an old mining town. The last stop light on I-90 from Boston to Seattle was just taken down in Wallace. There is a bridge around the town now. (dh)

US, CO, CO145 from Dolores to Placerville with side trip to Telluride, about 75 miles. Dolores is in SW CO just N of Cortez. A twisty ride along the Dolores River and over Lizard Head Pass. Not much traffic. I think everyone else is going to Telluride via the Million Dollar Highway. Can be taken very fast. Beautiful scenery with mountains and river views. It is one of those roads that will make you want to turn around and do it all over again. Be sure to go into Telluride and walk around and see the town. (dh)

US, CO, CO149 from just W of Gunnison to Baxterville (through infamous Lake City), must be over 125 miles. The best part of this road is from Spring Creek Pass (el. 10901) to Baxterville. This part runs through a very (!) large and incredibly beautiful valley. Seems to be lightly traveled and can be taken fast. Stop in Creede, another Historic Mining District. The ride from Gunnison to Lake City is not too good. May be better to do this ride from Baxterville northward. Then you get to turn around and do it again. (dh) [ed. - (ea) adds that this road is also known as "The Silver Thread" and is only open "in the better parts of the summer...The scenery is absolutely amazing...Lots of great places

to stop."]

US, CO, CO82 from Aspen to US24 about 50 miles. Over Independence Pass (el. 12095). What else do you need for a recommendation! (dh)

US, ID, ID21 between Stanley and Mountain Home. This road is much like US12, the Lolo Pass road. Lots of curves with some straight sections. Generally not much traffic. (dh)

US, MT and WY, US212 The Beartooth Pass Scenic Highway, Cooke City to Red Lodge, about 70 miles. Equals or surpasses the famous US12 Lolo Pass road. May be the most beautiful road in America. The high-alpine country around Beartooth Pass is incredible (sp). Twisty is an understatement! To get to Cooke City, you must go into and through part of Yellowstone National Park, a bonus. Red Lodge is south of I-90 between Billings and Livingston. (dh)

US, WY and MT, US191 between West Yellowstone and Bozeman, about 100 miles. A beautiful twisty road through the Gallatin River canyon. Lots of twisties, beautiful mountains, road follows the Gallatin River. Get a lunch to go at BJ's Bighorn Deli in West Yellowstone and stop along the way by the river. Wonderful. For a short side trip, US287 from north of West Yellowstone around Hebgen Lake and Quake Lake is Just as great. (dh)

US, MT, US2 Browning to West Glacier (and actually on to Libby), about 70 miles (and a bunch more). Follows southern boundary of Glacier National Park along the Middle Fork (of the Flathead?) River. Lots of sweeping turns and great views. After Labor Day you have the road to yourself! See the manmade lakes in the area. (dh)

US, MT, MT37 from Libby to Eureka, 60 miles. Much like US2 above, but along the lake formed by Libby Dam. Sweeping curves can be taken fast. After Labor Day, the road is yours! The day I was on it I thanked the US taxpayers many times for the road. Beautiful. (dh)

US, ID, Sun Valley, ID to Missoula, MT  
...over Galena Summit to Stanley and Missoula. This 'uns another keeper. Awesome views of the Sawtooth range. (ak)

US, MT, Lolo pass (south of Missoula)  
...miles of twisties along the Lochsa river with almost no traffic. (ak)

US, CO, US50 from Pueblo to Grand Junction. 226mi  
tight runs with long climbs and exhilarating runs up and down the Rockies. Lots of switchbacks and not a few no-guardrail drop-offs (100's of ft).

Be careful of fallen rocks and debris on the road. (jam)

NV, US50 from Ely to Fallon. 294mi.

Included only because of its oddity (and its usefulness in avoiding I-80). Marked as a "scenic road", the only scenery evident is scrub brush, salt flats and the occasional cattle guard. Long straight stretches broken by infrequent (but really nice) mountain sections. Called "The Loneliest Road in America" for good reason. You might see 15 other cars along the entire length. Once upon a time, you could go very fast along this road, but Nevada recently equipped their Highway Patrol with 5.0 Mustangs, and their once lenient attitude towards speed is history (Don't ask how I know this). Get gas at every opportunity, especially on a bike. Obey the ridiculous speed limits in the towns or you \*will\* get nailed. (jam)

WY, US287 from Rawlins to Moran Junction, 270 mi

The first 45 or so miles (to muddy gap junction) is more heavily trafficked than the rest because folks going to Casper are also on the road. Then it is 20 odd miles to Jeffrey city, fairly straight, and another 20 or so to Sweetwater Station (a wide spot where a highway patrolman used to live) Then, you drop off the Beaver Rim in a series of easy curves and run about 40 miles over to Lander. At Lander, you can head east to Hudson (about 10 miles away to find the two best restaurants in the state. From Lander, you have about 75 miles to Dubois. The first third is over some rolling hills, and the rest parallels the wind river. The final 70 miles crosses Togwoodie Pass and you come out in Moran Junction. Turn left there and you have 30 miles of seeing the Grand Tetons out the right side as you go to Jackson, or turn right and head up to Yellowstone. This route is absolutely superior to taking US187 north from Rock Springs to get to Jackson and the park. (cs)

WY, US287 from Fort Collins, CO to Laramie, WY. 70 mi

It is pretty tame around La Porte and up to the Poudre Canyon. There, the road goes through a sweeping right, about a mile, a sweeping left, and a 7 to 8 mile straight climb to Owl Canyon. You then have sweeping curves and ups and downs clear to the state line. On the Wyoming side, you have about 6 miles across the top of Pumpkin Vine Hill and drop down to Tie Siding (this is 3 lane) and finally a straight 30 mile shot into Laramie. (cs)

Don't try either of these in bad weather. The former is so desolate you can get in serious trouble and not be found, and the latter is almost certain to have some kind of tie up. The problem is ground blizzards. (cs)

[Ed: (rm), who lives in Ft. Collins, has commented that the Ft. Collins to Laramie route is well-patrolled and is not that much fun. Heavy traffic on weekends and deer are a problem.]

WY, WY789, Creston Junction to Baggs, 51mi

For pure speed. Last summer, I had the cruise control set on 100! (cs)

WY, North, Alt14, Dayton to Lovell. 40mi.

Sweeping medium speed switchbacks that are posted as 35mph but can be taken much faster. Great scenery as you climb up and up. You could spend all day riding back and forth and never lose interest. (tb)

TX, Dallas-Houston. For about 3/4 the way between Dallas and Houston runs Federal Highway 75 roughly parallel to Interstate 45. It is sparsely traveled and has lot of ups, downs and side to sides. Quite pretty in the fall and spring, this route is an excellent alternative to I-45 during peak holiday times. As an added note, I've never seen police on this road. (fk)

TX, County Road 1431, Marble Falls to Cedar Park (Austin), meets with highway 183 (near Lake Travis). It's a winding road running through the hills. Lots of ups and downs, and the center of the road has reflectors on it. If you turn on your high beams, you can see about 3x further down the road than you can without the reflectors. Not much of a place for cops to hang out, but they are there. Gotta watch out for animals. (sr)

TX, Between Austin and Houston. FM390 From Somerville to Burton, Tx237 From Burton to La Grange. Part of the Texas Independence Trail.

Fair to good pavement, a number of twisties, lightly traveled. Very Nice on a Bike, Recommended places are Yankee's Tavern in Somerville, a biker bar with no apologies. Festival Hill in Round Top, a reproduction of an Austrian Opera House that plays some good chamber music on occasion. Monument Hill in La Grange, with Kertsie (sp) brewery remnants. Chicken Ranch in La Grange (Yes THE Best Little Whorehouse in Texas). My favorite parts are a one lane underpass on 390 in Gay Hill, and Monument Hill in La Grange A REALLY Twisty Slope after a bridgeover the Colorado. One should really listen to ZZ Top while driving this. (gk)

TX, Between Austin and Bryan. FM696 from Tx21 to US290.

Fair pavement, lotsa twisties and Up 'n Downs, Couple of nice flat stretches. Few cops, but occasionally farmers doing 20 or college students doing 80. This is the shortcut from Texas A&M to Austin. I recommend listening to Eric Johnson while driving this one, especially the half between Lexington and US290. (gk)

USA, NM, Rt 4, Santa Fe to Jemez Pueblo.

Mostly tight twisties, including a few reverse-camber lanuchpads, and a lot of elevation change. Watch for hikers and bicyclists, and be patient with flatlanders holding onto a rented steering wheel for dear life.

Beware the microwave money harvest in Los Alamos, any pueblo, and Rt. 44 from the Rt. 4 junction to Albuquerque. Canyons, trees, forests, and

(by local standards) a river. Well-maintained but don't count on it being open "over the top" in winter. (jtc)

A short trip through NM.

Start in Las Cruces. Take state highway 70/82 across White Sands missile range. Look out for the flashing lights that indicate the range is in use. They close the highway for up to an hour! Stop at the White Sands national monument, half way to Alamogordo.

After passing through Alamogordo, take a right on highway 82 up to Cloudcroft. You'll pass through the only tunnel in the state of New Mexico. You'll also go from high desert (5000') to high mountain (9000+'). Break out the windbreakers in Cloudcroft, it gets cool in the evening. Take a right just before Cloudcroft and head towards the Sunspot National Observatory, where you can walk around the labs and see the researchers working with the telescopes.

In Cloudcroft, you can spend the night in The Lodge. It's an old railroad lodge that has been converted into a hotel. Make sure you ask for the key to the tower room just before sunset. Bring a drink up to the tower room and enjoy the view over the valley below.

The next day, follow highway 24 over to Ruidoso. If it's summer, you should be able to catch the horse races at the track. If it's winter, there's skiing on a nearby mountain.

The mountains are great, the curves are a blast. (kj)

MT, "Going to the Sun Highway" - Glacier National Park.

A horrible road with some of the most beautiful scenery you could ever hope to see. The road is narrow, has no shoulders to speak of, frequently has water cascading onto it from runoff, is packed with traffic during tourist season, and is covered with >60' (yes, feet!) of snow during the winter. However, it is something that you must do. Runs from St. Mary to West Glacier. (Ed: Glacier Nat'l Park straddles the Canadian border) (ba)

US, AZ, eastern border of state, US route 666 from Clifton to Alpine (runs north-south), 99 miles: "The Devil's Highway." This is a killer road through spectacular mountain country. We drove it in a rainstorm even though a local biker warned us not to: "1800 turns in 100 miles. Watch out for elk on the road." Pushing hard it was difficult to get above 45 mph. Several hairpin turns are ~10mph. Passes one of the largest open pit copper mines in the world. We also saw elk. (dm)

US, AZ, south-central, AZ83 from US10 south of Tucson to AZ82 in Sonoita. 25 miles. Well-maintained wide two-lane highway with armco in key spots. 5 miles straight and flat across the desert, 15 miles of 4000' elevation rise, and then 5 more miles straight and flat across range grass land to Sonoita. Fast sweepers with plenty of opportunity to probe top speed on the long straights. IMHO, some of the most beautiful scenery in Arizona. Watch for

locals trying to pass on short straights with double yellow lines. There weren't any double yellow lines until tourists started splattering themselves a few years back. Not too many DPS's (Arizona's Highway Patrol). Occasionally there are pre-production GM and Nissan cars getting flogged on this road. To continue on to Nogales, go West on AZ82. To continue on to Tombstone, go East on AZ82. (rt)

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The Left Coast  
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US, CA, Bay Area - Morgan Territory Road, Vasco Road loop from Livermore. Take the North Livermore Road exit from I580 and go North. Road makes a sharp left bend at mile 3.8 (all miles measured from I580). At mile 4.3 make a right turn onto Morgan Territory Road. The road drops to 1 lane and begins to climb the Eastern shoulder of Mt. Diablo at mile 5.1. As you climb, look behind for a view of what California must have looked like 50 years ago. At mile 10.2 the road drops into the woods and gets narrower and twistier. Lots of tight turns and hairpin bends as you descend and almost no traffic. Back to 2 lanes and scattered houses at mile 16.5. Morgan Territory tee's into Marsh Creek Road at mile 20.1. Turn left to go to Concord (restaurants, gas stations, freeways), or turn right for more open country. The road forks at mile 30.9, continue straight onto Camino Diablo to Walnut Blvd. at mile 32.4. Turn left on Walnut Blvd. for Brentwood to pick your own cherries/apricots/etc. or turn right to return to Livermore. The valley you are traveling through will be flooded in a few years as the site of the Los Vaqueros reservoir. You return to I580 at the Vasco Road interchange at mile 47. (dl)

US, WA, southwest-central, Carson (on Columbia river) to Randle, ~90 miles. Actual route is Forest Service (FS) road 33 from Carson to FS 51 (Curly Creek Rd), FS 51 to FS 90, FS 90 to FS 25, FS 25 to Randle. Well paved except for the last 1.5 miles of FS 51 (loose gravel). Fantastic views of Mt. St. Helens including a possible 20-mile loop (FS 99 and FS 26) to a crater viewpoint. Road ranges from tree-lined canyons with LOTS of tight curves to fast sweepers. Over 2000 feet of elevation changes. Gas (and some food) is available near the Pine Creek Information Station, about 40 miles from Carson or about 55 miles from Randle. Maps of the major FS roads are available from any of the ranger stations, but the Wind River station (7 miles north of Carson) is probably the most convenient. Check for road closures with either the Randle ranger station (206-497-5515) or the Wind River ranger station (509-427-5645), as this one gets snowed in fairly early in the season. (tg)

USA, CA, West Coast, Bay Area, Route 9 from Saratoga to Santa Cruz. About 35 miles. This is a great road to take to or from Santa Cruz instead of

the regular, crowded 17. There are a few small towns on the way. An attraction just off the road worth visiting is the Henry Caldwell(sp?) Redwoods State Park. It has good trees and good trekking and biking routes. It's a few miles out of Santa Cruz. The road has great curves! Be mindful of the posted speed limits on turns since on some turns they really mean it, especially if you don't know the road. It goes right up into the hills and down on the other side to the sea. There are a number of vista points. You get good views of sceneries and a good view of Silicon Valley at night from the Saratoga side of the hills. (cg)

US, CA, north-central, CA25 from US101 in Gilroy to CA198 near Coalinga. About 100 miles? Well maintained two-lane highway. Once you're south of Hollister, which is ~15 miles south of Gilroy, the traffic disappears and the fun begins. Lots of fast sweepers intermixed with occasional straights and sections of tight curves. Great scenery makes it worthwhile even if you aren't into high speeds and curvey roads. Provides the only access to the east side of Pinnacles National Monument. If you're coming from the south via CA198, be warned that the turn-off is barely marked. From the East look for a sign that refers to Pinnacles, from the West I don't know if there is a sign at all. (bc)

US, CA, central, CA198 from US5 past CA25 to US101. 50 miles? Amazing two-lane highway connects US5 to US101, and provides access to CA33 (a low-traffic alternative to US5) and the southern end of CA25. Light traffic, great road conditions, and almost non-stop curves make it a blast on a motorcycle, especially the section between Coalinga (from CA33) to the turn-off to CA25, which is approximately 30 miles. (bc)

US, CA, central, Indian Valley Road from CA25 @ CA 198 to San Miguel @ US101, ~35 miles.

The CA25 route can be extended on the southern end by taking Indian Valley Road. The road itself is of fair quality, and has no lines for most of the length. Access from the S at San Miguel is tricky. The great scenery and low level of traffic is similar to CA25. (sa)

US, CA, North Coast, Stewarts Point to Geyserville, Skags Spr. Rd, 50mi  
No cars. Perfect new pavement. Rolling hills. Lots of Armco. Will leave you speechless. (pt)

USA, CA, Central Coast, Cambria and Cayucos, Santa Rosa Creek Rd, 25 mi.  
This rural, relatively lightly-traveled road runs east out of Cambria through valleys and farms along California's central coast. Usually no centerline, some broken pavement, but usually clean. Lots of tight turns (<45 mph) near Cambria, but wide open sweepers nearer Cayucos (120+ mph) descending to the coast. Road is listed on local AAA maps. (ab)

US, CA, CA49 from Sattley to Grass Valley. 77 mi.

Widely varied road from tight sections running along a river (great scenery, if you go slow enough to see it) to medium sweepers. Pavement is good to excellent. Lightly traveled. A great diversion from I-80 between Reno and Sacramento. Intersects CA89 at Sattley, which will take you to I-80 at Truckee. (jam)

CA, Norris Canyon Road, Alameda & Contra Costa Counties (near San Francisco).

This is somewhat off the beaten track, but I like it because of the twisties.

OK, how to get to it. Eastbound on RT 580 from Oakland, till just after the intersection with RT 238. Then take the Crow Canyon Road exit, and follow the signs to Crow Canyon Road: Left at the set of lights at the end of the offramp, cross the freeway, right at the next set, down the hill, and left at the set at the bottom: now you're on Crow Canyon. Stay on Crow Canyon till the speed limit jumps up to 50 (from 35) - that's about 2 to 3 miles. There's a long straight stretch, then a couple of curves, and then the next intersection to the right is Norris Canyon. Gently round the first two curves, then open it up and let it rip. It's about 5 miles all up.

You can also get into the other end: get on RT 680 and aim for San Ramon (south from Walnut Creek, or north from San Jose). Take the Bollinger Canyon Exit, head west (turn left at the end of the off ramp if you were going north on 680, turn right if you were going south. Go through all the lights, and then look for a four way stop, it's maybe half a mile after the last light - the lights are real close together. Turn left at the four way stop, and you're in at the other end.

Don't sweat speed traps - this is so quiet I don't think the police know it exists. There are a couple of areas that have some houses, so I tend to take it easy through those, because if there were some kids playing in the road it could get really messy. (dg)

US, CA, The Bay Area, I280 running between San Francisco and San Jose.

About 45 miles, but ~5 miles at each end is not as beautiful. Four-lane highway with excellent maintenance. It's a commuters' road so you don't want to be driving on it during the rush hours. Nevertheless, if you can get up early on weekends, it is a very nice road to drive on. You'll see a very different scenery than the (coastal) US Highway 1: picturesque hills by Stanford, \$1M mansions, reservoirs, and many vista points. Be sure to drive in both directions, because you'll definitely get a different perspective. (ik)

USA, OR, US84, Portland the Dalles,

You should get a great view of the gorgeous 'Columbian Gorge' along with the Columbian river. The drive is about 45 minutes, and it is nice just to cruise and relax, it's not real windy, basically straight, but it does curve around the cliffs a bit. The view is amazing. I suggest going about sunset time. The cliffs just go on forever. If you are going from Portland to the Dalles, then you could cut the ride a

little short and take the highway to Mount Hood, which is very windy, and curvy. There you can visit many parts on Mount Hood. (ptm)

USA, OR, northwest, Carlton to Beaver, Nestucca River road, 35 miles. Well paved except for about 2 miles of gravel approximately halfway. Crosses the Oregon Coast Range, mainly following the Nestucca river. Many camps along the side. Excellent scenery, very light traffic. Carlton is 15 miles south of Forest Grove on highway 47; Beaver is a small town about halfway between Tillamook and Lincoln City on the Oregon Coast. (sw)

OR, Rt242 from near McKenzie Bridge (55 miles East of Eugene and Springfield) to Sisters (21 miles NorthWest of Bend) over McKenzie Pass (5300+ elevation). The road is 37.5 miles long.

Very tight curves in a number of places West of the pass, and some straighter sections East of the pass. The somewhat narrow road has some curves posted for 10-15 mph. Many interesting sights to look at along the way: waterfalls, lava fields, and the Cascades. The observation point at the pass gives good views of all the nearby mountains as well as some of the ones that are further away (on a clear day). The same observation point also allows a good view of the contrasting lava flows from different ages of the area. While the road is not heavily traveled, what traffic is there tends to be slow moving tourist traffic. Closed for the winter from the first good snowfall (usually October) until June (depending on how much snow there is to melt). (ds)

USA, WA, south-central, Klickitat Canyon Rd (?), Glenwood to WA142, 28mi. Well paved, excellent scenery. This road follows the rim of the Klickitat river canyon. Light traffic. Being a little used canyon road, there are many places with no guardrails and a heck of a long drop! (sw)

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The Deep South  
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NC 226A, Little Switzerland Road. Just off the Blue Ridge Parkway. Just when I started to think the BRP was not all it was cracked up to be (not tight enough, too much traffic) I found little Switzerland. The road is a descent from the BRP on the mountains to the base hills and twists through the forests underneath the BRP. At one point you can look up at the "aqueduct" curve of the BRP, but not for long since the switchbacks are never ending and tight. The road loops back to the BRP about 15 miles north-east. (kws)

Look at your atlas and find where SC, NC, and GA meet. Take a compass and draw a circle of about 150 miles radius. Pick any state route and go. Many of these roads were built when the roadway followed the earth;

cut and fill and straighten were unknown then. Tight curves with decreasing radius and reverse banking as they go around the vertex of a ridge! There is a motorcycle campground in NE GA, and 1 or 2 in NC near the Blue Ridge Parkway. One of my favorite roads is SC( GA) 28 from Walhalla SC to Cullasaia NC. US276 from Brevard to Cleveland and US64 from Cashiers to Rosman (these can be very busy and slow during fall color season) are very good. Take SC11 off of US276 for a straight touring ride to see the foothills of the Blue Ridge. The fall color season is just beautiful. (dh)

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The Land Down Under  
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NSW, the Oxley Highway (Port Macquarie to Walcha)

Some fair distance into this is a sign saying 45km Winding Road, and there is! I saluted and passed on. The windy stretch is entertaining, and very beautiful in the higher stretches. (cs2)

NSW, Armidale - Dorrigo - Benningen

The portion of this road around Dorrigo is truly amazing, with great views over deep green valleys on the way into Dorrigo, and beautiful rainforest (and waterfalls if you're privileged to do it in the pissing down, as I was) on the Dorrigo-Benningen leg. This route passes through both the New England and Dorrigo National Parks. (cs2)

NSW, The Pacific Highway from Gosford past the F3 towards Peats Ridge ...

A good windy road showing signs of its loss of use past the F3 (bark and leaves on the road, to be watched). Very little traffic though. You can branch off this road to Peats Ridge and thus to Wiseman's ferry, a pretty ride with little traffic (especially after 7pm; just about none) and lots of curves. The ferry runs 24 hours. (cs2)

F3 Freeway (Sydney - Newcastle, NSW)

A truly great road - 6 lane freeway cutting through some pretty spectacular bushland, 110 km/h speed limit, great incline down to the Mooney Mooney Bridge and back up again (the bridge is 75 metres above the creek below) with this great view of snaking concrete heading into the distance. (bj)

Great Ocean Road (south coast of Victoria between Geelong and SA Border)

Road itself is not particularly fantastic but the view is. Right on the perpendicular coastal escarpment, past the 12 Apostles and other famous attractions. (bj)

Stuart Highway (Port Augusta SA - Darwin NT)

A 2 lane road that goes from one side of Australia to the other, about 2700

km long, and goes though only 3 or 4 towns of any size and about a dozen roadhouses. Here you see double and triple-trailer semis ("Road Trains") and pass about 10 cars a day as you travel through the desert. Considering its isolation, the road is in really good condition. (bj)

Sydney Harbour Bridge (Sydney, NSW)

Need I say more. The widest bridge in the world of any size (in the Guinness Book of Records as the "largest" bridge in the world). Nearly 50 metres wide, has 8 traffic lanes, two electric railway lines, a cycleway and pedestrian path. A great road because of its history and stature. (bj)

Western Australia, South-east, Nullabor Plain, Eyre Highway

It is the longest, straightest stretch of road in the World!

I like it cause all you can see is a heat haze....with this road disappearing into the distance. (ig)

Arthurs Seat Road (Dromana, Victoria)

The best part of this road is the first 2 Km, which has short straight sections and lots of hairpins. It basically winds its way up a small mountain. Since the road is not long, you will find that you need to go up & down the mountain a few times to get good value. Be careful on the way down. Its a fairly busy road, but all trucks & cars can easily be overtaken (they travel slowly). (lm)

Black Spur (Maroondah Highway, Healesville to Narbethong, Victoria)

This section of the Maroondah Highway has some very spectacular scenery. Don't do this road on a weekend, as there is a lot of traffic. A spur is a road that follows the folds of a mountain range, so this is a very twisty road, but with no hairpins & few straight sections. (lm)

Reefton Spur (Warburton Highway, east of Warburton, Victoria)

This road has very little traffic because it turns into a dirt road after 20Km of good swervery. The road surface is in perfect condition. If you are prepared to tolerate 5 Km of dirt road, you can link up to the Black Spur & head back to Melbourne to make a good day of riding. (lm)

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The United Kingdom  
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England, Kent, A28, Canterbury to Ashford

particularly the bit between Thanington and Chilham....only a few miles, but what miles they are! It's the most 'Easy-Rider-ish' stretch in the South-East on a sunny day. (ajs) (Ed: yes, those are really his initials)

England, B4009, Newbury to Watlington.

This ducks and dives across the countryside and is best driven in something that's small and nimble. Watch out for some good tightening, off camber corners. You need a dash of bravery to overtake on this one. It's very pretty at Streatley when you cross the River Thames. (ahh)

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Eire

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Ireland, Co Wicklow, R115 (previously L94) from Rockbrook south via Sally Gap to Roundwood; Grid reference O 13 22 to O 18 06; About 40km (25mi) Not a main road by any stretch of the imagination, parts of this were built by the Military many years ago. A rather narrow, twisty road stretching over an upland peat bog, hence also bumpy due to the road subsiding into the boggy ground. Standard speed limit (ie 96km/h (60mi/h)) applies, but this is really only practical on the straights- the camber follows the underlying peat and so the surface bucks every which way it pleases- the road can dip suddenly away from you or skip to one side. Watch out for mountain sheep, who think they own the road and also hikers and Sunday drivers on Sundays. One of the highest roads in Ireland, reaching an elevation of more than 550m (~1800ft) and passing through the northern Wicklow mountains; thus rough peat bog and coniferous forest form most of the vegetation. The road is very empty during the week since it is a main thoroughfare from nowhere to nowhere; there is no shortage of steep climbs, bumps, narrow bridges, sharp corners, steep drops or potholes. Actually, potholes are a feature of all Irish roads, and this is no exception. Potentially very interesting when it snows in winter! The only man made objects to be seen for most of the stretch are the Kippure TV mast and the peat cuttings. (dag)

[Ed: for those of you not familiar with the Irish Ordnance Survey maps, County Wicklow is just south of Dublin.]

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Central Europe

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France, N106 Mende to Ales heading South-West.

Climb up from Mende and, before long, crest the col before the huge plunge all the way to Ales. There are two restaurants on the col itself, choose the one on the South side. Endless downhill, twisty and in good condition. Discribed by a visiting Californian ZX11 pilot as the best road he had ever come across. Fun on any two-wheeler. (caw)

France, D290 Port St. Esprit to Vallon Port d'Arc heading North-West.  
This road jinks up the side of the Ardeche valley. Great views and serious scratching. I have never done this downhill but imagine that it would be hard work indeed. Good surface, not too busy, great views. (caw)

France, N20 Brive to Cahors heading South.  
Fantastic road for clocking up miles. Very fast but rarely straight. Good surface but can get fairly busy. The whole N20 is good but this stretch just superb. Probably good fun on just about anything, sportsbikes should not miss it. Sports-touring dream if you are prepared to overtake. Don't miss excellent local cuisine. (caw)

France, N85 Grenoble to Gap to Sisteron heading South.  
A good route to the Bol: head East out of Paris and aim for Bourg en Bresse. Take the "Bis" route to Grenoble and pick up the N85. Sometimes very twisty, sometimes very fast but good fun all the way. Usually not too busy but expect to join lots of German and Swiss bikers if you choose this route for the Bol d'Or. Huge (!) scenery, pretty mountain towns, could probably do with a new surface in the next couple of years. (caw)

France, N8 Toulon to Le Beausset to Aubagne heading predominantly West.  
This takes you from the port of Toulon along a river (name?) gorge to Le Beausset. From there you climb one of the best roads I have ever come across. This is the infamous climb up to the Paul Ricard/Le Castellet circuit that usually claims a life or two during the Bol d'Or. If you are there during the Bol weekend then I advise caution! Visit it at another time of year and enjoy perfect tarmac relatively free of traffic. The climb to Ricard is breathtaking and the road was resurfaced in 1990. (caw)

Germany, SW, South of Freiburg from Gunsterstal towards Todtnau was a famous hillclimb in the 30's. It's still a fast and challenging hill and speed traps are not unknown. Motorbikes are now banned on from using it at weekends to reduce the amount of racing! (ahh)

Germany, the old Nurburgring (25 miles W of Koblenz, Germany)  
[A lap] has to be good value at \$US10 for 176 classic corners on a closed racetrack. I've never actually been on it but it has a good reputation. The roads in the surrounding area are fast enough and twisty enough to be fun. (ahh)

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Italia  
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Italy, N, Stelvio Pass from Bormio to Sondrio

...is the 3rd Highest pass in the Alps @ 9045 ft. There are about 90 hairpins and they are well engineered, so you can put on those string-backed driving gloves and attack it with confidence. It was used in the European Hillclimbing Championships in the '30s, when you had 400hp Grand Prix cars going up it on overgrown bicycle tyres. I think it was Napoleon who had the pass built in the first place. Mind the brake fade. Usually closed from October to late June. (ahh)

Italy, N, Passo della Gavia, Ponte di Legno to Bormio.

is steep (1 in 5.5), narrow and twisty, with a gravel surface (for a bit). Nice fresh air corners and spectacular scenery. 8600 ft summit. Usually closed Oct to Jul. Not for the faint-hearted. (ahh)

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Iberia

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Portugal, N264 Ourique to Ferreiras heading South.

The second half of the highway that links the capital with the South. I have usually joined this road at Ourique having suffered some of Europe's worst roads from the border (Elvas-Evora-Beja-Castro Verde: avoid!).

The N264 is relatively new, built with EEC cash and to a higher standard than previously seen in Portugal. Fast sweepers for fifty miles. Watch out for Police here. (caw)

Spain, N523 Caceres to Badajoz heading South, South-West.

The last leg of the Northern Route through Spain to central Portugal. 50 miles of bendy two-laner. Spanish signposting is superb, this is no exception. Rebuilt in 1985 the surface is excellent and the traffic is not too heavy. Make sure you have enough petrol when leaving Caceres! (caw)

Spain, NV (E4) Navalmoral to Trujillo heading West.

the NV is the main artery from Madrid to the Portuguese border, and then on to Lisboa. It is a nice touring route being pretty fast and was, in 1989, in the process of being refurbished. The section in question drops you down towards a large lake/reservoir and up the other side. Very twisty with characteristic Spanish signposting (almost like having pace-notes). An exciting interlude! Trujillo is home to one of the more spectacular Paradors, a huge castle keep on a hill. (caw)

Spain, N611 Reinosa to Torrelavega heading North.

Drops you out of the Cantabrian mountains towards Santander. Arguably better than the Burgos-Santander option; although both are pretty the N611 has benefitted from a facelift in recent years. Smooth, fast and

bendy with views to boot! A nice end to your holiday if you are using the Santander-Plymouth ferry. If you are touring the area don't miss Santillana del Mar, a preserved historic town West of Torrelavega. (caw)

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Roads around Sturgis, SD (home of the infamous Sturgis Black Hills Rally)  
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USA, WY, central, 16A south from Mount Rushmore to Custer State Park. This will take you over pigtail bridges, and through tunnels. Be prepared for delays when tourists try to stuff their campers through the 1-lane tunnels. It's worth the wait, though, watching them try to figure out what to do after they have both mirrors and the roof firmly planted against the tunnel. Once they have scraped out of the way, notice how Mt. Rushmore is framed by every single tunnel. (pms)

USA, SD, ?, Needle's Highway SD87  
Packed with 'Bagos, but a pretty ride. (pms)

USA, SD, north, Spearfish Canyon, US14A, south from Spearfish. Wide, smooth, sweeping turns. Watch for bicycles. At the southern end is Roughlock Falls, a nice place to stop and catch your breath. (pms)

USA, SD, central, US385, from Lead/Deadwood to Custer.  
Not terribly twisty, but a nice way to get from the Northern Hills to the Southern Hills. (pms)

USA, SD, SD87 from US385, south of Hill City, to Mount Rushmore.  
This is the backway to Mount Rushmore, not heavily travelled, smooth, and twisty. (pms)

USA, SD, US16, from Custer, SD to Newcastle, WY.  
A bit out-of-the-way, but if you are in the area, this is a nice, twisty road. (pms)

USA, SD, US85 Newcastle, WY to Lead, SD  
a good road. (pms)

USA, SD, Rimrock Highway, SD44, Rapid City to US385.  
A beautiful canyon, with Rapid Creek running along the road. Somewhat populated, and fairly heavily travelled. An alternative is Nemo Road. It's a little-travelled road out of the north west side of Rapid City. Take West Chicago St. west out of Rapid City to South Canyon Road. Follow this out of town to the northwest. (pms)

USA, SD, Sheridan Lake Road, Forest Road 328, Rapid City to Sheridan Lake.

Follow Jackson Blvd. to Sheridan Lake Road. A nice ride, but somewhat developed and well-travelled near town. (pms)

USA, SD, Boulder Canyon, US14A, Sturgis to Deadwood.  
Heavily travelled, and well-patrolled during the bike rally. Still, probably the best way to get to Deadwood. Watch for the drunks returning to Sturgis if you travel this road at night. If there are any fatalities during the rally, this is where they will be. (pms)

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Places to stop on the Pacific Coast Highway  
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(Ed: for those of you who have never heard of the PCH, or California Highway 1, it is simply one of the most stunning roads on the planet. Running \*right next\* to the Pacific for much of its length, this very well-maintained road has nearly everything: tight switchbacks, fast sweepers, beautiful scenery and, alas, police.)

Moss Landing (midmorning/lunch break)  
Pacific Grove (nice Victorian houses, friendly residents; go down to the Monterey Pier for the freeloading sea lion shows)  
Bixby Creek Bridge (IMHO, the most beautiful arched bridge in the country. Fantastic ocean views also)  
Nepenthe Lodge (along the Big Sur Coast)  
Cambria (restaurants are expensive, but a nice place to get out of the car and stretch your legs)

With stops and such, plan on a 10-12 hour drive. The section from Pacific Grove/Carmel to Cambria is meant to be driven leisurely. Once you get to San Luis Obispo, 1 merges with 101, and you're about 4 hours from L.A., @ 65mph. Stay here for the night if you intend to do more sightseeing, or want to drive thru Santa Barbara in daylight.

You may be able to slice an hour from your driving time if you don't link up with Highway 1 until the Monterey Peninsula (take 101 thru San Jose, Gilroy, etc. instead). However, I wouldn't pass up this first 80 miles south of San Francisco, as it goes thru beautiful country, and (except Watsonville thru Moss Landing) it can be driven fairly fast. (an)

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