

17 of the 74 routes in the Destination Highways Northern California (DHNC) book are in the WeSTOC XIX area! 3 of the top 10, 9 of the top 20!!



DHNC 2 - Callahan to Cecilville

“It is Unlawful to Ski or Toboggan on a country Road,” says the sign just out of Callahan. With nothing in Cecilville but a tiny all-purpose bar and a further 30 miles of goat path between it and the next piece of decent asphalt, the pylon quotient can obviously get pretty low around here. Of course, since they’ve laid a blanket of fresh blacktop, it soon won’t be just bobsledders and biathletes wanting to take advantage of this lonely mountain road. Motorcyclists will be tempted to go for a run up and down the steep ridge out of Callahan. After talking in the glorious alpine views off the summit, you’ll schuss down through steep straights and tight sweepers, then slam through a long, steady slalom course of S-curves that follows the Salmon River almost all the way to C-ville. With all the riders coming to check out this black diamond, the county may well need a new sign. How about: “It is Unlawful to Operate a Pylon on this County Road?”

T I R E S

Twistiness	30 / 30
Pavement	19.4 / 20
Engineering	5.8 / 10
Remoteness	9.0 / 10
Scenery	9.7 / 15
Character	11.1 / 15

Total 85.0



DHNC 5 – Cleone (Ft Bragg) – Leggett

Ironically, the best section of the Shoreline Hwy isn't along the shoreline at all. Sure, when you think of riding Hwy 1, you think of essing precariously atop steep cliffs, peering over the crashing surf below. And in fact, once you stop dipping and climbing off the beaches and waterside towns north of Cleone, you do get a bit of that on this DH. But the superb part actually comes when the road moves off the coast and a sign announces "Narrow Winding Road Next 22 Miles." This remote collection of endless S-curves beneath the tall redwoods not only has good camber and decent sightlines, it's been recently repaved as well. And when you factor in that more than one million Californians hold a Class M license, there's an odds-on chance that at least one of those colorful guys on the screaming Gixxer is an off-duty speed tax collector. And isn't that the greatest irony of all.

T I R E S

Twistiness	30 / 30
Pavement	19.0 / 20
Engineering	4.9 / 10
Remoteness	6.7 / 10
Scenery	10.2 / 15
Character	11.7 / 15

Total 82.5



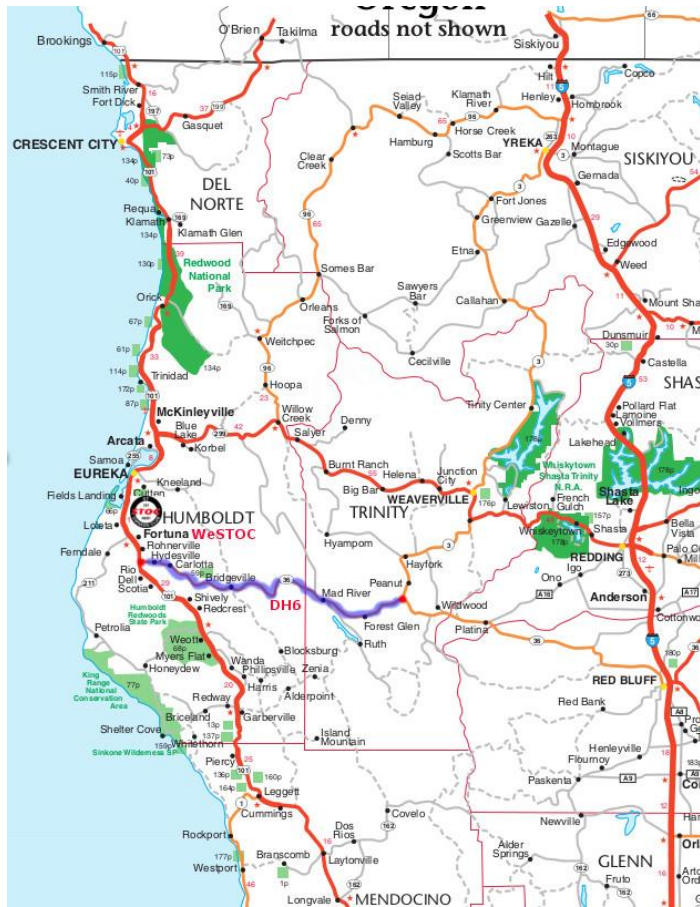
DHNC 6 – Carlotta (Fortuna) – Triangle Jct

The British TV series “The Office”, which has spawned the American version, was a hit from Liverpool to Livermore because people could relate to a dilbert-ian workplace where the boss is a complete wanker and most co-workers are a bunch of dull-normal wallys. Well, when the grind gets you down, shy not hop on your Triumph for a little out-of-the-office roadwork? And legendary DH6 is a fave spot for that, in spite of its one inferior single-lane section. From Carlotta, the road darts in and out of impressive redwood forest to take meetings with the Van Duzen River before winding inland for follow-up committees composed of more sedate forest and fields. The bid presentation, however, occurs on the eastern third past DH36 Mad River Loop. From here on, Twistiness, Pavement, Engineering and Remoteness all rocket higher than employee self-evaluation scores, coming together as a team to create what is unquestionably one of NorCal’s most profitable riding experiences. By its end, this ride can leave you as knackered as a hard day at work. But as David Brent might quip, “Even a bad day on a DH is better than a good day at the orifice, yeh?”

T I R E S

Twistiness	30 / 30
Pavement	15.9 / 20
Engineering	6.4 / 10
Remoteness	6.4 / 10
Scenery	9.7 / 15
Character	13.8 / 15

Total 82.2



DHNC 11 – Triangle Junction – Red Bluff

Ho-hum, just another day of drudgery at the Hwy 36 office. And this continuation of the renowned NorCal east-wester starts out from the-DH junction possibly as an even better ride than the superlative DH6 from Carlotta, as hard as that is to believe. It's exceedingly rare to find the intense, lengthy barrage of Twistiness that's thrown at you right off the top, especially when it's combined with excellent Pavement. Thought the road-hugging forest and rugged close-to-the-road terrain initially impair Engineering, both T&E mellow out the nearer you get to Red Bluff in the Central Valley. But Remoteness stays consistently – and surprisingly – good; there's as yet little development even close to Blufftown. As for Scenery, thickly forested mountains eventually give way to more moderately treed and sage-covered foothills before a combination of open flat and partly treed, rollicking n' rolling countryside takes you home. The magnificence of the upper reaches and the wide variety of experience throughout helps keep Character within striking distance of its Hwy 36 colleague. It's just too bad these particular workdays aren't pensionable time.

T I R E S

Twistiness	28.1 / 30
Pavement	17.9 / 20
Engineering	5.7 / 10
Remoteness	7.6 / 10
Scenery	8.9 / 15
Character	11.4 / 15

Total 79.6



DHNC 12 – Happy Camp – Willow Creek

Mirror, mirror on the wall. Who's the fairest road of all? Well actually, DH1 dwells in a different region. But not to worry. Though it's Character's not perfectly snow-white, even Grumpy would love this long, remote and pretty-darn-fair ride along the rugged cliffs of the Klamath and Trinity Rivers down from Happy Camp. The Engineering of its steady, Sleepy curves along the Klamath and tight esses along the Trinity either side of Hoopa is certainly is certainly nothing to get Sneezey at. And while its pavement shows signs of age here and there, all it needs is a little attention from Docs at CalTrans. With so little traffic on the empty, undeveloped northern eighty-percent of this ride, you've got a sporting chance to slow down a bit before Dopey flicks on the radar. So c'mon, don't be Bashful. *Hi Ho, Hi Ho, it's off to bike we go.*

T I R E S

Twistiness	28.9 / 30
Pavement	13.6 / 20
Engineering	6.7 / 10
Remoteness	7.0 / 10
Scenery	10.3 / 15
Character	12.8 / 15

Total 79.3



DHNC 13 – Weaverville – Willow Creek

Shangri-la – a beautiful natural environment of snow-capped mountains, steep canyons and winding rivers where man lives in harmony with nature. James Hilton, who conceived this idyllic Tibetan paradise for his novel, *Lost Horizons*, actually described the landscape east of Weaverville as the closest place on earth to match that definition. And you can see his point once you transcend the strip malls of modern Weaverville and embark on your journey toward the coast through the Shasta and Six Rivers National Forests. Enlightened Engineering is apparent throughout, as is the rapturous Pavement that sweeps you upward on a winding passing lane to the Oregon Mtn Pass and then down to commune at length with the peaceful Trinity River in moderate, predictable corners that rarely drop below a 40-mph (60-kmh) advisory. Often remote and always scenic, Hilton’s mountains, canyons and rivers are all around you. The question is: Can motorcyclists live in harmony with speed tax collectors? Maybe in Tibet.

T I R E S

Twistiness	26.8 / 30
Pavement	17.5 / 20
Engineering	6.8 / 10
Remoteness	5.3 / 10
Scenery	10.2 / 15
Character	12.6 / 15

Total 79.2



DHNC 15 – Longvale Jct - Covelo

The roads that time forgot. You know the ones. They run from places like Longago Junction to a place like Nocovelo, a small, fading town in Noboady’s Around Valley tucked away in a backwater corner of Mendontcomeno County. These historical curiosities are often deadenders with only gravel providing an alternate escape. But this helps keep traffic down and Remoteness up. Twistiness comes alive when these forgotten roads climb up and down over ridges and track waterway valleys – which can make for varied and stimulating hill and vale Scenery. Trouble is, the attractive qualities of such ancient byways are often tempered by asphalt that feel like is hasn’t been updated since the 50’s – and often hasn’t been. Not so here. For some reason – probably relating to Pavement-barrel politics – the road’s surface is rarely less than adequate and is often superior. And with the asphalt being good, you don’t mind some challenging Engineering; in fact, you often prefer it. If you’re lucky, you’ll find a few highways like this in your time, classics that suit a timeless mount – a Crocker says or perhaps a Brough Superior. But even a modern-era Ducati won’t beat you up too badly on this one. Because, while it may be one of those roads that time forgot, CalTrans certainly hasn’t.

TIRES

Twistiness	29.5 / 30
Pavement	15.9 / 20
Engineering	5.7 / 10
Remoteness	7.5 / 10
Scenery	10.0 / 15
Character	10.1 / 15

Total 78.7



DHNC 18 – Weaverville - Callahan

“If is wasna for the weavers, what wod ye do?” goes the old Irish ditty. And love ‘em or hate ‘em, you’d have to say the same for the dreamweavers down at CalTrans.

California’s asphalt artisans have taken time out of their busy schedule of straightening perfectly good motorcycle roads to thread a smooth, wide-shouldered seam of well-engineered tarmac through the glorious tapestry of the Shasta Trinity National Forest. Needling north from Weaverville, perfectly paved S-turns weave up and down past an applique of snowy peaks en route to the bright blue shoreline of Trinity Lake. North of the campground-dotted reservoir, it’s more remote but much straighter too, at least until the DH scissors off the trickling Trinity River. Then, the shoulders narrow and the rad sews tightly through some blind corners up to the Scott Valley and the tiny outpost of Callahan. Now, if it wasna for the speed tax collectors...

T I R E S

Twistiness	26.3 / 30
Pavement	18.2 / 20
Engineering	6.6 / 10
Remoteness	8.1 / 10
Scenery	10.2 / 15
Character	8.8 / 15

Total 78.2



DHNC 20 – Crescent City – O’Brien, OR

Legendary Jedediah Strong Smith was certainly not your typical frontiersman, given that he didn’t drink, smoke or use profanity, never boasted and exhibited the open faith of an NFL wide receiver. Seems SJ wouldn’t match the profile of today’s average ride either. But with his sense of adventure and predilection for leather, you can see him Riding for the Son on this route along the middle branch of the last wild river system in California. Jed’d particularly like the early tight stuff among the majestic redwood Scenery but he’d also enjoy slicing through the less impressive, but still dense, forest all the way to O’Brien in

Oregon. The road does have some straight four-lane stretches, yet when the Twistiness strikes, it hits as hard as a grizzly. Combine these curves with the buckskin-smooth Pavement and the excellent Engineering and even Jedediah might show some uncharacteristic exuberance. Certainly, as an early seeker of Remoteness, he would be displeased with the ungodly traffic that can clog what’s become a major trail to and from the I-5 Grants Pass, OR. He just wouldn’t be cussin’ at it. Yet, despite his probity, Smith was still well respected by his more ribald colleagues. He was always invited to the annual Mountain Man Rendezvous – a kind of Wild West precursor to show-and-shines. In fact, his 1832 eulogy could easily apply to this DH: “One whom none could approach without respect, and whom none could know without esteem.”

T I R E S

Twistiness	24.7 / 30
Pavement	20.0 / 20
Engineering	8.1 / 10
Remoteness	5.5 / 10
Scenery	9.6 / 15
Character	9.1 / 15

Total 77.0



DHNC 23 – Happy Camp - Yreka

“Yreka!” – accient Greek for “I got it!” – was famously exclaimed by the great Syracusean thinker Archimedes when the solution to a thorny problem suddenly hit him while getting into his bath. Being a mathimetian, he’d certainly appreciate the TIRES algebra that you get to immerse yourself in on this, the Klamath River bassin’s second most famous DH. The western faction of this road is between the sedate Siskiyou and Marble Mountain, so the Scenery doesn’t equal the alternate Klamath ride. But it does divide nicely, gradually becoming drier as you click on the miles heading east towards the shasta Valley. This road is not as twisty as its derivative cousin but it does have superior Pavement that integrates just fine with its invariable Engineering. Tragically, the recurring buildings do subtract from Remoteness, though Character still adds up nicely and is remarkably similar to that of DH12. And because it is a state highway, you can probably out on sapeed tax professors checking your speedo numbers. If you manage to get a passing grade from them, it’s mathimaticly certain you’ll “get it” too. And like Arch, end up a happy camper.

TIRES

Twistiness	23.7 / 30
Pavement	18.1 / 20
Engineering	6.5 / 10
Remoteness	4.5 / 10
Scenery	10.0 / 15
Character	13.4 / 15

Total 76.2



DHNC 31 – Willow Creek – Blue Lake (Arcata)

Sometimes you just want to take it easy. You're not into tight, blind, decreasing radius hairpins. You don't want to deal with patched and bumpy asphalt. All you want to do is pour it on through smooth, carefree, perfectly engineered sweepers. If that's your mood, this is your DH. Wide and pristinely paved, this gently sweeping lark effortlessly wings its way over two summits before dropping to the Pacific. The Willow Creek end is the best, with a high concentration of moderate, often-linked sweepers and lots of passing lanes climbing up to the Berry Summit. The wide, natural scenes over the Six Rivers National Forest culminate in a spectacular vista as you come over the top. The much straighter and solid-yellow-limited descent isn't as enthralling. But you soon get another curving, passing-laned climb up to the Lord-Ellis Summit. The final decent is a high-speed, straight and long-sweeper coast to the coast. Now that was easy, wasn't it?

T I R E S

Twistiness	24.0 / 30
Pavement	17.9 / 20
Engineering	9.3 / 10
Remoteness	5.8 / 10
Scenery	10.2 / 15
Character	5.2 / 15

Total 72.4



DHNC 33 – Shasta (Redding) – Douglas City (Weaverville)

Pour yourself a smooth blend of Pavement, Engineering and Remoteness. The only rough edges to this DH's Character are the heavy traffic that bog it down and extra-wide passing lanes that straighten it out as it noses through the pure forest and rock landscape. The longest straight shot out of Shasta is particularly hard to swallow, even though it provides a long, scenic view over Whiskeytown Lake. The western third shows reasonable complexity as it sweeps steadily through refined, but watered-down curves off the Buckhorn Summit. Yet connoisseurs will find it's the middle section that will make or break this offering. If you catch it when the pylons are bumper to bumper sticker, it can be more frustrating than a bartender putting ice in your Balvenie. But if you can savor the tight, peaty, well-banked esses on the climb up the summit without being cut off, it's a ride that matches up with the finest single malts. Now, if only you could bottle and sell it.

T I R E S

Twistiness	25.3 / 30
Pavement	17.2 / 20
Engineering	8.6 / 10
Remoteness	5.5 / 10
Scenery	9.9 / 15
Character	5.2 / 15

Total 71.7



DHNC 36 – Mad River Loop

For years, motorcyclists had been railing about the maddening quality of the asphalt on this southern loop route off DH6. And the outrageous thing is that when the county final stepped in, it broke the first rule of Destination Highways maintenance: “Don’t straighten it, just repave it, stupid.” So many curves were ripped up while refurbishing the Pavement on the Mad River Rd piece that Twistiness no longer maxes out. Nice work, guys. And don’t give us any drivel about better sightlines – the only enable the pylons to drive off the road faster. You want to improve Engineering? How about lane and shoulder width? Sigh. Still, you won’t be irritated by the Scenery; the green forest in the Mad River Ridge and the views along Ruth Lake are still intact. Nor does the Remoteness in this sparsely developed area give and cause for resentment. So stop fulminating and get out and enjoy this road. ‘Cause we all know that when the new stuff starts to heave ad crack, it’ll be years before anything’s dine about it. So there’ll be plenty of time to get pissed all over again.

T I R E S

Twistiness	26.3 / 30
Pavement	16.6 / 20
Engineering	5.2 / 10
Remoteness	6.6 / 10
Scenery	9.1 / 15
Character	7.0 / 15

Total 70.8



DHNC 44 - Triangle Jct – Douglas City (Weaverville)

Put it almost anywhere else and this DH would be a superstar. But with so many celebrated routes to the north and south, this lightly trafficked bit of road candy gets about as many castings calls as Brent Chapman. But it's sure not for lack of talent. This respectably well paved and engineered road gives a shining performance in the early and late frames, curling down exquisitely off the popular Triangle Jct and essing admirably up and down the lush, forested slopes either side of the Hayfork Summit. Too bad its Remoteness and Character get assassinated by the excruciatingly long straights when the DH mails it in through the stretched out farming community of Hayfork. But if you can deal with a few boring scenes, there are moments on this route that rival the region's best. So is this B-road ready for a leading role? Well, as Mr. Chapman would say, "What have Tom Cruise and Russell Crowe got that I don't?"

T I R E S

Twistiness	26.7 / 30
Pavement	14.9 / 20
Engineering	5.9 / 10
Remoteness	5.3 / 10
Scenery	9.0 / 15
Character	5.7 / 15

Total 67.5



DHNC 50 – O’Brien, OR – Happy Camp

Twisted Edge Publishing’s controversial decision to publish *Destination Highways Northern California* before coming out with *DH Oregon* has residents of the Webfoot State fuming. So here’s another little bone to at least whet their appetites. Yes folks, this not-so-well-paved DH actually begins in Oregon, heads south from O’Brien and winds up in California. And winds is the operative word here.

Despite some asphalt issues, this road is overflowing with nicely engineered twisties amid the Siskiyou National Forest’s wild landscape of remote mountains, canyons and ridges. Oregonians point to the fact it’s the straight, moderately developed southern end leading into Happy Camp, CA that drags this DH’s TIRES number down. Perhaps that’s why they keep asking, “Is your Oregon book out yet?” Yes, well sort of. We’ve got DHWA18 Astin – Enterprise, OR DHNCA20 Crescent City – O’Brien, OR and now, DHNCA50 O’Brien, OR – Happy Camp.

TIRES

Twistiness	30.0 / 30
Pavement	9.0 / 20
Engineering	4.9 / 10
Remoteness	7.8 / 10
Scenery	9.0 / 15
Character	4.9 / 15

Total 65.6



DHNC 64 – Lost Coast

California classic? Or a poorly paved bumpfest not worth the trouble? Admittedly, this one could go either way. But if you're a buff of coastal remoteness and don't mind when things get a little rough, this is a DH not to be missed. Coming from the south, the first five one-lane miles of this county loop provide one of the best old-growth redwood experiences you'll find anywhere. Then the road widens into a steep, tight, switchbacking section of deteriorated asphalt that travels up and over a treed ridge and down into the one-store stop of Honeydew. Engineering improves and Pavement is marginally better when the road runs through the part forest, art field and part tumbledown shack environs of the Mattole River Valley to the next lonely gas stop of Petrolia. The next segment is the most memorable despite the fact the surface quality dips again. This is where the road tumbles down to a breathtaking piece of wild, Northern California coastline. Scenically, it's most intense on the straight section that runs between the dunes and the pounding surf, but you continue to get fantastic ocean views when you rise steeply up to the barren, windswept highlands above the water. From there, you twist through a high, partly treed valley, before clambering over a last ridge and plunging steeply through thick forest down into Victorian village of Ferndale.

T I R E S

Twistiness	28.8 / 30
Pavement	6.2 / 20
Engineering	2.6 / 10
Remoteness	7.1 / 10
Scenery	11.1 / 15
Character	5.4 / 15

Total 61.2



DHNC 66 – Avenue of the Giants

Forget about Willie McCovey, Willie Mays or Barry Bonds. The Tall, Giant and Founders Trees are just some of the MVPs you'll see on this steadily winding, Hwy 101 crisscross through Humboldt Redwoods State Park. Unfortunately, these evergreens on steroids attract so many tourists, concessions and souvenir stands, it can sometimes feel like you're on the concourse at Pacific Bell Park. Though the Pavement is major league pretty much all the way, Engineering only bats about .500 on this road, its average brought down by some of the tighter turns and lack of shoulders in the taller-treed sections. Of course, if you've just come off DH64 Lost Coast, the P & E here will feel so great, you might start thinking the Giants can't be beat. Then again, that's what everyone thought back in '02.

TIRES	
Twistiness	19.7 / 30
Pavement	16.0 / 20
Engineering	5.6 / 10
Remoteness	3.7 / 10
Scenery	10.5 / 15
Character	5.1 / 15
Total 60.6	

