

Salt Lake Motorcycle Club

January 2016



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Sidetracked: Kickstands Up at Eight!

Bylaws Amendment Vote

Coming Up:

Polar Bear Ride - March 20th



SLMC Executive Board

President.....Andy Slikker
Vice President.....Rich Foster
Secretary.....Kathy Edwards
Road Captain.....by Committee
Sergeant at Arms.....Dale Mackay
Historian.....Kathy Hunter

Hostess
Nikki Slikker

Affiliation

The Salt Lake Motorcycle Club is a member of the American Motorcycle Association, Chapter 317. We welcome motorcycle riders and enthusiasts of any motorcycle make or model to apply for membership.

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Cover Photo

Landscape Arch, Iconic Park City Barn & Monument Valley clothed in their Winter Splendor during the off-riding season.



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February Events at a Glance

Thursday, Feb. 11th
Business Meeting at
Pat's BBQ 7:00pm

Friday, Feb. 12th
Rich's Death Valley Ride

Sunday, Feb. 21st
Wendover Fun Bus

Upcoming in March

Friday Mar. 11th
Business Meeting at

Sunday, Mar. 20
Polar Bear Ride



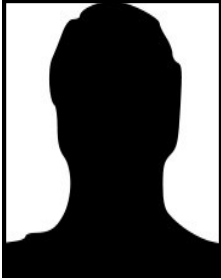
Prez Sez

By Andy Slikker - President

SHORT & SWEET

2016 is shaping up to be a year full of fun and excitement. As many of our membership are already aware, we have opened this year with a somewhat controversial issue. The patch! As 2015 came to a close the topic was brought before the general assembly (the outgoing and the incoming Executive Boards) in October's meeting. It was decided that at that time by a majority that we would entertain the idea of a new club patch.

In the month of November we furthered our discussions and decided that we would start accepting artwork from those who wished to submit ideas. It was also noted that a decision by majority vote would be made in the month of January. Art was submitted and displayed. And for those of you who were present a triple vote was taken. There was a great attempt at getting the body of our membership to attend. It was, in fact, the highest attended meeting in several years. The voting process was done accurately and fairly. Precautions were taken that eliminated the potential for cheating and or error. And in the end the two finalist came down to a version submitted by Dale Mackay/Steve Thomas (a collaborated effort) and Kathy Hunter. The winner by a 60% margin was the op-



tion delivered by Kathy Hunter.

And by the way, lets pay some credit to Kathy Hunter. She submitted 45 initial options for the patch. She spent a good deal of time working for our club on this topic, on top of what she already does for us, which is a lot!

I am encouraged by the positive feedback and excitement it has generated. However, on the flip side, anytime you have a topic where a vote is taken and one side is in the minority, you are bound to have controversy. I understand that people are afraid of change sometimes. I want to ensure everyone who have concerns of the following:

- First and foremost, I want everyone to be clear that the old patches are grandfathered and you still have the option to wear whichever club patch you choose.
- Second, I also encourage those who decide to wear the 'new' patch to pay tribute to the more historical patch by wearing the former small SLMC patch on the front of their cut/vest.
- Third, this decision was by a democratic process, meaning the MAJORITY has spoken. This was not me personally making a decision for everyone.
- Fourth, I respect and care about everyone's point of view in this club. Just because there were several individuals who chose to vote on and hopefully wear a newer and more edgy logo does

not reflect on our respect for the former.

The above is primarily a fashion issue. And also in a sense a business issue. The likelihood of recruiting new 'younger' prospects increases with a new look. This is not a reflection of our attitude, our objective or our values. We all aspire to achieve the same things as a club family. We are passionate about riding motorcycles and we enjoy doing it together. Their is a certain safety in numbers and we all appreciate the safety the club offers us. Our events and rides are all based on having fun in a responsible manner with each other.

Please don't let there be any confusion, this is the same club and the same family that you've grown with and enjoyed for years.

On that note, let me finish by sharing my excitement for all of the fun things on the horizon this year. We have several great trips planned, and we will also enjoy our great weekend rides. There will be a stronger emphasis on unity and more opportunities to convene together. This will include nights out together at local pubs listening to live music, as well as organized dinner outings, not to mention the anniversary party/camp out and the BBQs that we have planned later this year.

This should of be a year of fun and memories for life. I look forward to making more great memories with all of you!



From The Secretary's Desk

By Steven Thomas

January Business

Since I was not present at the January meeting and am relying solely on our secretary's outline of the topics covered, I cannot entirely vouch for the accuracy of this article as I attempt to put it into a readable narrative, but here goes.

Our Business meeting for the month of January was held at Pat's BBQ and a large number of our members turned out. Andy opened the meeting for discussion on a number of items.

FINANCIAL ASSETS

First off, Rich provided the January financials, reporting \$185.00 in our savings account, \$2,498.00 in the club's checking account and \$4577.00 in certificates for a grand total of \$7,260.00.

NOISE ORDINANCE

Andy introduced Jay Brummett, a lobbyist and advocate for motorcyclists, who spoke on a matter coming up in a future legislative session in the Utah Senate that concerns everyone who rides a motorcycle: a motorcycle noise law that intends to restrict the decibel level coming out of your pipes. David Hoover urged all members to come to the State Capital on Monday, January 25th for the Noise Ordinance Meeting.

Apparently the whole thing has been shelved for the time being but may come to the floor at some future date.

NEW SLMC PATCH DESIGN UP FOR VOTE

During the course of the meeting, Andy instructed members to vote on the patch designs that had been submitted by members of the club. The designs were displayed on poster boards at the back of the room while the meeting was going on. A question was raised by Landon asking if the AMA logo was to be a part of the SLMC patch. Andy vouched that it does not have to be a part of SLMC Patch but could be worn as a separate patch if you so desired.

Many designs for a new club patch were submitted for our club members' consideration. Voting took place during the course of the meeting at the back of the room where an array of the designs was on display. Upon a count of all votes cast, the two top vote getters went head to head in a final vote. And the winner is...a skull design submitted by Kathy Hunter.

POLAR BEAR RIDE

Fred, who is heading up the planning for the Polar Bear Ride on March 20th, spoke of the need to get the 2016 pins changed and ordered and the bandana design finished and ordered as soon as possible. He urged members to go out and solicit cash and in-kind donations for the Polar Bear raffle. Fred also would like to get 10 sponsors to donate \$100 each for the right to have their company name or logo advertised in large print on the bandana. Andy said he

already has \$2,000 in donations in hand for the 2016 kick-off event.

The Polar Bear Ride starting point will be at Honda Suzuki of SLC, and will once again end up at the Copper View Recreation Center. Fred said we could rent tables and chairs from Diamond Rental for about \$1,900 for the day, but Andy said he can get tables and chairs at a better price.

RIDE SCHEDULE & ROAD CAPTAINS ASSIGNED

New Road Captains have been designated for 2016, the duties of which will be shared among Greg, Spero, Corey and Landon. This position was not filled during our recent election so the appointments will fill this void. These guys will take turns leading our rides this year in a cooperative effort that removes the stress and strain that has here-to-for taken a toll on a singularly elected ride captain.

Andy talked about our new ride schedule for this year. Some of the schedule's highlights include Yellowstone, Idaho, Red Fish Lake and the Nebo Loop Camp Ground for the club's 74th Anniversary Ride on July 9-10, to include friends, dealerships, food and a 50's band. Andy encouraged members to reach out and to make new friends for the club. And new for this year will be a BBQ ride, a Pub Ride, Live Music Ride, Social Night Out and Dinner rides (see internet for reservations for overnight rides). Dale will be making reservations in his name for the overnight rides and Rich has asked that members check the ride schedule and any over-nighters they want to go on and to make

reservations early.

NEWSLETTER

With an eye towards streamlining the time, effort and cost of producing the newsletter, Steve and Andy had previously discussed the idea of changing the newsletter from a monthly to a quarterly publication, but that change would require a change in the bylaws. An option to ease the cost of printing a hard copy for members that do not have the capability to receive the newsletter via email would be to restrict the mailing to only active members and to a limited degree to those inactive/lifetime members who indicate that they still wish to receive it...and then only in an abbreviated digest publication.

DEATH VALLEY RIDE

Rich talked about his Death Valley Ride beginning February 12 and ending on the 15th. The plan is to trailer their bikes to St George to avoid the Winter temperatures in the north, then ride to Death Valley from Las Vegas. Rich had asked for advanced hotel and bike space reservations, but by the time you are reading this it will be too late.

GETTING A LITTLE PUNCHY

In addition to mileage awards that have been part and parcel of the club's incentive to ride, Andy talked about introducing a card (a punch card) for all members wherein on each and every ride in which a member participates, the ride captain would punch a hole in the member's card for each day in which he or she participates in the ride.

FUN BUS A MUST

Maureen has been busy planning for the Wendover Bus Ride coming up Sunday February 21st. The cost for participating is only \$20 with only a few seats remaining. Included are a buffet lunch, play money and other comps. Maureen always makes what would otherwise be a boring bus ride into a fun-filled event that makes the long ride out seem to fly by.

Speaking of Maureen, she pulled in \$36.00 in the 50/50 draw held at the end of the meeting. Way to go Maureen!!! Where does the line start for a loan?



Winter Ride to Death Valley

By Rich Foster

I've put together a ride to Death Valley coming up on February 12th. This ride is an extracurricular ride and is not officially sanctioned by the SLMC, though it has been planned by and is primarily for club members. In 2011 the club put together a ride to Death Valley in February and it was a great success despite the snow and unseasonably cooler temps in Las Vegas and Death Valley that year.

For this year, those participating in this great ride are: Andy, Dave, Dale, Oscar, Greg, Kathy, Correy and of course Rich who will be leading the ride.

The ride begins on Friday, February 12th. They will be trailer-

ing their bikes to Las Vegas where the group will spend the night at the Plaza Hotel. Saturday morning the group will leave Las Vegas and ride to Beatty, NV, and on to Death Valley with lunch at Stovepipe Wells, then on back to Furnace Creek with stops along the way. There they will call the Motel 6 in Beatty home for the night. On Sunday it is on to Furnace Creek and Bad Water and back to Furnace Creek for lunch, then on to Pahrump where they will stay at the Saddle West Motel. Monday morning the group will head back by way of Pahrump, then Las Vegas and on home to Salt Lake.

Rich will regale us with the details of the ride in our February newsletter. Have a great ride and be safe out there.

For a look at our 2011 Death Valley Ride see the SLMC Newsletter, March 2011 Issue, by clicking on this link, then go to page 5. <http://content.yudu.com/Library/A3ynii/March2011SLMCNewslet/resources/index.htm?referrerUrl=http%3A%2F%2Ffree.yudu.com%2Fitem%2Fdetails%2F3686773%2FMarch-2011-SLMC-Newsletter>



**Motorcycle
Wisdom**

**Saddlebags can never
hold everything you
want, but they can hold
everything you need.**

Sidetracked: Kickstands Up At Eight!

*Thanks to Michael Lynch for sending this in for inclusion in this month's newsletter. It first appeared in the Jan 24, 2016 edition of **RoadRUNNER** by Bill Dragoo*

It has been said that collecting a group of motorcycle riders to leave on time is like herding cats.

Four motorcycles and a dozen ATVs are packed into the corral in Salinas de Garci Mendoza, Bolivia. The village is a half-day ride from the world's largest salt plains known as the Salar de Uyuni, where the Dakar Rally will pass tomorrow. We are scouting the best place to watch. Dawn breaks as I step outside to inspect the bikes and discover a flat tire on Mauricio's F 800 GS. I know who will be changing it, so I dive in, hoping to have us rolling before the others finish breakfast. Following a covey of quads over dusty terrain is not my idea of fun. I finish just as the first four-wheel machines are firing up. Our last rider straggles out to join us and starts rooting through his tail bag. He isn't ready. Do we wait, or do we go on ahead and let him try to catch up in a foreign country on mostly confusing and unknown roads?

I often ride alone, enjoying my own pace and savoring certain aspects of the experience. When I'm alone I can be lackadaisical. Yet still, group riding has its benefits, especially to new riders who haven't learned the ropes. And we've all been there. We wake up early, get half packed, and are hit with last night's enchiladas. Maybe we forgot to get gas or can't find our key. Stuff happens, but when riding with a group, we assume an obligation to be part of the solution, not the problem. Punctuality necessitates a deliberate strategy. Are You Ready?

Being on time for a ride calls for more than just setting the alarm clock and being first to the coffee pot. It requires us to think backward from the posted departure time. Did you succumb to that "one more beer" last night? Did you get to bed in time to get a good night's sleep? Starting a ride fatigued is a recipe for disaster. Make a plan early and stick to it.

Is Your Bike Ready? I have a habit of gassing up at the end of each day, even before getting food or heading for the motel or campsite. Just before departure, not much frustrates a ride leader more than the rider who says, "I just need to get gas." Really? Did he just figure out we need gas for this ride? Yet we see it all the time. Don't be "that guy."

Checking oil, spokes, tire pressure and wear, chain adjustments, and other adjustments that can be made ahead of time should be completed before bedtime.

Tired as you may be, these things always seem to take longer than we anticipate and should be started early. Do them on your schedule, not that of the group. And more importantly, don't assume all is OK with the bike because it still ran when you parked it. Preflight your machine at least daily. Many riders have burned the midnight oil to repair a radiator leak or fix a slow leak in a tire because they performed the proper checks and were prepared the night before. As difficult as it may be, it beats holding up the ride or being left to fend for yourself.

Is Your Gear Ready? Think "lean" when packing. What is the most efficient way to organize your departure? When staying in a motel, pack all you can the night before and dress in your riding gear, including boots, before breakfast. This practice will save time spent changing and repacking street clothes. If it's cold, dig out your electric liner or layers and have them ready. Wear your rain gear if rain is expected soon. You may roll out warm, but wind chill works quickly.

If you are camping, know your equipment. Bring stuff sacks into the tent. Start deflating, stuffing, and organizing as soon as you are moving. When pulling tent stakes, unclip your rainfly as you pull each one. It will save you a lap around the tent. Think in these terms and you can be packed before your pals stop snoring.

By adopting these techniques you can be a boost, not a burden. Your experience can be helpful to others who may be frantically trying to get ready on time. Keep a tire gauge handy for those who would otherwise go digging. Have a pump within easy reach. Watch others' bikes for dangling straps, an open latch, or unzipped backpack or tail bag. By being observant, you might prevent a long wait later,

and you could thwart an accident or loss of important gear.

I watch the last quad roll out as our friend closes up his tail bag. To avoid the dust, we choose a different route around Mt. Tunupa and beat them to the

lunch stop, a mile out on the salt plains. Storm clouds roll over the mountain as we finish up a boiling pot of gumbo. Everyone grabs his gear and heads for cover just as the wind whips up. Our late friend is the first one ready. Lesson learned.



Proposed Amendments to Our Bylaws for 2016

In October of 2015 the Salt Lake Motorcycle Club's outgoing and incoming executive committees convened to ensure a smooth transition during the change in administration. One of the issues on the agenda was to address some needed and/or perceived changes to the bylaws. Here are the proposed changes for each members review. A vote on these amendment proposals will be held at our February business meeting on Thursday, February 11th at Pat's BBQ, 115 W. Commonwealth Ave. Please read over these proposals carefully between now and then so that you can make an informed and responsible vote. Amendments can only be considered once each year, so if we make bad decisions, we have to live with our mistakes for awhile. Here is a chance to have a say in how our club runs its affairs. Everyone's voice counts. We urge all members to turn out for this important meeting.



Proposed Amendment #1: It is proposed that Article III Section 4 be changed by striking the text in red and inserting the text in green.

From this:

Applicants approved for membership shall be declared a member upon payment of **the initiation fee and club dues pro-rated for the remainder of the year, according to the chart at the end of this section. The initiation fee shall be \$35.00 if the applicant chooses the Beehive Patch, \$35.00 if the applicant chooses the tailored vest with standard SLMC Patch with 1942 in the center, or \$25.00 if the applicant chooses the standard SLMC Patch with 1942 in the center.** The club recommends that all members join and maintain AMA membership.

To this:

Applicants approved for membership shall be declared a member upon payment of **the club dues (\$25.00)** for the remainder of the year. The club recommends that all members join and maintain AMA membership. The old pro-rated dues chart below would be eliminated under this proposal.

DUES CHART:

January \$25.00	July \$12.52
February \$22.9	August \$10.44
March \$20.84	September \$ 8.36
April \$8.76	October \$6.28
May \$16.68	November \$4.20
June \$14.60	December \$2.12

(Continued on page 8)

Proposed Amendment #2: It is proposed that Article III Section 5 be changed by striking the text in red. No additions were proposed.

The initiation fee shall be \$35.00, for which the member will receive one tailored club vest with the club logo, or the initiation fee shall be \$25 for the club logo if the member desires to possess the optional vest as defined in Article X. The annual dues shall be \$25.00 per year, payable March 1st of each year. Members not paying dues by said date shall be deemed NOT IN GOOD STANDING and will not be eligible for membership benefits. This status shall remain in effect until the dues are brought current. Unless the member is a life member of AMA, the elective offices of president, vice president, secretary and road captain dues to AMA will be paid by the SLMC for the year they are in office, in order to maintain our AMA charter. All other offices can be filled without requiring AMA membership. Club dues must be paid by all SLMC members (unless life member) regardless of whether or not they hold office. Hostess, historian, sergeant-at-arms, and newsletter editor will still become members if voted in, but must pay dues if becoming a member by being elected to office, thus losing their social member status.

Proposed Amendment #3: It is proposed that Article III Section 8 be changed by striking the text in red. No additions were proposed.

A social member shall be defined as a spouse or designated friend of any active member in good standing. Social members shall vote on social questions only. A social member may receive a tailored vest with standard SLMC Patch with 1942 in the center or the standard SLMC Patch with 1942 in the center for \$25.00.

Proposed Amendment #4: It is proposed that Article III Section 10 be changed by striking the text in red. No additions were proposed.

A life member of the Salt Lake Motorcycle Club shall be defined as one who has served ten years as an active member in good standing under the by-laws Article III, Section 6, of the Salt Lake Motorcycle Club. The awarding of the life membership shall occur following his or her tenth year anniversary date. Dues from January of the tenth year will be pro-rated per month to his or her anniversary date. A life member shall be exempt from paying club dues.

Proposed Amendment #5: It is proposed that Article X Section 2 be changed by striking the text in red. No additions were proposed.

The official club vest for meetings and rides will be either the black tailored polyester vest with the club logo on the back, or a black leather vest with only the club logo on the back. The front of the vest may bear the AMA patch, ride pins, club

Proposed Amendment #6: It is proposed that Article X Section 3 be changed by striking the text in red. No additions were proposed.

The official club logo will consist of the standard SLMC logo with 1942 in the center of the Beehive.

Proposed Amendment #7: It is proposed that Article XI Section 1 be changed by striking the text in red and inserting the text in green.

From this:

Points will be awarded for wearing club colors at meetings and on any ride on the ride schedule. To receive points for colors at club meeting a member must wear **an article of clothing containing the club logo. The hat or belt buckle alone will not count as colors.** To receive points for a club ride a member must wear full colors.

To this:

Points will be awarded for wearing club colors at meetings and on any ride on the ride schedule. To receive points for colors at club meeting a member must wear **a shirt, vest or jacket with the SLMC logo.** To receive points for a club ride a member must wear full colors.

Proposed Amendment #8: It is proposed that Article XI Section 2 be changed by striking the text in red. No additions were proposed.

The point system is as follows:

50 points for attending a club meeting without colors.

250 points for attending a club meeting with colors .

50 point for attending a club ride without colors.

250 point for attending a club ride with colors.

100 points extra for wearing colors for an entire ride.

300 points for hosting a club meeting at your home.

300 points for being a chairperson at a party or event.

300 points for leading a ride.



**Happy
Birthday
Wishes Go Out To**



**Alex Chester - January 1st
Mary Stephens - January 5th
Dave Johnson - January 9th
Joyce Trimble - January 23rd
John Wells - January 24th
Jeff Kelly - January 25th
Sandy Baker - January 27th
Charlie Price - February 1st
Steve Thomas - February 9th
Herb Dailey - February 12th
Nola Shewmake - February 19th**

The Roster is not complete without birthdates on all our members. We would like to recognize each and every one of you on that very special occasion when you popped into this world. So please give our newsletter editor a call and leave your vitals with him.

Just Ramblin'

By Steven Thomas— Editor

Ah! Once again you're all stuck with me as your newsletter editor. And as you can see...already it is looking like the publication of old that I produced from 2008 through 2011. Beginning with only a few of the things previously featured in those early publications, I plan on expanding gradually to bring you many of the other favorites, like the *Road Scholar Report*, *The Safety Corner*, *Geo Quiz*, *Mystery Member*, and the *Roadside Dining Report*, as well as many outside articles pertinent to motorcycles and bikers. Oh, and let's not forget *Pure Mendacity*, a type of photographic cartoon poking fun at select members of the club in a lighthearted humorous way, all of which requires a steady and readily available supply of pics featuring members in a way that inspire funny dialogue. Until then I'll insert some of the Pure Mendacity classics of old. I hope they bring a smile to your collective faces.

As many of you already know, I will be going in for a number of surgeries this month and will miss many of our rides while I rehab in the ensuing months. In the past I wrote many of the articles about the various rides that we had done, but this year I will have to rely on others, primarily those leading a particular ride, for an accurate and detailed narrative of the event during my absence.



And for those shutterbugs out there, please send to me any photos you might deem worthy to grace these pages. You will be credited with any shots used in the newsletter.

SKULLDUGERY

As many of you are well aware, I am not a big fan of our club patch to feature a skull, or in the parlance of outlaw bikers...the Death Head. And I believe it would be a big mistake to follow through on the change. Many outlaw biker clubs feature the Death Head in their official club patches. A cursory search on the internet quickly identified some of these: The Hell's Angels MC, The Nomads MC, the Highwaymen MC, the Outlaws MC, the Gypsy Jokers MC, the Lost Tribe MC, the War Tribe MC, Satan's Undead Tribe MC, the Iron Tribe MC, the Creed Brotherhood MC, The Rebels MC, and the Satan's Slaves MC, just to name a few.

According to my cousin, who lived the outlaw biker life with a very prominent outlaw biker club, says that wearing a death head patch invites trouble. Speaking to him on the phone, he sounded alarmed that we would want to do something as crazy as wearing the death head.

I won't share with you his name in this publication, as he expressed that he didn't want to have his name put out there in writing. He is a former member of the Booze Fighters MC, and though he personally never committed any crimes for which he could get arrested, he is fully aware of the crimes his brothers had committed.

Many folks don't consider the

Booze Fighters to be 1%ers. After all, their very own website says emphatically that they are not a criminal gang. Yet, when he tried to book an airline flight to Salt Lake to attend my son Brandon's, funeral back in 2005, he was required to obtain permission from the Department of Homeland Security to do so because of his past affiliation to the BFMCC. This despite having cleaned up his act and is now a respected and responsible member of his community. He says that the Booze Fighters MC, like other such clubs, publicly deny participating in and sanctioning their members to violate the law. In this way, the club avoids any criminal culpability if any member gets arrested committing criminal acts, saying that they aren't responsible for what their members do outside and independent of the club. In fact many outlaw clubs boast on their websites that they are charitable organizations, donating to righteous causes in support of vets, widows and children. All this is a mere smoke screen intended to make it difficult for authorities to invoke the RICO Act.

The Boozefighters MC first gained notoriety at the Hollister riot in Hollister, California the weekend of July 3–6, 1947, later portrayed in the movie The Wild Ones starring Marlon Brando. And Lee Marvin.

Their mottoes are, The Original Wild Ones "and A drinking club with a motorcycle problem." An article featuring actor Robert Patrick, current charter holder of Boozefighters MC Chapter 101, describes the club as a nonprofit organization that raises money to help vets, children and the poor."

The Boozefighter Motorcycle Club was formed by guys fresh out

of WWII. Wino "Willie Forkner (deceased 1997) is recognized to be the founder. They were at the infamous Hollister, California event of July 4, 1947 which has been immortalized by the movie *The Wild Ones*, "starring Marlon Brando. Lee Marvin played the part of Wino." [1]

My cousin went on to say that wearing the death head as part of our colors could potentially be a fatal move, considering the penchant for violence exhibited by outlaw motorcycle clubs. Is that something we are willing to risk just to look like bad asses to the clueless public? Well, you ain't goin' ta fool the big boys. And... do we need the additional scrutiny of the law enforcement community, too? I can almost guarantee that if we ever so much as got into a scuffle with an outlaw mc, we would all be hauled in for questioning and possible arrest.

Yeah, I know...you say, "Well, you ride with the Blue Knights, and they wear a three piece patch...with top and bottom rockers and a small but separate mc, and nobody hassles you." Yes, but might I say that we are all armed and know how to proficiently use a firearm. It's not likely that an outlaw club would consider an altercation with the Blue Knights for fear of the law coming down full throttle on their heads. Yet I have heard that the Hells Angels have a contract out on the Blue Knights after a shooting involving a Blue Knight and a Hells Angel in Sturgis a few years back. Needless to say, I don't plan anytime soon to go cruising solo through HA territory flying my colors. That would be suicide.

And it doesn't take much to provoke them. I remember as a student in San Francisco, I was walking along City Beach and was panning my camera along the beach front, catching the eye of several Hells Angels in the process who apparently thought I was taking a picture of them. They approached me and took my camera, an Asahi Pentax 35mm SLR, opened it up and exposed the film, then threw my camera into the sand. I considered myself fortunate.

I feel so strongly about this issue that if we go to the Death Head patch, I will wash my hands entirely of any further involvement with the SLMC...period! Any blood spilled will be on the hands of the Executive committee. I want no part of it.

1. Robert Patrick *ABILITY Magazine*, retrieved June 17, 2011



Pure Mendacity By Steven Thomas



From the February 2009 SLMC Newsletter, featuring Ted Felis as the fisherman of the big lie, Bruce Rasmussen in the red hat, Fred (Ponytail) Schuman and Claude (Frenchie) Champagne in the yellow jacket. I took this series of pics on the Promontory Ride to the Golden Spike National Monument in July, 2008. Claude has since left the club and Ted was killed when he was hit by a car while on a club ride to Evanston the following month.



39th Annual Polar Bear Ride

All forms of payment accepted

Sunday March 20, 2016

NO SNOW DATE

We GO!! No matter the weather, even if we have to drive our cages

**SIGN UP EARLY TO
WIN A SET OF TIRES
FRI 9AM-4PM
SAT 9AM-4PM
AT HONDA SUZUKI**

- **FREE POLAR BEAR PIN
& BANDANA TO FIRST 500
TO SIGN UP ON FRI & SAT**
- **POKER RUN \$5**
- **T-SHIRTS FOR SALE**

**SUNDAY SIGN-UP 8AM
HONDA-SUZUKI
OF SALT SL
RIDE STARTS AT 10:30AM
MAPS OF RIDE**

**\$20.00 per rider
\$10.00 per passenger**

Donuts

Coffee

Hot Chocolate

Orange Juice

RAFFLES - DRAWINGS - CHILI DINNER - DRAWING BEGINS AT 1:30



**For More Info Call 801-664-0700 or 801-707-7778
www.slmc1.com**

