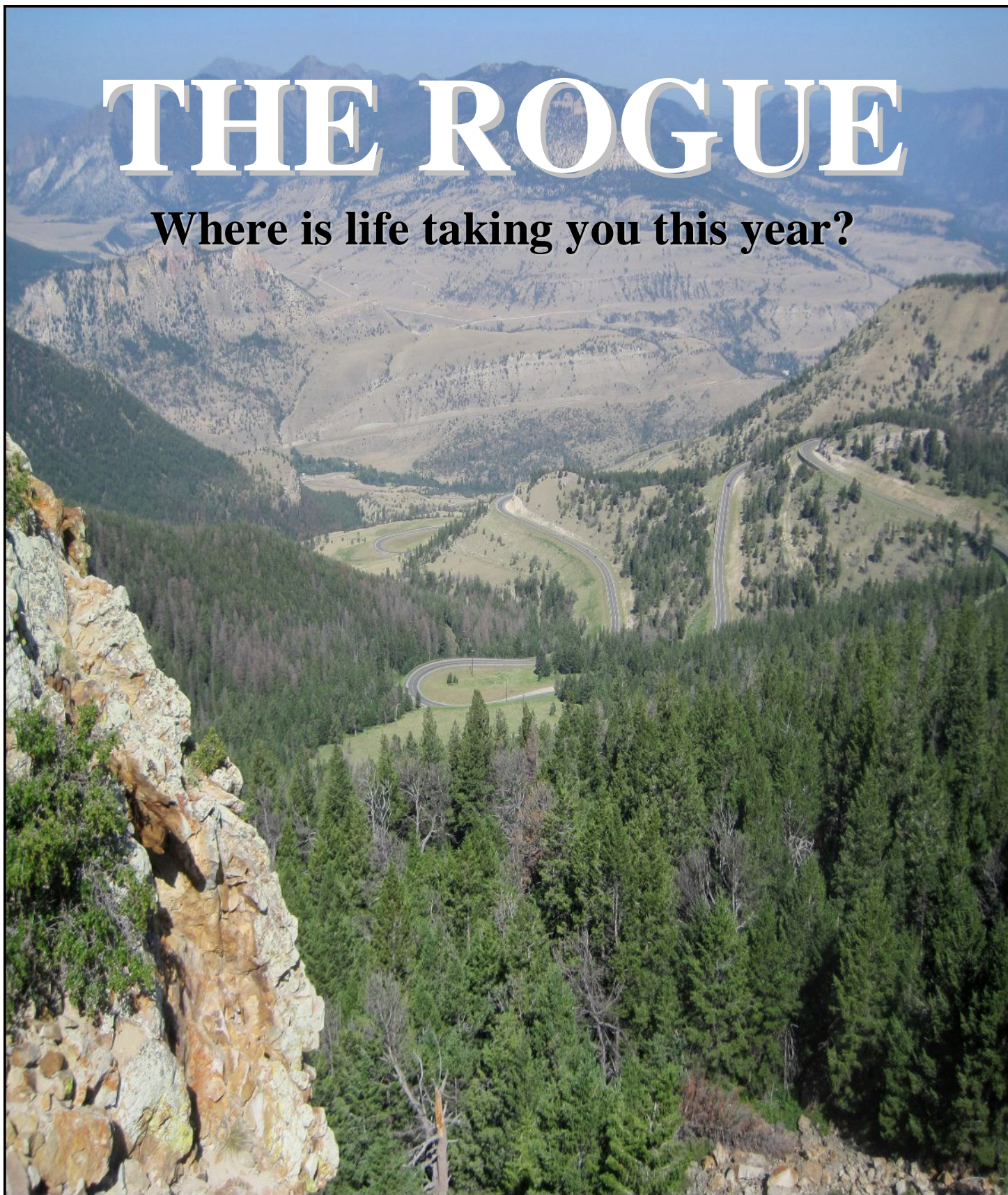


THE ROGUE

Where is life taking you this year?



INTRODUCING THE ROGUE RIDE REPORT

Vision statement:

This news publication is not affiliated with, or sanctioned by any group or club. Our intention is to provide the Wasatch Front Biker community with a vehicle to promote upcoming rides, and to share ride experiences, opinions and photographs.

We support all those who support us.

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WHERE IS LIFE TAKING YOU THIS YEAR?

By Pam Frazier

Most clubs as well as individuals recognize the importance of establishing a Calendar of Events going into the year so that vacation time can be requested and budgeted. Well, it's that time! Actually, I bought my big 2016 “AT-A-GLANCE Calendar” back in November of last year and started roughing in my plans immediately. I started with reoccurring occasions (birthdays, anniversaries and other important dates. With that done, it was time to plan my primary vacations.

March, April and May (three months) are mostly reserved for local charity rides and dealer events along the Wasatch Front, but we try to squeeze in a five day trip south in search of warm sunshine. Both Moab and Saint George make great early season bike trip options.

June is spent fishing and camping with the Grandkids because they are celebrating school brake. That limits our ride time so we try to concentrate on the big ride events like the MDA ride.

July and August are reserved for our more lengthy Destination rides. Last year was the 75th annual Sturgis Rally. We were in Montana the year before last and Colorado the year before that. For those of us lucky enough to live in the Rocky Mountain West, July and August are just great times to escape the heat by riding the higher elevations, even if our rides are day trips!

September and October are spent doing great color rides. The Nebo loop, Monte Cristo and Wolf Creek Pass are our three favorite. We could always recommend Big and Little Cottonwood Canyon. Both are great Color rides on week-days, but weekend traffic in those canyons is insane. Dodging cages in busy weekend traffic is not my thing.

November is spent scrambling to get ready for winter, but we always find time to get together with our friends to celebrate the great ride year we have enjoyed together. November is when Clubs generally elect new officers and start planning their upcoming year's event schedule. If you fail to plan, you are planning to fail. So, where is life taking you this year? Do you have plans?



**If you are failing to plan, you are planning to fail so
where is life taking you this year?**

THE MIRROR LAKE LOOP

ONE OF OUR FAVORITE LOCAL RIDES

*A great “escape from summer heat” ride proposed by Pam Frazier of the ROGUE!
This is about a 200 mile loop depending on where you live along the Wasatch Front
Allow 7 to 8 hours to enjoy the awesome stops along the way*

Our first consideration needs to be for a convenient location to launch the ride. Those going from Weber and Davis County will want to take I-84 east up Weber Canyon. Those going up from Salt Lake, Utah and Tooele County will want to take I-80 east up through Parleys Canyon. Those going up from Utah County might want to use Hwy 189 up Provo Canyon.



Regardless; we suggest the group you ride with meets in Kamas before 11am where you will launch the ride. I am suggesting the Kamas Food Town Market / Grocery store and fuel station on Hwy 246 in Kamas. There are restrooms. You can take on fuel and the parking lot is large enough to accommodate a big group.

Those coming from the North can meet at the big convenience store in Morgan and ride to Kamas together. Those coming from the south can pick a location to meet and ride to Kamas together.

We suggest holding a Road Captain's meeting between 11 and 11:30 in Kamas. From Kamas, take Hwy 150 east / north east. There are several great scenic overlooks and you should stop at all of them. The stretch between Kamas and Evanston is about 50 miles long, but we allow three hours due to the many great stops.

Leaving the Mirror Lake, Bear River area and entering Wyoming, you will stay on Hwy 150. You should be in Evanston about 2:30. You can go under the I-80 underpass and stop at McDonalds on your right hand side. McDonalds is a great place to grab a reasonably quick meal, but there are other options in sight of the McDonalds parking lot. There are fuel stations across the street, so you can top off your tanks before continuing your loop. We always allow for a full hour in Evanston.



At 3:30 we meet in the parking lot for a brief road captains meeting and launch the second half of our loop. Leaving McDonalds, we go back south on Hwy 150 about two blocks and enter I-80 westbound towards Salt Lake City. The route is interstate highway, but it is very scenic by Southwest Wyoming standards.

About 45 minutes southwest of Evanston, we like to stop at the big Welcome to Utah Visitor's Center to end the official ride. It's a great place to unload that soda pop we had with lunch. We use the pavilions at the rest area for a while to visit and leave between 4:30 and 5pm for the ride home.

Those heading for Salt Lake and Wasatch Counties will continue on I-80. Those going to Tooele, Weber and Davis Counties will likely take the I-84 split and head west down Weber canyon.

It takes us another hour or so to get home. Your time will depend on where home is. Most of your group should be home by 6pm. *Someone said that those living in Tooele need to allow another three hours?* This is an all day ride due to all of the great stops along the route. Remember your cameras!

Although this is an "escape the summer heat" ride, remember to bring rainwear, a light jacket and some trail snacks.

Remember that temperatures drop quickly in high elevations when it rains.

ROAD WARRIORS

By carter Frazier



A good friend of ours once said, *“If you want the perfect ride, go by yourself”* There are many “loan wolves” out there that adhere to similar theories, but most of them are social miss-fits. They ride alone because they have no social skills and most have no group riding skills either. They just don’t fit in! They are loaners! Our friend that I am quoting was actually a very accomplished rider and an outstanding officer with a well known social riding club in the area. He’s a great guy to ride with, but I understand his theory! Riding with folks who are socially compatible and have similar riding skills is important. Within most clubs we can find a few friends we prefer to ride with so if you don’t get excited about the club’s scheduled rides in big groups, do pick-up rides with your more compatible friends within the club. If you are relatively new to riding and are interested in improving your social riding experience, I recommend that you consider joining a local riding club. We are very lucky to have excellent options to choose from in Northern Utah and I can recommend a few. After a year or so in an established club, you might choose to form your own riding group. Understanding accepted group ride protocol will make a huge difference in your success.



Are you looking for a social riding experience where you can become an accomplished “road warrior”? Do you want to travel to some of the great ride destinations? If so, you need to be retired or have a flexible work schedule. Then you need to find a club that has members who are likely to be compatible. Examples:

If you are LDS and only want to ride with those of your faith, consider the “Temple Riders”. If you are Christian but non-denominational, consider the (CMA) Christian Motorcycle Association.

If bar hopping is your thing, there are plenty of anti social clubs to choose from. Good luck!

If you want your entire riding experience to be dominated with the support of a specific charity, there are endless options and the list grows every season.

If you are one of those characters who think your brand of motorcycle is Gods gift to the motorcycle world, you will likely choose a tribal club that only accepts your brand of bike. There are several clubs like that so ask at your local dealership for their recommendation.

I tend to support those clubs who offer acceptance to anyone who contributes in a positive way and respects diversity. For that reason, I most often recommend the Salt Lake Motorcycle Club. The SLMC is an affiliate (Chapter 317) of the American Motorcycle Association (AMA). Chapter 317 was originally formed in 1942 as a cross country dirt racing organization and has evolved over the years to become the areas most recognized “non tribal” touring club. They are on the web at slmcl.com or you can Google “Salt Lake Motorcycle Club”.

They are not a “training club” so you are expected to have good riding skills, understand group ride protocol and take safety seriously. They have organized group rides every weekend throughout the riding season and they generally get in at least one extended vacation style (overnighter) per month. Active members log between 10,000 and 30,000 miles per year. If you are interested, just show up at a club meeting, ask for Andy Slikker (President) and say you heard about them in the ROGUE RIDE REPORT. You can get the dates and locations of their monthly meeting on their web site (slmcl.com). You can get their ride schedule on their web site or pick up a copy at any local motorcycle dealership.

ACCEPTED GROUP RIDE PROTOCOL DISCUSSED!

By Carter Frazier, intended as a review of basic ride protocol for group and or “club” group rides!



First let me say that mixing different ride skills and different ride personalities into a single group requires a lot of cooperation to be safe.

EXPERIENCED BIKERS! It's very often said amongst bikers that a "\$30,000 bike and three thousand miles doesn't make you a biker"! It's also said that 30 years of doing things wrong doesn't equate to experience! With that said, think twice when someone introduces themselves as an "experienced biker"! If we haven't been properly trained, we need to take a **Basic Riding Class (BRC)** so that we and the riders that depend on us are on the same page. Then, when we think we know what we are doing, we need to take an **Advanced Riding Class (ARC)**!

COMMUNICATE! Learning the basic hand signals used to communicate in a group is extremely important. We need to use them and pass them back through the ranks of our group ride.

EGOS AND ATTITUDES Leave them at home! Period!

THE RUBBER BAND EFFECT This refers to the slack in lead time between riders in a formation when getting separated by traffic, traffic signals, speed limit changes, entering and exiting curves, entering freeway ramps, etc which needs to be made up in order for the column to regain space integrity within the column. If the leader quickly attains the posted speed and expects the column to make up the slack, the leader is asking the column to travel above the posted speed. In a lengthy column where constant slack is being produced and made up, the riders in the back of the pack can literally feel like they are attached to a “rubber band”.

PROPER SPACING The general rule is a minimum of 2 seconds between bikes. Two seconds would be reasonable to expect in tight, lower speed circumstances and when approaching traffic signals / stop signs so that there is a minimal opportunity of the column being separated. Since there is going to be a lot of sight seeing on a road trip at highway speeds, 2 second gaps just aren’t usually practical. On the open highway (interstate) 3 or 4 seconds between riders is often a lot more practical. You can always group up to accommodate heavier traffic conditions as you approach metro areas along the route.

SPACING WITHIN A STAGGERED FORMATION would mean that the seconds allowed would apply to the bike directly ahead of you rather than the bike closest to your right or left. **This applies to two wheeled bikes that are not pulling trailers.** Trikes or bikes pulling trailers are expected to either lead the column or ride tail gunner when possible. Because of the width that trikes require, it is not safe or practical to share a lane or ride in a stagger with trikes. Also understand that bikes towing trailers require more stopping distance.

SPACING IN A SINGLE FILE FORMATION which applies on narrow roads, winding roads, curves, etc. would apply to the closest bike ahead of you. **BE SURE TO SIGNAL** to the bikes behind you that you are going into a single file formation so that they back off and give you proper single file spacing! Remember that groups need to go in and out of the staggered formation as they negotiate curves because bikes like to use the full lane when negotiating curves. Not doing so can be dangerous because there is often sand and gravel on the outside with no-place to recover from a slide out. In addition, you never know when you are going to meet a vehicle head on that is taking the curve too wide. Know the signal for requesting space to go single file and use it if you are being pressed from behind. You can use the single finger above your head or you can use the lowered open palm (back off / slow down) signal. Or both!

GROUP SIZES When on a long ride it is often a good idea to break the group into groups of no more than 10 or so bikes per group. Each group would operate independently of the other but re-connect at predetermined stops along the route to communicate, take on fuel, etc.

STRAGGLERS If a rider has the need to drop out for one reason or the other, communication must be made with the tail-gunner. The thumbs up or thumbs down signal is expected! Remember that the straggler can catch up with the group at the next planned stop.

ADVANTAGES of riding as a group are many and would include visibility since a group of bikes are more visible to other motorists and critters along the route. I’ve also found that “CLUBS” are quite fanatical when it comes to safety protocol issues on their group rides! That is also a major advantage of riding with organized groups!

DISADVANTAGES would include compromising your ride time to allow for less capable bikes or bikes with smaller fuel capacities, etc. Also keep in mind that long columns of bikes can be an aggravation. **FOR SAFETY SAKE!** A ride captain that sees a column of automobiles crowding the tail-gunner can just look for a reasonable place to pull over and re-group. There is no need to let someone that is in a hurry, and not willing to abide with traffic laws / speed limits screw with the serenity / integrity of the ride.

LANE SHARING is not legal in most states to include Utah! A lane consists of two tracks. An inside and an outside track! **NEVER** pass another bike in your lane. Never pull to the side and allow another vehicle to get in your space when preparing to make a turn.

INTERSECTIONS When stopping at an intersection, a staggered column of bikes can pull up along side of each other and two bikes can pull out together. If at a stop sign, the next two bikes (by law) need to stop before proceeding.

CHANGING LANES The ride captain signals the lane change and the signal is quickly passed back to the tail-gunner. The tail-gunner swaps lanes and blocks traffic momentarily (closes the gate) as the other bikes in the column negotiate the lane change starting with the road captain. That is one of the primary functions of the tail gunner.

ENTERING AN HIGHWAY ON-RAMP: The ride captain and tail gunner needs to pick or to create the space and opportunity to allow the column to move onto the highway intact when possible.



“CHARITY” GROUP RIDES! Charity rides and any other group rides where you are dealing with strangers can be a whole different breed of “group” ride. **All rules go out the door on these rides because you will find them to be “free for alls”.** It’s not uncommon to find riders on borrowed or rented bikes. It’s not uncommon for participants to be both unskilled and uneducated. And more important, you will experience a lot of show-offs and serious accidents! Bottom line is this! It doesn’t matter how you ride, if you are surrounded by idiots! My advice is to ride near the back of the pack on those rides to reduce the odds of getting involved in an accident.

ROUTING FOR GROUP RIDES! You will never / ever eliminate the risk of serious accidents on motorcycles, but using common sense when routing your group ride can definitely help. Know your route and communicate it well before you launch the ride.

BE ORGANIZED! Communicate that you are about to launch a ride and make sure the entire group is ready before you launch. Don’t leave someone waiting in line at a restroom or searching for their rainwear. Check regularly to make sure the entire group is together. It is very frustrating for the riders in the back of the pack to get to an intersection when the riders in front are out of sight and you don’t know which direction they went. You are not having a “group” ride if the group gets separated.

KNOW THE CONDITION OF YOUR BIKE and come ready to ride. That includes a full tank of fuel and properly inflated tires to just start a long list of pre-ride requirements.

POSITIONS WITHIN THE RANKS OF A GROUP RIDE!



Photo of the Star Motorcycle Club's Road Captain reviewing ride protocol and routing plans

ROAD CAPTAIN: The road captain on a ride is the “leader” who is responsible for the groups routing as well as setting the pace and keeping the group together. A road captain always makes sure safety issues, hand signals and a basic ride plan to include stops and destination are covered before departing. No more than 100 miles and / or two hours should go by without a rest and fuel stop. Know the range of the bikes with you and the opportunities ahead for fuel. The road captain should never be crowded or passed by a member of the ride. The road captain generally rides the inside position of the stagger but must have access to the full width of that lane as is necessary to position for best visibility by oncoming traffic as well as traffic that might turn into the route being taken by the column.

NEW AND LESS EXPERIENCED RIDERS need to be positioned in front of the tail gunner who can access their abilities before allowing them to drop into any position they prefer. Keep in mind that by placing your (assumed) least experienced rides near the back of the pack, you are forcing them to ride harder then the rest of the pack to make up slack. It is the responsibility of both the Road Captain and Tail Gunner to keep the group together.

MORE EXPERIENCED RIDERS: Once all members in a group are passed off as being competent, the more experienced rides need to ride toward the back of the pack because of the rubber band effect. It is assumed that the most competent riders are most capable of catching up to the pack when separated at traffic lights, etc. Dealing with the rubber band effect!

TRIKES generally ride toward the back of the pack but ahead of the tail-gunner because trikes take 60% of the width of the lane and have a tendency to crowd two wheel motorcycles when space is needed to maneuver around obstacles, pot holes, etc in the roads. Trikes are not expected to run in a staggered formation.

EXCESSIVLY LOUD BIKES follow other bikes to include the trikes as other riders are not likely to appreciate the noise being directed at them. It's even better if the excessively loud bikes ride in a separate column of their own with their own leader and tail gunner.

THE TAIL GUNNER is responsible for guarding the rear of the column from tailgating and for keeping up with riders that need to stop for one reason or the other. Always communicate your intentions with the tail-gunner when dropping from the formation. The thumbs up or thumbs down thing!

THE SWEEP in a large touring group ride is generally following in a car or truck. The purpose is to provide occasional relief for passengers of bikes on long trips. The sweep can also carry luggage and or camping gear for the group and first aid supplies. An ice chest with beverages and some snacks are also a nice touch so being the “SWEEP” on a ride is way cool! It’s always nice if the sweep has a trailer hitch to accommodate a rescue trailer if needed.



Photo of Star Motorcycle Club launching from a lunch break somewhere in Idaho

REMEMBER!

These rules are not inclusive of all that riders need to know to ride safely but they do cover the majority of circumstances that will be encountered. The most important factor to remember is that we need to be on the same page and communicate clearly to ride as a group.

SPYDER RYDERS OF AMERICA

Great Salt Lake Chapter, AMA member

The following ride report came to us from a very good friend in the Biker Community. Geoff Gommerman is the Sergeant at Arms with the Great Salt Lake Chapter of Spyder Ryders of America. We look forward to riding with them this year.

Spyders in the Redwoods 2011-2015

Article and photos by Geoff Gommerman

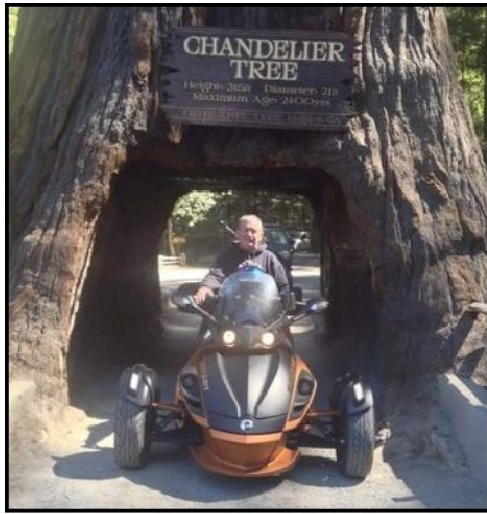
As 2010 gave way to 2011, a great idea was born in the living room of our California home, something that no one else had yet attempted to do, a west coast rally dedicated to Can-Am Spyder owners and enthusiasts. We had never done anything like this before but we knew that the California coast had some breathtaking scenery to share with others, especially for those who had never seen it before.

For four of the five years the rally was held in the historic logging town of Eureka, CA. We did our trial run with only six months to plan and no budget, yet about 90 people showed up that first year and they all left with memories to treasure and t-shirts to wear to keep those memories vivid. The group photo that first year was taken at the famous Samoa Cookhouse, one of the last remaining lumber camp style restaurants which offers family style dining and seating.



In subsequent years we were able to expand on riding destinations, most notably the inclusion of the famous Chandelier Drive Thru Tree in Leggett, CA. This coast redwood tree is 276 feet tall and 16 feet in diameter at chest height and is famous for its branches making it look like a chandelier and the ability to drive your vehicle through it thanks to the 6-foot-9-inch opening cut through its base.

The famous Avenue of the Giants was a staple of the four Eureka years which provided plenty of photo and gift shop opportunities, as well as the Trees of Mystery attraction in Klamath, CA which features a museum and gift shop and gigantic statues of Paul Bunyan and Babe the Blue Ox.



In 2013 we decided to shake things up a bit and held the event in Sonoma, CA with Yosemite National Park as our focus, but although that event was still successful, heavy fires that year prevented it from being as great as it could have been.

By 2015 our numbers had increased to the point that we had outgrown our original host hotel, the Red Lion Inn Eureka. We had also succeeded in officially becoming a BRP sponsored event in 2015. The event was held at the Blue Lake Casino in Blue Lake, CA so a second t-shirt was offered featuring a distinctive slot machine design.





We've enjoyed showcasing the California redwood forest but it's time to take a break and focus on a completely different, almost alien by comparison landscape, the red rocks of Southern Utah where in 2016 we will hold our first Red Rock Spyder Rally in St. George, UT.

Red Rock Spyder Rally

An announcement and invitation By Geoff Gommerman

In September of 2016 the first annual Red Rock Spyder Rally will take place in St. George, UT. The region comprising Southern Utah and Northern Arizona offers landscapes not seen anywhere else in the country. Southern Utah in particular boasts five national parks, Zion, Bryce Canyon, Capitol Reef, Canyonlands, and Arches which features the symbol of our event seen on Utah license plates, Delicate Arch. If that wasn't enough, the Grand Staircase-Escalante National Monument takes up over 1.8 million acres of protected land in Southern Utah and of course, Northern Arizona has the Grand Canyon.

Just like with Spyders in the Redwoods, we hope to expand what the Red Rock Spyder Rally offers to our guests with each passing year. Right now the Delicate Arch and the Grand Canyon are simply too far away to be able to include them in a four day event but we hope that Zion, Bryce National Park, and the various local parks in and around St. George will more than satisfy our guest's desire for picturesque photo ops.

The website is up at www.redrockspyderrally.com and registration is open! As of 2/28/16 we have 170 confirmed registrations!



SALT LAKE MOTORCYCLE CLUB

AMA charter member since 1942



RIDE FREE WITH THE SLMC

Unlike other clubs, the SLMC has no “cover charge” or “participation fee” associated with their great overnight and destination rally ride opportunities.

A copy of the SLMC ride schedule is available on line at www.slmc1.com

They believe that guests will find their ride and event schedule to be the most exciting of all ride schedules offered by any club along the Wasatch Front. They believe in offering couples friendly rides as well as hard core “Iron Butt” rides. They believe in offering social opportunities and they believe in supporting local fund raisers for local charities. They believe in providing interesting overnight ride experiences. They believe in offering a safe, well organized “Group Ride Experience”.

Because a safe riding experience is their primary goal, a copy of their agreed upon “Group Ride Protocol” is attached to their web site for your convenience.

Because proper communication is necessary to ride safely, a copy of their agreed upon “hand Signal Guide” is attached to their web site for your convenience.

The Salt Lake Motorcycle Club (SLMC) is an affiliate (Chapter 317) of the American Motorcycle Association (AMA). They welcome riders of all makes and models of motorcycles to apply for membership.

GUESTS ARE WELCOME

STAR MOTORCYCLE CLUB

A Yamaha sponsored Club that is non-tribal



Star Chapter 54 is sponsored by Yamaha Motorcycles and uses the Yamaha dealership in Centerville as their launch location and as their base of operations. They use the third weekend of each month for their rides. Many of their rides are over night rides with a one day option for those not able to do the entire ride. Star is a family friendly, couple's friendly club that welcomes riders with all brands of motorcycles. *Great people! The ROGUE editorial staff rides with them every year.*



HOG (Harley Owner's Group)



HOG is by far the most well known and by far the most organized **“Tribal”** motorcycle club in the world. The Great Salt Lake Chapter is no exception. It all starts with Joe Timmons, owner of dealerships in Salt Lake, Ogden, Sandy and Park City. Joe has an outstanding understanding of the local motorcycle culture and he teams up with many of the top supporters in the area to provide opportunities for both club and charity events.

It is not at all uncommon to see well over a thousand motorcycles participating in events that Joe sponsors. Because Joe is aware of the need for supporting diversity, you will see all makes and all models of motorcycles included in his dealership sponsored **“Charity”** events.

HOG, salt Lake Chapter events: In addition to events that are open to the public, HOG has Chapter events that take members all over the country. You will definitely want to be an experienced rider when you sign up for one of their cross country rides because they ride hard and they ride fast. What I have always been impressed by, is the number of couples participating in HOG events. They do a lot more than just ride.

One of our favorite HOG events is their annual Halloween costume party followed by a ride to one of the local “haunted House venues where exceptional group discount s has been pre-arranged for those participating.



Girls just want to have fun! And, just to show what a Harley is capable of, Joe sponsors an occasional competition between members of various Wasatch Front Police Motor squads. These are the guys that escort our charity rides every year.





Joe is known to sponsor local custom car and motorcycle events where charities need a little help? Joe Timmons is an especially huge supporter of the MDA and it is common to see several thousand bikes participating in his June MDA events. We can't forget Harley Davidson Car and Bike wash events can we?



And we can't forget Harley Davidson sponsored Bike wash events can we?

Anything to support a local charity!

LETTERS TO THE EDITOR

My reply is in blue, by Carter frazier

FROM ANDY: This is a picture of my latest Harley build. You can get a better look when we ride together next. I will be sending you updates on our club as they become available. We have a great staff of officers this year and we have the most exciting ride and event schedule offered by any club in the area.

We are especially excited about our big camping trip complete with catered food and a live band. Another great opportunity will be the highway one, west coast tour. I believe that will be about 10 days in length.

Social opportunities will include catered BBQ and picnic events. We also have a "FUN BUS" to Wendover event.

A new club patch and club T-shirt design is in the works and should go into printing soon.



Reply: Wild ride Dude! You certainly build some radical stuff. I'm definitely looking forward to hooking up with you guys this year. I've got your ride schedule and it looks like the SLMC has some major plans to break loose from a repeat of laps between Duchene, Delta and Johnson's Pass. You have several catered BBQ picnic events, several over-night road trips and several social events to include music events. OK, the SLMC is still a touring club and I'm sure you folks are going to stack up over ten thousand miles again this summer, but I see the diversity in your ride schedule to be great. Major props need to be given to Dave Hoover for the two years he was president because he truly turned membership and participation around and headed the club back in a positive direction. With that said congratulations on being elected president for the 2016 ride season. There is no doubt that you bring something fresh and exciting to the club. We've always enjoyed riding with you and we will definitely hook up for a few rides this year. The big multi club camping trip sounds like the ultimate gig. **CARTER**



A note on our good friend, Andy Slicker: In addition to being the newly elected President of the SLMC, Andy owns and operates MAIN EVENT CATERING. You'll see him at big gigs all summer and you'll want to sample his QQB. Telling Andy that you heard about MAIN EVENT CATERING from your friends at the ROGUE RIDE REPORT won't get you a free rack of ribs, but you can tell him anyway. And, be sure to check out Andy's latest custom Harley.

FROM THE SLMC: Our big **POLAR BEAR RIDE EVENT** is coming up on Sunday, March 20th. We have our web site set up and we are encouraging early registration. Can you give a big shout out to all of our friends for us?

Reply: I can do that! I have staff photos from previous Polar Bear events that I can use. Good luck with the weather! March can be tricky to plan. I'll run a big article for you in the March edition. **CARTER**

MORE FROM THE SLMC: More big news. The SLMC solicited suggestions for a new club patch last fall and over the winter Kathy Hunter asked that her design be considered. Kathy's design was chosen from a large group of offerings and a final vote in February declared her design the winner. The vote passed by about 70% and they are in the manufacturing process right now. We feel Kathy's vision for a club patch that is more appealing to our younger generation is going to be a big hit. Ok, so the club has been around since 1942. That doesn't mean their club patch needs to look like it was designed in 1942. What is your opinion?

Reply: WOW! Nice work Kathy. OK, I have to admit that I'm "Old School" and I'll continue to wear the ancient 1942 SLMC design that has been around since forever but, I definitely see where this will be a very popular design. I'll assume that this is the patch for the back of the vest. Is there a design for the front? How about the club's T-shirts? Are they being changed? Congratulations Kathy Hunter! **CARTER**

FROM CHAP: You had some great articles on the 75th annual Sturgis event in your September issue of the ROGUE. I especially like the article on the custom Diesel pusher some dude was using to shuttle his party on wheels. One day I want a diesel pusher to pull my toy hauler. That rig you featured is a serious classic.

Reply: Yep! I was impressed and I think I could be comfortable enough in it. **CARTER**

FROM DONNA IN KAYEVILLE: The ride year was great. Mike and I did a great 4500 plus mile ride to and from Florida late in the year and all went real well until we hit the severe rain (flooding) and strong wind.
Reply: WOW!!!! We need to get a detailed ride report for our next edition. **CARTER**



FROM JAN: That was a great shot of the Full Throttle in your 75th annual edition. I assume you know it burned down right after we all left the big Sturgis event. I understand it's an instant re-build and will be ready for Bike Week this year.

Reply: I wish I had taken more photos now, but I didn't. Maybe the readers will share some stories of their experiences at the Full Throttle and include some photography to share. The Bar was a classic for sure. We'll bet the re-build is going to impress us just as much. Will we see you there in August? **CARTER**



FROM JAKE: Lighten up guys! After reading your editorial on safety apparel, I thought I'd remind you that riding is all about having fun! See photo!

Reply: You seem to have a legitimate point. What was I thinking? Good to hear from you! **CARTER**



FROM TURBO: I saw your ROGUE newsletter on the Sturgis Rally this year. Interesting shot of the little rest stop in Hullett Wyoming! We grabbed some great BBQ from the vendor on the corner and ate under the canopy where you stopped. It was raining a bit and the stop was well timed. A great little spot to stop! As soon as we got up, someone else sat down. The locals do a great job in Hullett every year and they serve up great BBQ. It's a must stop on the Devils Tower loop.

Reply: We settled for ice cream across the street, but next time I'll grab BBQ on your recommendation. Thanks for the heads up on the BBQ... **CARTER**

FROM KRAZY KATHY: Great article in the ROGUE by Mr. DOG! Your little buddy is a fun edition to your editorial staff. We appreciate being on your mailing list.

Reply: Good to hear from ya. I haven't seen yawl since the Wright's ride two years ago. YEP! The BIG DOG goes on all of our big rides so we figured he deserved some ink. **CARTER**

FROM BILLY'S B_____: Towing is lame. Take advantage of the Harley discounts on Best Western Motels and you will never tow again. Besides that, your news letter has great articles and is just good reading! I have a great story for you when I find time to put it together.

Reply: A lot of us just don't like leaving our bikes in the parking lot of motels. To each his or her own! Staying in guest cabins at the KOA is actually real nice and you don't have your bike exposed like it is in a motel parking lot. Just something to consider! **CARTER**



FROM JAN: I like your great pictures. If I send you some from our west coast ride will you share them with your readers? Is Pam your photographer? She seems to have a camera in her hands in many of the pictures.
Reply: Absolutely! We look forward to hearing about your rides. Be sure to include a fun article and we'll include that as well. Pam takes some pictures but we get pictures from readers as well. They say a picture is worth a thousand words. Just send your photos to Carter@CPFrazier.com **CARTER**

FROM A READER WITH NO NAME? Why don't you list a phone number instead of an email address for comments?

Reply: I don't always have something to take notes with and I'm sure you want to be quoted correctly when you tell us how great the ROGUE is. Right? **CARTER**

FROM BOB IN OREM: Great article on the Diesel Pusher rigs towing bikes cross country. I want one.
Reply: I hear ya! So, when you get yours, be sure to invite me to tag along. Thanks for the note. It's good to hear from you. **CARTER**

FROM KATLYN IN SALT LAKE: Check us out at srasaltlake.weebly.com

REPLY: I did.... You have an exceptional web site. **CARTER**



FROM DON IN SPANISH FORK: Can you put me on your email address list? I had a copy of the ROGUE forwarded to me and thought it was an interesting read. Call it expanding your territory!

Reply: Sure! Absolutely! You can always forward the ROGUE to your friends as well! A lot of very important people like you are already on our mailing list. **CARTER**



THE POLAR BEAR

START THE RIDE SEASON OFF RIGHT BY JOINING THE SLMC'S ANNUAL POLAR BEAR EVENT

By Carter Frazier

For most of us along the Wasatch Front, protecting our chrome from the winter salt means tucking the bike in storage hooked up to a battery tender. By mid February, snow is still falling in the high country, but most precipitation comes as rain in lower elevations. Rain that washes the salt from the street to expose a gazillion pot holes! By mid march the D.O.T. has scrambled to fill many of the worse lower elevation pot holes. We have all taken a few neighborhood rides and we are ready to get together with the rest of the Wasatch Front Biker community to celebrate the new season.

THE POLAR BEAR EVENT is the traditional kick off to the new ride year for the vast majority of us and the turnout is great. The Polar Bear is sponsored by the Salt Lake Motorcycle Club and it is followed by a great raffle while we consume great Chili. Not just any Chili. Their Chili is catered by "MAIN EVENT CATERING".... It's the real deal.

This year's Polar Bear Event is going to be held on Sunday, March 20th. The launch location rotates between several sponsors but this year, the Polar Bear will launch from Honda of Salt Lake at. See slmc1.com for details. I have included in this edition an article written following the last Polar bear launched from Honda of Salt Lake to provide insight into what you can expect. Although the officers of the club have changed since then, I believe this article is a great read. I will ad that Andy Slicker, the owner of "MAIN EVENT CATERING" is now the President of the Salt Lake Motorcycle Club. Be sure to let him know how much you enjoyed the Chili and tell him the editorial staff at the ROGUE recommended it.



The Polar Bear event put on by the Salt Lake Motorcycle Club and sponsored by the leaders of the Wasatch Front Biker Community is always the first main event of the ride season. March weather is usually cold and snow is definitely not uncommon. This event is not for everyone! It usually separates the real bikers from the want to be bikers. Right guys?



A portion of the proceeds raised in the Polar Bear events go toward club expenses before contributions are made to support local charities. Keep in mind that there is a considerable expense required to put on this event. They rent a facility, rent chairs and tables, print promotional material and provide some very good Chili. There are tee shirts and pens to print and all members of the Salt Lake Motorcycle Club volunteer a lot of their own personal time to put on the event. Check them out at slmcl.com

Or call Fred for details at 208-890-7576





Fred usually manages the Polar Bear event for the club and is shown here interrupting Dave's donut to give directions during final morning registration. The donuts and coffee are big hits with folks on registration morning. *Right Rich?*



Pam Frazier of the ROGUE RIDE REPORT staff and member of the Salt Lake Motorcycle Club is shown here assisting with registration. Registration begins on Friday, but you can register right up until the time the ride launches. My advice is always to register early for any big event because if the weather breaks and the big crowds turn out, it is very difficult to register everyone on time at the last minute.

Following registration, you'll have the option of purchasing Tee Shirts. Don't we always need one more tee shirt for our collection? Olga and Jeff are shown here working the T shirt booth at a recent event.

From the T shirt booth you go to the ride map. The route can't be assumed because there are usually multiple options to use dependent upon weather conditions. Larry Higginson of the ROGUE RIDE REPORT staff former Road Captain and life member of the Salt Lake Motorcycle Club is shown next explaining the route to one of the riders participating in a recent Polar Bear event.



What we enjoy most is an opportunity to visit with our friends during registration. Most of us have had our bikes in storage for a month or two and we can't wait to kick off another fun ride season. Shown here are friends from the Star Ride Club. They are amongst the hardiest of all riders in the area. We know they will always show up regardless to weather conditions. They are some of the "REAL" bikers we were referring to earlier.



YOU CAN JOIN THE ROGUE TEAM



Pictured left to right, Carter Frazier, Pam Frazier and Larry Higginson

We are here to represent you.

(By Managing Editor, Carter Frazier)

My job as Managing Editor is to coordinate the efforts of our “Rogue” staff to be sure that we keep things interesting for our readers. We are interested in your stories and we are interested in your pictures. Equally important, we are interested in your opinions. We are here so that you have a vehicle to promote your group or club’s rides and to share your experiences.

This publication is not affiliated with or sanctioned by any group or club. It is our intention to support all groups and individuals who support us. We welcome your opinions and look forward to your suggestions. My email address is Carter@CPFrazier.com

Pam Frazier expresses views on social issues pertaining to group activities as well as getting the girls involved. If the club or group that you are riding with is boring, it’s time to make a change because there are a lot of options out there every weekend.

Larry Higginson provides occasional material and is in charge of distribution. He’s been there and done that! He’s a great source of information if you are planning routes to ride in the Rocky Mountain Region. Larry can be reached at Lhigginson@aol.com. Get in touch with Larry if you would like to be included in distribution. Get in touch with Larry if you would like to advertise your business in the Rogue. Get in touch with Larry if you have questions on routing for an event.



PROMOTIONAL CONSIDERATIONS

Supporting those that support the Rogue!

MAIN EVENT CATERING

Check them out on line!

HARLEY DAVIDSON OF SALT LAKE

Thank you Joe for everything you do to support us at THE ROGUE

WRIGHT'S PARTS AND ACCESSORIES

Sponsor of the annual Kids First Ride for Shriners Children's Hospital
Tires, brakes, batteries, and much more for street bikes, dirt bikes and ATVs

CAESAR'S MOTORCYCLE EMPIRE

Specializing in Harley Davidson Motorcycle maintenance and repairs

HIGH ADVENTURE POWER SPORTS

Northern Utah's Home of the Can-Am Spyder

HONDA SUZUKI OF SALT LAKE

Newly remodeled and expanded floor space to
provide service support and parts

JORGENSEN'S OF RICHFIELD

Honda, Suzuki, Polaris, Kawasaki, Yamaha, KTM, Can-Am

RAW-TIN GARAGE

When you want your bike painted right!
Specializing in custom projects

LAW TIGERS

A law firm that actually rides

INSURANCE CONCEPTS

An independent insurance company that supports the biker community

CYCLE GEAR

For accessories that fuel America's passion to ride

ALL ABOUT SOX

A retailer (Jeff) who supports the biker community and THE ROGUE
allaboutsox.com for your nearest location

WILD OR MILD

A fun new Restaurant in Nephi featuring home style meals

Remember to take your camera

By Pam Frazier

We always look forward to seeing and sharing your great pictures. I know a lot of you are using cameras on your phones and that's ok as well as your settings are high resolution. A lot of the better phones do quite well but nothing beats a good camera. Shown below is Bruce Frazier helping a couple of tourist from China capture memories of their trip to Zion National Park. They had their picture made with his Harley next.



That's a Wrap!

