

THE ROGUE

TIME FOR US TO MOVE ON
PACIFIC COAST HIGHWAY RIDE
LET THERE BE THUNDER
BIKERS FOR TRUMP
THAT'S A WRAP



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 events, and to share ride experiences, opinions and photographs.

We support all groups and individuals who support us.

Editorial Staff:

Carter Frazier and Pam Frazier,

To contact the editor, to contribute material or to express your opinion, write to
"Letters to the Editor"

Carter@CPFrazier.com

It's just time to move on!



For many years, we have provided the Wasatch Front Biker Community with a vehicle by which to share their opinions, photos and ride reports. We've always promoted safety and understanding accepted ride protocol. We've promoted clubs that best represent the social experience offered through comradery within the biker community.

My favorite section has been "Letters to the Editor" where I listened to your opinions and shared your stories. I only wish there was some way to ride with all of you regularly. It's just impossible. I get far too many invitations to fit into my calendar year. Pam's favorite articles have involved the promotion of Social events and sharing photographs from the road. Our Spring edition has been referred to as our "*Where is life taking you this year*" edition. Our Fall edition has been referred to as our "*Where did life take you this year*" edition. We welcomed input from our readers and looked forward to helping all of you promote your favorite charity events. We supported those that supported us.

Unfortunately, it's time to move on. We'll still see you at events and we'll still see you on the road. We'll still accept an occasional invitation to ride with you. We just can't continue to produce the ROGUE because we are involved in so many other activities. This is our final production of the ROGUE. We want to thank all of our friends who have contributed to our success over the years and hope to see you soon. Carter@CPFrazier.com

BE AWARE!



Word is circulating that the national Forest Service will be raising their rates for SENIOR PARKS PASSES. Get the word around to the old farts in your clubs. You are eligible at age 62! The Life-time Senior Parks Pass has been \$10 paid one time and good for life. The new rate will be \$80. Let's call it what it is. It's inflation! But, let's be realistic. Even at \$80 it will pay for its self the first year for most of us in the biker community.



Remember this. If you lose your pass, you have to buy another one and it's not like they have records of your past purchase and that you don't have to pay again. You definitely pay again so don't lose your pass. Photos and article courtesy of Bruce from Houston Missouri!

ON THE SUBJECT OF SAFETY

We like to start off each ride season with the discussion of safety.
Here is a recap of the basics you will need to know when joining group rides.



ACCEPTED GROUP RIDE PROTOCOL DISCUSSED

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

EXPERIENCED BIKERS: It's very often said amongst bikers that a "\$30,000 bike and 3,000 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 who 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 ride is extremely important. We need to use them and pass them back through the ranks of our group.

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 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, in town, lower speed circumstances and when approaching traffic signals or stop signs so that there is a minimal opportunity of the column being separated. Since there is going to be a lot of sightseeing on a 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: This rule references the seconds allowed would apply to the bike directly ahead of you rather than the one 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.

SPACING IN A SINGLE FILE FORMATION: This guideline applies to 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 no more than 10 or so bikes per group. Each group would operate independently of the other but reconnect 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! Remember that the straggler can catch up with the group at the next planned stop.

ADVANTAGES: 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: Disadvantages 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 who sees a column of automobiles crowding the Tail Gunner can just look for a reasonable place to pull over and regroup. There is no need to let someone who 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 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 A HIGHWAY ON-RAMP: The Ride Captain 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 large 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 some of 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 aren’t having a “group” ride if the group gets separated.

KNOW THE CONDITION OF YOUR BIKE: 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.

These guidelines are obviously 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 all need to be on the same page and communicate clearly to ride as a group.



POSITIONS WITHIN THE RANKS OF A GROUP RIDE!

ROAD CAPTAIN: The Road captain is the officially recognized leader of rides within a club or organization. The Road Captain either leads a Club's rides or delegates leaders within the organization to lead the club's rides. There are three primary leaders within a group ride. The Ride leader is referred to as the Ride Captain. He or she is the "leader" who is responsible for the groups routing as well as setting the pace and keeping the group together. The Tail Gunner is the rider that brings up the rear of the column. The Tail Gunner is responsible for coordinating with the Ride Captain to keep the column together. The Tail gunner is either in visual communication or communicates by radio to safely negotiate lane changes and to make sure the column isn't separated at traffic signals and highway intersections. The tail gunner is always aware of new-comers to the group and makes sure proper ride protocol is adhered to. On longer rides there is usually a Sweep. The sweep is usually trailing the column and is the leader who stops to assist riders who have left the column for unforeseen reasons and needs assistance. The Sweep is the best person to be in charge of the club's First Aid kit. The Sweep can also be used at primary intersections to assist in moving the column through safely. Either the club's Road Captain or rides Ride Captain always makes sure safety issues, hand signals and a basic ride plan to include stops and destination are covered in a briefing prior to launching a ride. 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 Ride Captain should never be crowded or passed by a member of the ride. The Ride 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: 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 riders near the back of the pack, you are forcing them to ride harder than the rest of the pack to make up slack from the "rubber band affect". It is the responsibility of both the Ride 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 riders need to ride toward the back of the pack because of the "rubber band affect". It is assumed that the most competent riders are most capable of catching up to the pack when separated at traffic lights, etc.

TRIKES: 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 true staggered formation but need to assume a staggered formation when the column tightens up. The primary difference is that the gaps amongst trikes in a stagger is twice that of two wheeled bikes.

EXCESSIVELY LOUD BIKES: Loud bikes should 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.

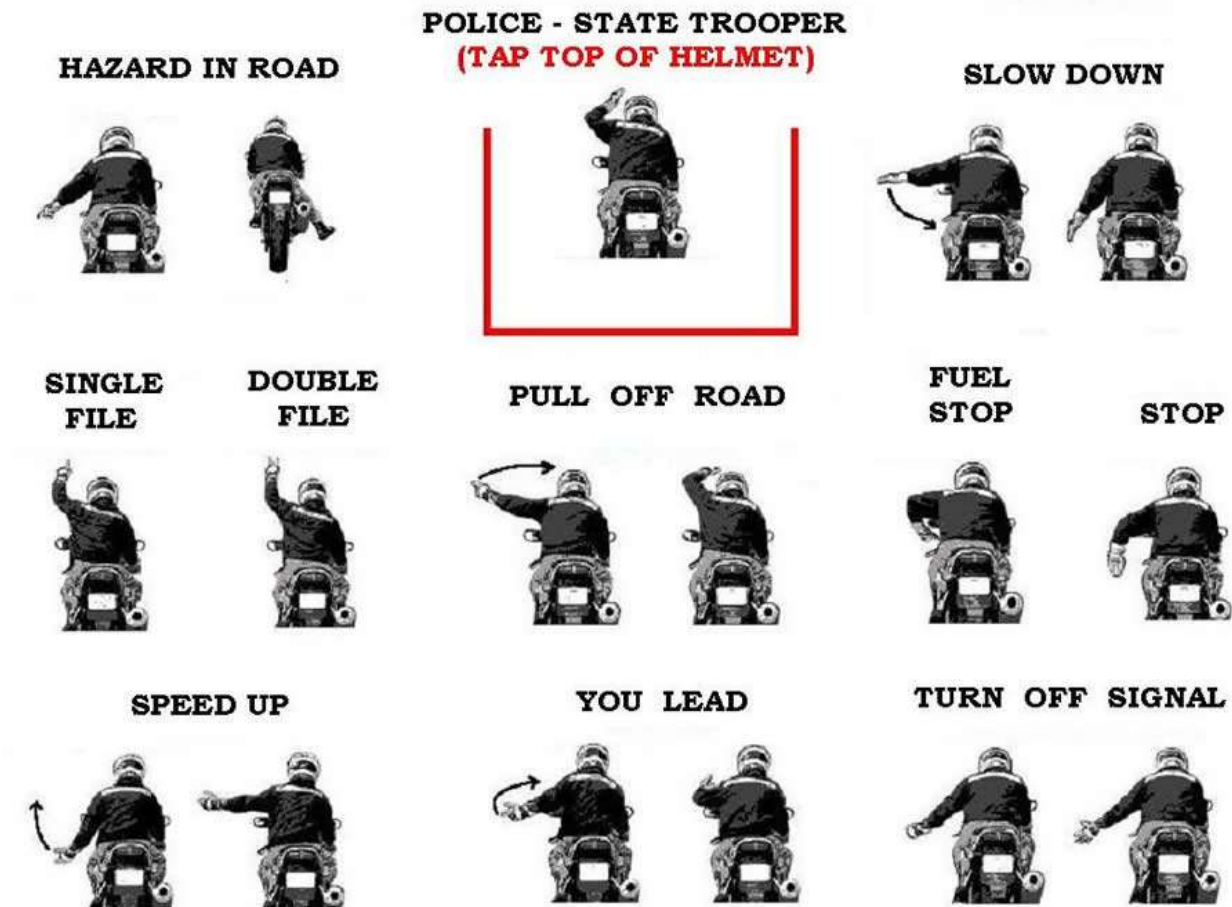
THE TAIL GUNNER: The Gunner is responsible for guarding the rear of the column from tailgating and for keeping up with riders that need to stop for one reason or the other. Always communicate your intentions with the Tail Gunner when dropping from the formation. The "thumbs up or thumbs down" signal. When riding long rides with large groups there is often a Sweep to assist with these responsibilities.

THE SWEEP: In a large or touring group ride, the Sweep is often following in a car or truck (Rescue Vehicle). The purpose is to provide occasional relief for passengers of bikes on long trips. Sweeps can also carry luggage, camping gear and first aid supplies for the group. An ice chest with beverages and some snacks are also a nice touch so being the "SWEEP" on a ride is cool! It's always nice if the sweep has a trailer hitch to accommodate a rescue trailer if needed.

When leaving the ranks of a ride, the ride's Tail Gunner expects a "thumbs up or thumbs down" signifying if you need assistance or just chose to leave the ride for other reasons. You will be expected to know and use commonly recognized hand signals in-order to ride with clubs.

COMMONLY RECOGNIZED HAND SIGNALS

It is obviously preferred that we use helmet to helmet, electronic communications when possible. But, we know that isn't always going to be the case when we ride with large groups. For that reason, we have very established hand signals. Learn to use them. Teach them to your friends.



These are just some of the many hand signals used to communicate. We're sure you can think of others. The primary focus of this article is to emphasize the importance sharing commonly used signals and commonly accepted group ride protocol.

Waiting for Air-Med on I-80 after witnessing three bikes crash



IN THE NEWS!

Bikers for Trump movement goes to
Washington DC.



American Bikers are well known for their support of law enforcement and the veteran's community so it should be no surprise that the biker community has formed an alliance with the Trump movement. Unless you have been living under a rock, you are well aware of Chris Cox and the "Bikers for Trump" movement. Cox is an artist by trade. He's a "chain saw sculptor from South Carolina. Southern roots, Southern Pride and southern Attitude! Chris Cox is the leader of a movement that is growing extremely fast.

Unlike the liberal snow-flakes and paid protesters advocating racial hatred and violence that made the news all of last year, Biker's for Trump traveled around the country to attend Trump rallies in support of the law enforcement community. While liberal fake news organizations promoted violent protests in the streets, Chris and "Bikers for Trump" stood tall in support for the Law enforcement community that was under constant attack.

In the end, Trump became the 45th president and Biker's for Trump grew to become a National movement. Law enforcement and the veterans of America have a voice on their side. You might not be a fan of Donald Trump, but as bikers, we all align ourselves against violent protests aimed at Law enforcement that the liberal News seems to be in support of. The editorial staff of THE ROGUE clearly supports Chris Cox and his movement.

LET THERE BE THUNDER!

Bikers for Trump said, “Let there be thunder” and there was thunder! Thousands of Pro-Trump Bikers went to Washington DC for the Inauguration Celebration and they made their presence known.

Hundreds of our nation’s bikers made a strong statement of support in January for President-elect Donald Trum. With permit in pocket, Biker’s for Trump arrived Thursday in Washington in anticipation of Friday's inauguration.

The group, Bikers for Trump, secured an assigned area along the inauguration parade route where they gathered to hold the "58th inauguration halftime show" between the swearing-in ceremony at noon and the start of the parade in the afternoon.



[www.bikersfortrump2016.com/Bikers for Trump 2016](http://www.bikersfortrump2016.com/Bikers%20for%20Trump%202016) to identify state coordinators on a grass roots level to organize and promote Trump rallies and events educating voters on issues ...



The following article was taken from a Bikers for Trump Web site.

[www.bikersfortrump2016.com/Bikers for Trump](http://www.bikersfortrump2016.com/Bikers%20for%20Trump) 2016 to identify state coordinators on a grass root level to organize and promote Trump rallies and events educating voters on issues ...

Bikers For Trump members rode through Washington's Georgetown neighborhood, then turned around and retraced their path to Virginia, Jan. 19, 2017. About 200 members of the group participated in the organized ride on Thursday, which began about 30 minutes outside Washington, in Dale City, Virginia. The bikers crossed the Potomac River and rode through the crowded Georgetown neighborhood of Washington before turning around and heading back out the way they came in.

Cox said he expected Friday's halftime event to go peacefully. However, he told *Fox & Friends* his group would step in to "help police" should any of the large numbers of expected anti-Trump protesters become violent or attempt to breach police barricades.

In the event that we are needed, we certainly will form a wall of meat," he said. "We'll be shoulder-to-shoulder with our brothers and we'll be toe-to-toe with anyone that is going to break through any police barriers, that's going to be assaulting women, spitting on them, throwing things at them. We are going to support a peaceful transition of power."

RIDING THE PACIFIC COAST HIGHWAY

Ride report and photos by Kathy Hunter



Hi Carter,

I have sent you a link to my one-drive with some Pacific Coast Highway (PCH) pictures....as you may have guessed, I took hundreds and these are just a few., very hard to choose which ones to send. Needless to say, this ride was truly an epic bucket list trip. There were 9 of us. It was 10 full days of riding with spectacular scenery, great company and awesome times. We started our ride going to John Day Oregon, then the pass thru Oregon to the coast, another 2-lane twisty mountainous ride.



Once on the coast we hit rain, cold, fog, sun and heat! We rode on old highway 1 which is a much slower, but oh so much more fun route with all the twists and turns.

The first pic. is of us on the pass thru Oregon on the way to the coast. 2nd pic is on our way to Crescent City, coast pic.



3rd and 4th pic is the coast, with the SLMC as a reminder imprinted into the sand. 5th and 6th are pics from the truly magical trip thru the redwoods.



7th and 8th are coastline pics on our way to Fort Bragg California. 9th and 10th are the Golden Gate Bridge.



11th pic is downtown San Fran, with its legendary "hills", which is something pictures do not do its justice. Somewhat "scary!"



12th pic is the "President's Ride" complimentary blanket that our President, Andy Slikker gave to all who rode this ride! The beach is at Santa Cruz, fun by all in and out of the water. The final pic. is on our way to Reno with a stop-over at Nevada City after visiting with Andy's father near Truckee. It was a trip that will stay in all our memories for time to come as one that was a true motorcycle adventure.

That is what I have for now...I wish you well and will do my best to keep you posted on upcoming rides. **Kathy**

COMMENT: Great ride report! Andy has made a great difference with the SLMC and you take awesome photos from the passenger's seat of that beautiful Harley. We wish all of you the best going forward and hope to see you on the road. **Carter**

LETTERS TO THE EDITOR

FROM SANDE IN LAYTON: I found out recently from my vehicle insurance agent if you are planning to cross into another country you need to have an insurance ID (in addition to your USA insurance card) for your vehicle(s). It will need to be presented when going through the Border Patrol Gate. Any time you plan to go outside the United States of America you need to check with your agent to see what the requirements are for the country you will be traveling in. Happy Tripping in 2017. *Sande*

REPLY: Good information to have in advance. Times are changing. Regulations are changing. I understand you have a fun 4,000-mile trip to Quebec and back planned for the spring. Thank you for the information and good luck on your ride. *Carter*

FROM JAN IN OGDEN: As clubs put their seasonal ride schedules together, they need to realize that Ogden Canyon will be under construction this summer. Maybe even next summer. This is a huge undertaking. On the bright side, the mess on I-15 in Layton is going to be wrapped up and ready for rides going north into Ogden. *Jan*

REPLY: Thank you for the tip. I know all of the clubs are busy finishing their summer plans. your information is appreciated. *Carter*

FROM LARRY: Hey Carter! Thanks for reaching out...long time no hear from. The XOXO event went very well. Through some discrete pushing and prodding Nicolette final became a fully recognized non-profit and has taken her first toddler steps towards 503(c) designation. I was very lax in not submitting a ride report to you. She will be putting on the Spring XOXO Hats ride sometime in early May and TKMC will be escorting the ride for the third time. Also: On the 27th of May 2017, we would like to invite you to participate with us in the 8th Annual Fallen Patriot Ride. The Fallen Patriot Ride is a Charity Ride, sponsored by the Templar Knights Motorcycle Club, that benefits the families of Soldiers that have been killed or disabled in service to their Country. All proceeds from the Fallen Patriot Ride are donated to the Warriors For Freedom Foundation. The Warriors For Freedom Foundation is a Non-Profit Organization that provides support to our nation's heroes and their families in the areas of outdoor activities, scholarships, legal assistance, and mental health and wellness. We have organized the FPR around Memorial Day to remember and reverence the ultimate sacrifice made by and continuing to be made by our soldiers. We believe that as we remember the past, we can help prepare for the future. We hope that you find this cause worthy of your generosity. We invite you to join with us as we provide healing and hope to these families and seek to rally the nation in support of those who have served and sacrificed for our country. You may learn more about the Fallen Patriot Ride and the Warriors For Freedom Foundation by going to www.fallenpatriotride.com. I hope you and Pam will be able to attend. I will try and get you more information as it becomes available. I will be more than happy to do all I can to assist you in getting the Spring issue out and into the hands of the riding community. Let me know what I can do. www.templarknightsmc.com contact@templarknightsmc.com *ML&R Larry*

REPLY: Good to hear from you as always! I'll include your request in the Spring issue of the ROGUE and you can help by forwarding our publication to your friends. *Carter and Pam*

FROM KATHY WITH SLMC: Hi Carter and Pam: I am sorry that I have neglected to send pictures and description about rides. Just doesn't seem like enough hours in the day! I do not know what I have sent, but will send a few now...may have to send multiple emails. The epic ride this year has to have been the President's Ride, the PCH (pacific coast highway) It was 10 days of pure riding enjoyment. Over 2800 miles we went, in the rain, fog, sun, heat and cold. The route was from here to John Day Oregon, then on to Florence, Crescent City, Fort Bragg, San Francisco (3 days), Reno (street vibrations, motorcycle rally) and then home. *Kathy*

REPLY: Got-um... I'll run the article in the next edition. The photos are awesome as always *Carter*

FROM KATHY WITH CRAZY LADY PRODUCTIONS: A BIT OF INTEREST...I SOMETIMES MAKE MOVIE MAKERS OF OUR RIDES, COMBINATION OF THE PICS AND VIDEOS..

https://www.youtube.com/channel/UCi1WXPXAZEm_DhI5HrghItQ IS THE YOUTUBE CHANNEL WHERE THEY ARE ALL LOCATED. THIS IS THE PICTURE I USE FOR THEM (CRAZY WOMAN

PRODUCTION). FROM TENSLEEP TOWN GOING TOWARDS STURGIS, EVERYTHING HAD “CRAZY LADY” SIGNS... ANY HOW, GREG HAS ALWAYS CALLED ME “CRAZY LADY”, SO IT SEEMED FITTING.... ENJOY AND LET ME KNOW IF YOU NEED ANYTHING MORE.... **KATHY**



REPLY: Awesome videos! You are quite talented. I'll pass your you-tube channel along to your fans in the next edition. **Carter**

FROM MICKEY MOE in Draper: Can our club get permission to use your article on Ride Protocol in our bylaws. We are a new start-up club and need some help getting started. Your explanation was extremely well done.

REPLY: Absolutely. Just keep in mind that what I provided is a guide and that it is not inclusive of all riders need to know. **Carter**

FROM ANDY with the SLMC: Could you give a shout out to your readers about this year's POLAR BEAR event?

REPLY: Absolutely. The Polar Bear Ride is and always has been the recognized beginning of the new ride year. A chance to get together with your friends that in many cases you haven't seen in months. It's that time of year to separate the "hard core" amongst us from the "not so much"... It often snows a bit and it's usually quite cold. That has never stopped the Wasatch Front's Biker Community from joining in to celebrate the new

ride year. This year's launch is out of Haley Davidson's State Street Dealership on Sunday, March 19th. The event will end up at the Depot at the Gateway. Live music and catered BBQ are planned. Go on line at slmc1.com for all of the details. My advice is to register early. Thank you for the heads-up.. *Carter*



Favorite pictures from our “Polar bear” archives.

Expect a large turn-out regardless of the weather. Expect to be greeted with a hot cup of coffee and a donut or three. Expect an outstanding meal catered By Andy's catering company (Main Event Catering). Expect the raffle to go on for well over an hour due to all of the prizes being distributed by the events sponsors. While I am mentioning the Polar Bear Event, remember that it is sponsored every year by the Salt Lake Motorcycle Club (SLMC). They welcome all owners of all brands of motorcycles to participate and apply for membership. They are by far the most established of all non-tribal clubs. They were established in 1942 and are a charter member of the American Motorcycle Association (AMC). Their President is Andy Slikker. Their web site is www.slmc1.com. Andy's phone # is 801-664-0700. Tell Andy Carter and Pam from the ROGUE recommended the SLMC.

FROM JENNIE IN OGDEN: Have you ever considered including a section on great dinner rides? If you do, consider suggesting Taggard's in Weber Canyon. Or, is that Taggerts? Either spelling, the place is about five minutes east of Morgan on I-84. They are our favorite. Just, don't try to get in during a hot Saturday in

mid-summer. Bikers aren't the only people that know about Taggard's. The river running crowd loves Taggarts as well. **Jennie**

REPLY: You got that right! The food is excellent but weekends in the summer can indeed get hectic. I have to admit to preferring a big plate of smoked BBQ, but for those looking for an up-scale environment in the sticks, Taggard's comes with a scenic ride made for bikers. We were there a couple of times last summer.



Ok, so I'll mention some of my favorites in that area. There is the HUNTSVILLE BBQ COMPANY in Huntsville. It is across from the towns park and around the corner from the Shooting Star Saloon. The BBQ I

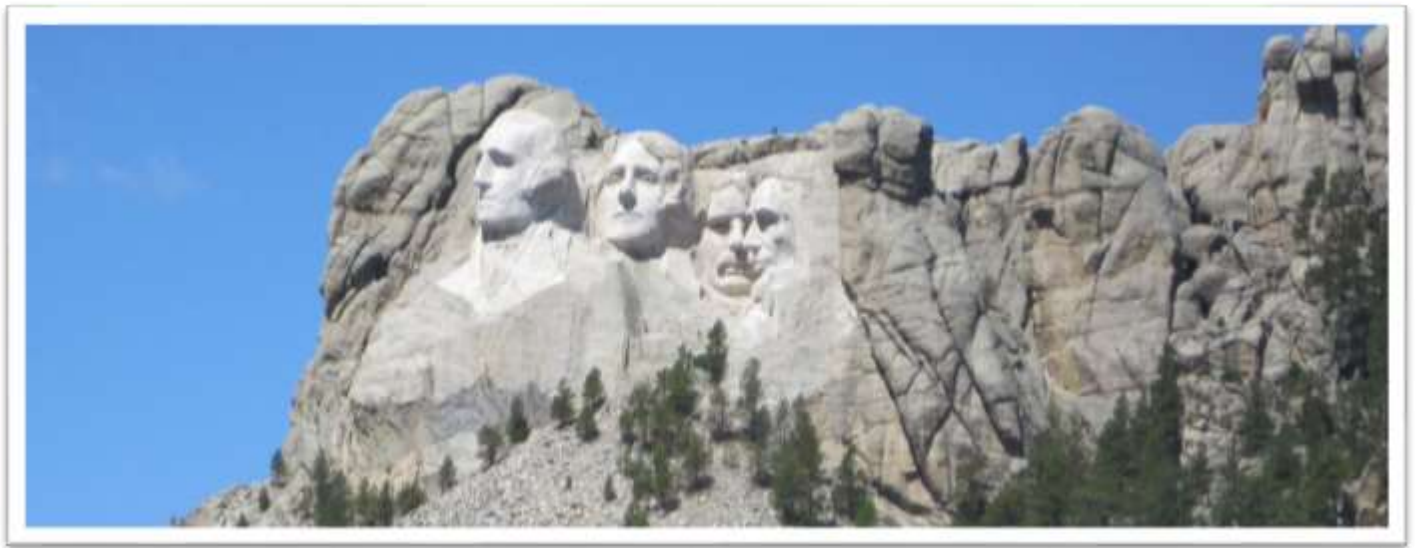
mentioned is seriously good Smoked BBQ. Then, there is Pat's in Salt Lake. They also do a great job on BBQ. My absolute favorite smoked BBQ might even be at Smokin-Bones in Bountiful in 2nd West.

You are right. I need to start a section devoted to "dinner Rides". Along with a photo of the Shooting Star, I'll include a picture or two of the Huntsville Barbeque Company. As I said, the BBQ is across the street from the city park in Huntsville and it wins "over-all favorite" because of the awesome ride up.

Back to the shooting Star next door! The award for the Biggest Burger goes to the Shooting Star next door to our favorite BBQ joint. Again, because of the awesome ride. Remember, the Shooting Star really does have a huge burger. It has enough grease to clog any artery. Here are some file photos. Remember to get a rack of ribs to bring home with you for later and tell-um you heard about them in the ROGUE. *Carter*

From DUTCH and THE DUTCHESS. Great ride to the Black Hills. Everyone should have this on their "bucket list". We were out there ahead of the Sturgis Rally. We went on up into Montana and circled down through Yellowstone. It was refreshing to have a close in parking space at the attractions.

REPLY: But, you missed the rumble of a half million Harleys. Right? *Carter*



FROM KATHY WITH THE SLMC REPORTING THE FIRST BIG RIDE IN 2017:

Hi Carter, The SLMC had their first overnighiter ride to Lake Havasu, AZ in Feb. The weather was beautiful driving down (yes we trailered the bikes) unfortunately the remainder of the trip was a mix of cold, wind, dust, rain and a little sun! The club rented a house, where all 9 bikes fitted into the garage. The hot tub was used by many, not the pool! We rode thru Oatman, Kingman and Laughlin. We also visited Nellie E. Bar <http://www.thedesertbar.com/> on Saturday since this was a complete wash out as far as riding went (rain all day) We were only able to do this since we had 2 trucks that could haul all 11 of us. The last day there we rode south thru the Joshua National Park...started off very rainy but ended very lovely! It was a very enjoyable getaway from the snow and cold.

Our next big event will be the Polar Bear which this year it will be held at the Depot and end with a band...so this should be fun too! Maybe I will see you there.

Thank you for all you do! Ride safe! *KATHY!*

REPLY: Trailering isn't a crime Kathy! It's often a necessity! You did what you had to do in-order to escape the Wasatch Front. Good for you! Unfortunately, it was also winter in Arizona and your weather was

less than desirable. That happens. I want you to know that I held up the press to squeeze your article in because you do such a fine job of reporting. I'll include both pictures!

As for the up-coming Polar Bear Event, I had already covered it earlier in this edition. As bad as this winter has been, I expect a huge turn-out for this year's event. Everybody is more than ready to get the ride season. I also suggested that riders show up a day or so early to get their bikes registered for the event. Just to avoid the lines, but also to visit with yawl. The SLMC might be a great option for them to consider riding with in 2017.

Tell the folks at the SLMC, I said hello. **CARTER!**



FROM SANDE IN LAYTON: Please post on &/or send the following to your website(s), in your Weekly Motorcycle Notes, News Articles, Motorcycle Distributors and riders & potential new motorcycle riders across Utah

Three Wheel Basic Rider Course (3WBRC) SLCC in Taylorsville, UT

Saturday - Sunday, May 6-7, 2017

- **Website:** <https://motorcycle.spedregistration.com/3-wheel-bike-course>
- **Location:** Salt Lake Community College (SLCC) at Taylorsville SLCC Campus 4600 S Redwood Rd Salt Lake City, UT 84130
- **Room:** 116 in the Life Activity Center (LAC)
- **Time:** 0800 - 1700 hrs (8 a.m. - 5 p.m.)
- **Cost:** \$225 (2 days)
- **Phone:** [801-957-5200](tel:801-957-5200) (call to register for the class)
- **Note:** Must bring your own motorcycle
- **Riding Gear:** Personal Protective Equipment (PPE) (DOT/ECE approved Helmet, full finger gloves, long pants, over-the-ankle shoes/boots, eye wear or helmet face shield, long sleeve shirt/jacket)

Saturday - Sunday, Aug 26-27, 2017 (will be posted on schedule approx. Jun-Jul time frame)

- **Website:** <https://motorcycle.spedregistration.com/3-wheel-bike-course>
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- **Riding Gear:** Personal Protective Equipment (PPE) (DOT/ECE approved Helmet, full finger gloves, long pants, over-the-ankle shoes/boots, eye wear or helmet face shield, long sleeve shirt/jacket)
- **NOTE:** If there are no 3-wheel class training dates listed, call 801-957-5278.

2W & 3W Experienced Rider Skills Practice and Development (ERSP&D)

This class is for experienced riders to help them practice and develop life saving skills that will enhance rider safety and enjoyment for riders of all ages. **Riders will bring their own motorcycle to class with a valid license and insurance. Bikes will be subject to a T-CLOCS/T-CLOC inspection. They need to bring a helmet and eye protection, full fingered gloves, over the ankle footwear, long sleeves, and long sturdy pants. THIS IS NOT A LICENSE WAIVER COURSE AND THEY WILL NOT RECEIVE A CERTIFICATE.**

Website: <https://motorcycle.spedregistration.com/experienced-rider-skills-practice-and-development-3-wheel-erpd>

2W Experienced Rider Skills Practice and Development (ERSP&D)

<u>Location:</u>	<u>Date</u>	<u>Time</u>	<u>Price</u>
Slots Available			
Taylorville Range @	25 Mar 17/Sat Session 1	9:00 am to 11:00	
am \$20.00	11		
Taylorville SLCC Campus	25 Mar 17/Sat Session 2	12:00 pm to 2:00	
pm \$20.00	11		
4600 S Redwood Rd			
SLC, UT 84130			
West Jordan Range @	23 Apr 17/Sun Session 1	9:00 am to 11:00	
am \$20.00	11		
SLCC Jordan Campus	23 Apr 17/Sun Session 2	12:00 pm to 2:00	
pm \$20.00	11		
3491W 9000 S			
West Jordan, UT 84130			

3W Experienced Rider Skills Practice and Development (ERS P&D)

<u>Location:</u>	<u>Date</u>	<u>Time</u>	<u>Price</u>
Slots Available			
Taylorville Range @	30 Apr 17/Sun Session 1	9:00 am to 12:00	
pm \$25.00	10		
Taylorville SLCC Campus	30 Apr 17/Sun Session 2	1:00 pm to 4:00	
pm \$25.00	10		
4600 S Redwood Rd			
SLC, UT 84130			

Note: For more motorcycle courses, information and FAQs at Salt Lake Community College (SLCC),

visit our website: <http://www.utahmotorcycletraining.com/>

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Safety Officer, SRA-GSL Chapter
MSF Certified Rider Coach for SLCC

REPLY: SLCC offers a very good safe riding program. One of the best. It's good to know that they have expanded their program to include trikes. With so many riders going over to trikes so that they can haul their luggage for touring, I expect your classes to book up and expand. Thank you for the information. **CARTER**

REMEMBER YOUR CAMERA

Remember that camera when you take off on road trips so you can share your adventures! We never know when that perfect opportunity is going to present its-self





It's been said that a picture is worth a thousand words. I believe that. Well, it's been fun sharing stories and photographs, but it's time to move on. We have other chapters to write in our lives and we'll need photos of our adventures to share with our friends and family. I'm Pam Frazier of the ROGUE RIDE REPORT and I'm moving on down the road. It's time for new adventures, but we'll be back and we'll have fun pictures to share. Let's all ride safe! **PAM FRAZIER**

MOVING ON DOWN THE ROAD OF LIFE

It's been said that life is an adventure written in chapters. Producing the ROGUE RIDE REPORT has been a grand adventure shared with a lot of good friends. I know I'll see most of you along the road. Maybe we'll have time to share some stories over a beverage of choice.

For now, it's time to look for adventures beyond the Wasatch Front. Time to see what the rest of the world has been up to for all my life. Pam and I will be back and we'll look forward to riding with you again some day. For now, just remember to ride safe and tell everyone the editors at the ROGUE said hello.



THAT'S A WRAP