

Intermountain Chapter HOG (1255) Events Report 2024

January:

FROZEN BUTT RIDE, 1/1

AFTER CHRISTMAS, CHRISTMAS PARTY (ACCP), 1/13. David Kesner, ACCP Chairperson. This year saw a new venue for the party – the Nampa Civic Center. It gave us a lot more room and allowed us to not have to put a cap on attendance. With our tag line of “Hippies and Harleys” we saw almost 90% of the attendees come in costume. The decorating crew did an amazing job of turning the place into a “far out” hangout. In fact, everyone on the ACCP committee did a fantastic job and I want to thank them all for their effort. The unexpected did happen when we had one of the biggest snowfalls of the winter that night. It caused about 30 members to cancel, but the rest of you toughed it out shoveling 5-6” of snow off their cars at the end of the night. The overall rating from the membership was 8.8 out of 10 so I would say it was a rousing success.

LOH AFTER CHRISTMAS, CHRISTMAS ORNEMENT AND WHITE ELEPHANT EXCHANGE, 1/20. Linda Potts, LOH Officer and Corinna Robishaw, Assistant LOH Officer.

Attendees: 22 ladies. We had another successful turnout for this event! This was the first time the event was held in a restaurant banquet room, and it seemed to be a nice change for the ladies not having to bring food and beverages like we have to past events! Initially, there was some confusion on the menu available for an event of 15 guests or more. Since the banquet menu was \$18.99 per person, I decided on the restaurant’s special of ‘buy 3 pizza’s and get 1 free’ with house salad and pitchers of various soft drinks and iced tea. This seemed to go over well. Having the total cost on one ticket was a little tricky as well, but each person paid on their way and I made sure when I left that the restaurant was paid in full. So, all worked out.

For the ornament exchange, ladies who had brought an ornament to participate, gathered in a circle while I read the story of the Grinch in the Right and Left Christmas game. Every time the story said the word right, the ornament was passed to the right, and when it said left, the ornament was passed to the left. At the end of the story, whatever you were holding was the ornament taken home. Since our theme was After Christmas, Christmas Party, anyone who couldn’t find an ornament in the after Christmas sales, were very creative and made sure it was a Christmas theme.

Next was the White Elephant Exchange, in which those that brought gifts picked numbers 1 to 22 from a container. As the numbers were called in order, each person either chose an unknown gift from the table or ‘stole’ a gift from someone else. The gift that was “stolen” could only be taken twice and then it became unavailable. There were some popular gifts that included cozy sock slippers, Harley wall plaque, fringed leather purse, etc. The gift that I brought and re-gifted was an electronic key finder that I got for Bob for Christmas but he wasn’t all that excited about it. LOL. Hopefully, whomever ended up with that item was happier than he was.

ROAD CAPTAIN’S MEETING, 2/4. Ron Pursell, Lead Road Captain and Brett Allies, Assistant Lead Road Captain. I want to thank the road captains that attended the annual Road Captain

Information Meeting. It is always a great mind-melding session that helps everyone get on the same page before Chapter riding begins. We discussed ride protocols, safety, etc.

February:

VOLUNTEER COOKS ORIENTATION, 2/3. Wayne Day

ROAD CAPTAIN MEETING, 2/4. Ron Pursell

March:

ROAD CAPTAIN'S CALENDAR BUILD, 3/3. Ron Pursell

ST. PATRICK'S DAY RIDE (Pott's 39th Anniversary Ride), 3/17. Bob Potts, Lead Road Captain. We had a great ride on Sunday, March 17th with our fellow Intermountain HOG Boise Chapter members, having a great turn out of almost 50 motorcycles! Thanks to all of whom came out to ride in honor of Bob and Linda's 39th wedding anniversary! We had a fabulous time with the weather for an Idaho spring consisting of sun and about 62 degrees before noon, which can sometimes be rainy, cloudy and windy.

Lead Road Captain, Bob Potts, stated at the pre-ride briefing, that he and Linda may split off and go elsewhere for lunch, other than the intended Element's Kitchen in Emmett. He also said, due to safety concerns with crossing such a large group across a busy Highway 16 to Letha, he was changing the original route to the usual Emmett Loop with some curves, blind hills, and some backroad highways. The ride was without incident and as always, enjoyable. Who doesn't love the wind in their face and two-wheeled therapy?!

The ride ended about 11am at Element's Kitchen with ride tickets and volunteer cards handed out. The restaurant was ready to accommodate as many of our riders as they could (when originally called, they stated they could handle approximately 30+ riders and would seat us until they ran out of space, as it was Sunday after all). Some chapter members stayed and enjoyed the great food and service at Element's Kitchen and some chose to ride on the Locking Horns Restaurant in Horseshoe Bend to help ease the burden off Element's staff.

Thanks again for a great ride friends!

LOH BEDAZZEL PARTY, 3/22. Linda Potts I, unfortunately, was unable to attend this event due to other commitments. However, Assistant LOH Officer, Corinna Provant-Robishaw was in attendance. I wanted to personally thank Dawn Renn, our lovely hostess, who held the gathering in her home. Another thanks goes to our lovely Katherine Clark who always takes the time to teach us how to do this fun crafting project. This takes a lot of time and energy to set up for our ladies to attend, enjoy and create their personal works of art. Final count was for 19 ladies attending coming and 6 of them need to order kits!

As always, I am told that the ladies who attended, along with any of their guests, had a great time. I was really bummed to have missed this event. For the first time, there was an issue with

the \$30.00 kits ordered for the ladies. Amazon had difficulty either filling the order or the kits were no longer available to purchase.

Again, our HOG Boise Chapter exceeds the expectations of our members! Many Thanks to Katherine for going to 5 or more Crafting businesses to separately purchase all supplies for the Bling/Bedazzle party that were not so easily purchased via Amazon and Thanks to our Ladies of Harley who attended and were patient with the chaos this presented for Katerine, Dawn and Corinna to try and provide a seamless and warm experience to our ladies. I could not be prouder!!

PANCAKE FEED, 3/23

April:

BURGER BURN, 4/6

LOH HUNKS, The perfect lady's night out, 4/8. Linda Potts. What can I say about this event? LOL. Hunks is a show that is likened to Chippendale's with provocative male dancers. You know the old saying, "What happens at the event, stays at the event!" and this evening outing would certainly qualify; however, we had enough ladies participate that we filled 1 VIP table and 2 rows in general seating. All appeared to have a great time.

BILL'S MYSTERY RIDE, 4/12. Bill Ream, Lead Road Captain. We had 17 people – 8 trikes and 7 bikes clock in a total of 300 miles. The day was beautiful as the weather was in the mid 70's when we set out for Baker City, OR via Highway 201, then to Highway 30.

We had a great lunch in Baker City. From Baker we went to Sumpter, OR and rode some great twisties in the mountains. Then we headed to Austin Junction, turned left and finished the ride in Vale, OR. Everyone had a good time. Thank You to Bill Jones and Dr. Dave for the videos, they add so much; to Michael Anderson and Danny Comer for your Road Captain assistance and a special thanks to Jeff D'Agostino and Anna Anderson for the great photos.

Stay tuned for more rides! 1,000,000 miles here we come!

PANCAKE FEED, 4/13

HAGERMAN BREAKFAST BUFFET RIDE, 4/21. Mason Clarke, Lead Road Captain. After watching the forecasted high temperature drop throughout the week, I was getting a bit worried that some folks would be unwilling to trade their warm blankets for a chilly motorcycle seat. As it turned out, no need to worry since we had 50 members and three guests show up on 24 bikes and 13 trikes ready to ride.

With the preliminaries out of the way, we hit the road with me wondering if we would have a repeat of the situation we encountered during the pre-ride. During the pre-ride, we were charged by a Border Collie who thought he was supposed to round up our group. He charged the first two bikes then went to the side of the road and squatted as you might have seen dogs do while rounding up cattle. During Sunday's ride, I was ready for him in case his instincts once again got the best of him. I slowed the group and scanned his domain. There he was. He was clearly ready

for round two. Our eyes locked and he quickly stood ready for action. This time, after his initial flinch, he immediately squatted on the side of the road to simply "watch the parade" as Cliff put it. Guess he learned from the first encounter that he couldn't intimidate motorcycles.

With no further incidents, we arrived at our destination. Anita (co-owner) told me the restaurant staff was slammed before we got there. They also had two servers call in the night before leaving them severely understaffed. Our folks immediately went to work moving tables and chairs around to accommodate our group. Seeing that our only server Anita, was trying to do three things at once, some of our folks started helping by setting out water and serving coffee. Once again, the buffet did not disappoint. Then, as folks finished their meals, our volunteers started clearing tables. All in all, it was a team effort to ensure our group was taken care of. Anita even offered to hire our volunteers on the spot.

This ride clocked a minimum of 11,000 chapter miles. Thanks go out to my assistant Road Captains Katherine Clarke, Cliff Lewis, Doug Foye, David Kesner and Ron Pursell. A special thanks to the volunteers who jumped in to help: Judy Talada, Gayle Day, Joanna Lewis, Cheryl and Art Brenenstahl and Katherine Clarke.

WILD HOG WEDNESDAY (MURPHY MUSEUM), 4/24. Richard Berglund, Lead Road Captain. It was a beautiful day in the neighborhood, with 23 happy smiling faces that included 2 guests. There were 10 trikes and 5 bikes. Our mileage one way was 165 miles, for a total of 3,795 miles. Our pit stop in Grandview was about 45 minutes, and then on to Murphy to the Museum. It was well worth the stop, as a lot has been added to it since we were there a couple years ago. The ride ended there since a lot of the riders wanted to take different routes home or a different place for lunch. Some of us went to the Get Away Bar for a \$5 beer and burger, well worth it. Happy Trails Fellow Hoggers.

OWYHEE DAM RIDE, 4/28. David Kesner, Lead Road Captain. The idea for this ride came about after a spring time trip to Owyhee Reservoir with my family when I was a kid. There was so much water in the reservoir that they had to use the dam overflow. At this dam the overflow is not a simple spillway over the edge but a giant tube out in the middle of the water. It is called a morning glory ring gate or Glory Hole. It was quite a sight to see and left an impression that I wanted to share with my fellow riders.

First a little fun fact about the dam – it was built in 1932 and was the tallest dam of its type in the world until 1934. Also, my grandfather Clyde Steelman worked on the tunnels and ditches for the irrigation system from this dam. It was during this time that my grandmother Myrtle Steelman became pregnant. They took the journey from the dam into Nampa where my mother was born at Mercy Hospital.

Seventy-one riders on 33 bikes and 18 trikes met at the Chevron on the corner of Highways 30 and 44. Normally with a group this large we would break up into smaller groups. However, with only two or three stop signs the whole way, and all country roads, I decide to leave it as one group. We had five guests so I went through the whole briefing before we left.

The ride started out on Old Highway 30 and goes to the small town of Sand Hollow. There we turn off on Oasis Road and that quickly turns into Market Road. Following the canal with some nice twisting turns it eventually straightened out all the way to our one stop at the Valley Wide Country Store in Parma.

After everyone relieved and refreshed themselves, we headed off through the town of Parma and on to the town of Roswell. Unfortunately, there weren't any alien sightings as there had been years ago.

Once through Roswell and weaving on through hop fields we eventually crossed the Snake River and entered the town of Adrian, Oregon. A few miles more and we turned off on Overstreet Road which then joined Owyhee Lake Road. This is where the ride is the most scenic following the Owyhee River through a red rock canyon. As always, the brilliant green of the spring vegetation contrasted nicely with the red rock canyon walls. The river was flowing to capacity and much of the trees and shrubs that normally line the river were standing in several feet of water.

Once we got to the bottom of the dam the road got really narrow, winding, and steep with no center line, no shoulder, and no guard rails. It was best to concentrate on the road ahead and not look over the edge. Then there were the campers and trucks with boats to contend with. Once at the top of the dam we turned the corner and saw the Glory Hole flowing over the ring gate. This was only the 5th time in the last 32 years it has overflowed, with the last time in 2017. I had told everyone in the briefing that we would be riding all the way to the park and individuals and small groups could stop for pictures on the way out as there is not much parking.

At the park on the shores of Lake Owyhee we all dismounted and grabbed our lunches and spread out over the available picnic tables. I walked around and handed out ride tickets and made sure everyone had a good time. I also asked if anyone had any comments or complaints and no one said yes, so I assume it was a very fun and successful ride.

After lunch people started leaving in small groups to stop and get a closer look at the Glory Hole and then head off home. I want to thank my road captains for helping out – Bill Ream, Chuck Cox, and Jeff D'Agostino. Hopefully the winter snow pack will be good next year and we can see the overflow. If not, it is still a very enjoyable and scenic ride.

May:

HOG SUPPORTS ICMS RIDE, 5/4. Brett Allies, Lead Road Captain. The predicted rain held off all day but the wind was in abundance as 17 riders, 3 of those were guests, on 15 bikes and 2 trikes braved the gusty conditions and rode to Sandy Point, Lucky Peak to help support the ICMS in their attempt to make cagers more aware of motorcycles on the road.

We joined 163 other riders on a myriad of motorcycle styles for police escorted ride to the State Capitol where there were introductions of the ICMS board of directors, and a couple of short speeches, and a proclamation from the Governor declaring May Motorcycle Awareness month.

All in all, it was a safe ride as we shared camaraderie with our fellow motorcyclists for a great cause. Thank you ICMS for all that you do!

BURGER BURN, 5/11

MOTHER'S DAY RIDE, 5/12. Mike Mowder Lead Road Captain. Our HOG Chapter met at the Home Depot on State Street for the annual Mother's Day ride. Fifty riders on 17 bikes and 16 trikes, all adorned with the traditional flower bouquet headed down Highway 55 on a beautiful, sunny, spring day towards Crouch, Idaho. We made the usual stop at Horseshoe Bend and then followed the Payette River to where it joins the North Fork and then to the Two Rivers Grill, where Liz & Rob (who were waiting for our annual return) served us a terrific meal.

The ride ended there but a few groups of us continued on the Lowman Loop to round out the day. Special thanks to Brett Allies and Mason Clarke for being our Mids and to Jim Moore for being the Sweep. Thank you to all of our moms who made the ride special.

June:

PANCAKE FEED, 6/1

LOH – OWYHEE THUNDER BIKE RODEO, 6/1. Shannon Weston, Lead Road Captain. On Saturday, June 1st we enjoyed a leisurely morning ride on the back roads through the farm lands of Parma and Wilder to the Owyhee Thunder Bike Rodeo. Once there, the twelve of us meandered through the vendors, grabbed a cold lemonade or other beverage, food, and settled in to watch the fun.

It was great to see the entire spectator stand was covered. With the shade and cooling breeze, it was fun to watch the pre-show of everyone getting things set up. Several members who came, said this was the first time they had experienced a biker rodeo. Although the presenters needed to work on the staging to move the events along, it was a lot of fun. Thank you to those who came out for the event. I hope you enjoyed the 'seldom used' roads on our route to the rodeo. Thank you to Herb Weston for being our Sweep for the ride.

LOH EARLY MORNING TWISTIES RIDE, 6/2. Linda Potts, Lead Road Captain. Road Captains: Lead: Linda Potts, Mid: Patrick Doolittle, Co-Sweeps: Shannon Weston & Bob Potts. Total Miles to Ola, Idaho: 47 miles, takes approx. 1 hour one way.

The weather was not too hot or cold but absolutely perfect! We enjoyed a beautiful ride through the glorious scenic route with the landscape still showing different shades of gorgeous green. As you all know, the landscape here in Idaho tends to turn brown quickly in the summer months.

We had total of 35 people and 1 guest with 18 two-wheeled and 17 three-wheeled motorcycles. Take note, the Trikes are soon to be taking the lead in our Boise HOG Chapter and we are fortunate to have so many riders who are quite proficient so that we all blend nicely together.

This ride was called Early Morning Twisties for a good reason. There are many curves along the route that are from easy sweep to technical. The route took us from Eagle on State Street to Horseshoe Bend on Highway 55 towards Emmett on Highway 52 and then on Highway 16 to

Ola - which I “Love, Love, Love”. Many of our members had not ridden this route and said how much they loved the ride and scenery. There were no incidents on the curves or on the gravel at the Ola Park and all arrived safely. This was the end of the HOG Chapter ride and ride tickets, and volunteer tickets were handed out.

Now that our group is getting so large, setting up lunch accommodations is getting more and more difficult. The Ola Café, formally known as Muley’s, didn’t appear to be open at the time and the Triangle Restaurant was rumored to be under renovation. The group was informed that Emmett and/or Horseshoe Bend had some great dining destinations, and they were encouraged to get together in smaller groups and end the day with lunch. Bob and I stopped at the Triangle Inn and it was open. We had a nice lunch there.

All in all, The Early Morning Twisties Ride was a success! Many Thanks to my assistant Road Captains Patrick Doolittle, Shannon Weston, and Bob Potts.

WHW – EMMETT RIDE, 6/5. Wayne Day, Lead Road Captain. Twenty-one chapter members on nine bikes and eight trikes met for a relaxing and scenic ride to Emmett for lunch. The ride took us out on to Overland Road, where we headed west and turned onto Ten Mile Road. At Highway 20/26 (Chinden Boulevard) we turned west again to continue on through some road construction at the Highway 16 intersection then a little more construction at Middleton Road, where we turned north and traveled to Middleton. We turned onto Main Street (Highway 44) and continued through Middleton till we crossed over the interstate. We made a left turn onto Farmway and proceeded to back to Highway 20/26. We passed through Notus and made a short stop at the Valley Wide Country Store outside of Parma. After our stop, we continued through Parma and onto Highway 95 North towards Fruitland. After crossing the interstate again outside of Fruitland, we turned right on to Highway 30 and headed through New Plymouth to Highway 78. We turned left and continued to Highway 52 to Emmett.

Once in Emmett we went to Elements Kitchen + Bar for lunch, forsaking the patio for cooler indoor seating. This ride took us through more of the countryside and farmland than the usual ride straight up Highway 16 to Emmett. The ride was 79 miles in length and took about two hours with the stop at Parma.

My thanks to everyone that came on the ride and special thanks to Shannon Weston, the Mid Road Captain, and Herb Weston, the Sweep Road Captain.

SURPRISE RIDE, 6/7. Bob Anderson, Lead Road Captain. Road Captains: Bill Dike & David Kesner. On a warm Friday afternoon, we meet under the shade trees in the cinema parking lot right outside Harley. Just a fun ride through some local towns on the backroads, no breaks, no stops because I just couldn’t wait to get me a Marionberry Pie Shake at Apple Lucy’s in Parma. I little hole in the wall gem that everyone needs to try. The line got long, the staff was excellent and before you knew it everyone was enjoying their refreshing shakes.

Listen, if you have a wonderful time and a nice ride through some back country to a nice little place, don’t forget to tell your friends, neighbors and even doctors. Even though they might not ride, they too will enjoy the tale, as my doctor told me that he was impressed.

NEW MEMBER ORIENTATION, 6/8. Dawn Renn

LOWMAN LOOP RIDE, 6/9. Ric Tallada, Lead Road Captain. The weather was perfect with a misty rain just ahead of the trip. There were 15 bikes and 9 trike families. Our road captains were Ric Tallada, Linda Potts, and Cliff Lewis with 96 miles one way.

Our first stop in Idaho City, although construction tore up the road, we were able to line up across from the Welcome Center. As we continued along to the next stop, a Sasquatch tossed a few rolling rocks, a tree across the road, and even a water puddle to splash through. We safely maneuvered around a few minor challenges.

Our second stop at the Danskin rest stop, we got to see the officer writing tickets to all the naughty boys and girls who didn't pay for the recreational permit fee. We took a group photo along the edge of the trail head. Signs were present to not cross the line without the permit. Thank you, Piper, for being our photographer throughout our trip.

Our final stop at the Two Rivers Restaurant in Crouch. We had wonderful service and good food, especially their fries and fry sauce! Katherine demonstrated the trike curves with her knowledge to a small group of us. Majority of the group went home through Banks while others went back through to Idaho City.

NORTH MEETS SOUTH RALLY, MEDFORD, OR, 6/12-16. John Tessin, Bill Ream, Katherine Clarke. We had a large group of riders attend the North Meets South Rally during June 13 to 16 in Medford/Ashland, Oregon. As a matter of fact, Boise had the largest Chapter attending. There were four different options to attend this rally. I led a 2-day ride departing on Wednesday, June 12 from Highway 44 and Old Highway 30 that included 29 of our Rally attendees riding 12 trikes, 6 bikes, and 1 car. Our group stopped in John Day at the 1188 Brewery for lunch before we continued along Highway 26 to our destination in Bend for dinner and an overnight stop.

Thursday's ride took us through roads less traveled and incredible scenery as we rode around Mount Bachelor. The snow was still packed high on the side of the road and the temperature was chilly but not unbearable. A turn off to the Elk Lake Marina was a welcome stop to view the mountains and take a group picture. We continued south stopping for pie and ice cream and to shed more clothes as the temperature rose. We ended our two-day ride at the Harley Dealership in Medford to check in for the Rally and enjoy dinner.

The ride included sighting of antelope, eagles, hawks, and more whistle pigs than you could count but

we did not see something we frequently see – clouds. Our group had two incredible days of the bluest cloud free days that you could ask for. It was a pleasure to lead this ride and would like to thank everyone for being safe riders.

NORTH MEETS SOUTH RALLY, MEDFORD, OR, 6/12-16, (Sister's Ride Home), Katherine Clarke Lead Road Captain, Mason Clarke Mid, Wayne Day Sweep. Arriving at the D&S Dealership after John's leadership getting us there, we took care of the usual

necessities...registration...raffle and 50/50 tickets...and food! Looking forward to a bit of rest, we took off to our respective hotels. Of course, our group converged by the pool, where the girls were seated on one end and the boys on the other...funny how that happens. I know what the girls were talking about, which cannot be shared on print. Not sure about the boy's discussion topics...shocks and tires??

With 8 rides per day...long 5-to-8-hour rides...we picked what we could, hoping it was our first choice. The Rivers and Redwoods rides was a stroll through the woods to California and to the coast for fresh seafood.

The Saturday choice was to Diamond Lake. However, a number of our group had never been to Crater Lake. Mason and I have been there before, so we cut-off from the group going to Diamond Lakeland made our way to Crater Lake. We were met with 30-degree temps to include snow flurries...brrrr. We stopped at the Ranger Station on our way to Rim Village, which was the farthest you could go around the rim. The rest of Rim Road was closed due to snow. Jeff gathered us up for some amazing pictures!

Saturday night was party time! Relaxing with friends is always the best medicine for tired bodies! The Intermountain Chapter took the prize for the most in attendance for the 2024 NMS Rally...CONGRATULATIONS!!

The ride home the next morning took some of us to Sisters and Prineville Oregon for one overnight with 8 trikes/3 bikes and 17 people. Another chilly ride there, but we warmed up at the Sisters Saloon!

The following morning, we headed home for a brisk ride in mostly 30 – 40-degree temps with some sprinkles. Later, we stopped for a group picture at Unity Lake State Park. Thank you, everyone, for a fantastic time!

BURGER BURN, 6/15

FATHER'S DAY RIDE, 6/16. Mike Mowder, Lead Road Captain. Our Annual Father's Day ride met Legacy Feed & Fuel on Highway 45. We had 32 riders on 13 bikes and 8 trikes. Six of our riders were quests. I hoped we gave them an opportunity to find out what a great chapter we have and a reason to possibly join our family.

We traveled down Lake Shore Drive to Farner Road, to Ross Road, Nash Road, Deer Flat Road and then our main attraction Map Rock Road along the Snake River for some great twists and turns on a newly resurfaced road. From there we were again on Highway 45 and stopped at the boat launch for a break and a Father's Day picture...thank you Kathy da Rosa for taking the photograph. The group continued down Highway 45 to Highway 78 to Marsing where we turned on Highway 55 and proceeded to Nampa and the Golden Corral for lunch and the end of our ride. Special thanks to Ric Tallada for being my Mid and Art Brenenstahl for being our sweep. Thank you to all of our dads who made the ride special.

WILD HOG WEDNESDAY 'FLIP YOUR SWITCH' 78 IN REVERSE, 6/19. Cliff Lewis, Lead Road Captain. Having an early beginning proved that 'Flip Your Switch' works. Our intrepid

combined band of 8 bikes and 9 trikes took the interstate 15 miles eastward into the morning sun and then turned away from the glare, allowing us all to enjoy the high desert scenery with the sun at our backs.

The cool morning beginning, a welcome to the wild Hoggers, let us ride in comfort down to CJ Strike Dam. The clear back roads blessed us without having to negotiate the summer chip seal gremlins or road repairs. The Snake River Road into Grandview was handled with ease as our Harley rumble was greeted with smiles and waves from those along the route. Probably taking a moment to see themselves along for our ride. As we pulled into Grandview for the obligatory comfort stop, shade trees provided a canopy for the sun's relenting rise in the sky. Our stop was short and we connected with Highway 78 and headed west, destination was to the Pioneer Town Historical Museum (it can also be found as Lawson's Legacy Museum), a privately owned and operated business that has buildings full of antiques and relics of the past. One could spend a full half-day seeing and learning of this area's history.

Our 2-hour stop just wetted the appetite of the group to make a return visit. As we pressed on our Highway 78 journey, the pleasant temperature began to heat up. The rolling hills and blacktop curves beckoned us onward to Marsing for an optional stop for lunch. Some stayed and some continued-on home.

Thanks to all who were able to make the mid-week journey and to my supporting road captains, Ron Pursell and Wayne Day. Noteworthy appreciation for our Chapter Photographer, Jeff D'Agostino, as he provided outstanding photo clarity for our ride. See you on down the road!

PATRIOT THUNDER, 6/23. Mason Clarke. Special thanks to Bob Anderson, Katherine Clarke, Wayne Day, Matt Oswald, and Mark and Luann Rowan along with 10 VPA members who assembled at 0-dark thirty to handle over 450 bikes and their riders for the event. Another success with no reported incidents.

WARM LAKE RIDE, 6/23. Doug Foye, Lead Road Captain. The Warm Lake Ride took off from the Home Depot parking lot on the 23rd of June for those HOGs who sought a beautiful and leisurely ride from the Treasure Valley to the Long Valley and beyond. The road was in great shape, no critters to contend with. A prime and enjoyable ride to the lake. The early departure ensured nice temps as we followed the Payette River to our climb and descent over the pass by Cascade to get to Warm Lake. We started with 32 members, but two had to return to Boise at Smith's Ferry.

The Warm Lake lodge staff had the best breakfast buffet ready for us from eggs, biscuits and gravy, potatoes, bacon, links, fresh fruit, coffee, water or juice. This meal could be enjoyed inside the lodge or outside looking out at beautiful Warm Lake. I'm partial to outside as the breeze and scenery take me back at least 50 years to my first time at the lake. So peaceful.

This all was a fantastic respite from the heat wave back home. Upon finishing our meal, we had our photos taken at the shoreline. Stories and lies were a wrap, but an old Army bugle call of 'Boots and Saddles' came to mind as we mounted up and headed back to the Boise area to conclude our 220-mile trip.

The return did meet some of us with a traffic slowdown on Highway 55 after Cougar Mountain Lodge all the way to Banks. This is the first traffic delay in all the years we've been going to Warm Lake. But once at Banks it was smooth sailing home.

If you'd like more details on the return trip, I'd be glad to discuss and a few others riders that experienced it will also share their thoughts if you are interested. Thank you for reading and hope to see you next year for this cool adventure.

SOAKER RUN, 6/26-28. Ron & Sherrie Pursell, Lead Road Captains. Soaker Run 3.0 is in the books and I think everyone had a great time. We had 7 bikes, 5 trikes and 5 guests. We got into Lava Hot Springs around 2:30pm and the hotel was ready for us. Once we checked in everyone just kinda hung out until chow time. For dinner that night, we went to the new brewery/restaurant that opened up since we were last there. After dinner, several of us went to the hot springs. The weather was a little iffy, and there was lightning in the distance, but we decided to brave it since they weren't closing down. We paid the \$7.00 admission and went in. We went to a medium temp pool and found a spot on the bench, and my butt had not even touched the seat when the loudspeaker told everyone to get out. The lightning was getting close. We only had to wait about 10 minutes before they gave the go-ahead to go back in the pool. It was pure bliss from there.

On Thursday, most people chose to go on the day ride, with a few choosing to check out the town and the springs. Our first stop on the ride was in Soda Springs to view the geyser in the heart of town. From there we went to Montpelier and visited the Oregon/California Trail Museum. A very worthwhile stop. Then we went to Bear Lake and some of us got pictures in front of the state park sign. After that we went to Garden City, Utah for lunch and a raspberry milkshake that Frank told us about. Frank & Katie and Jim Goodin took a different route and rode all the way around the lake.

Once back in Lava, we all met for dinner at the 78 Main Restaurant. The ride ended there and ride tickets were passed out. Several people commented to me that the only downside to the ride was that it should have been 1 day longer, so it was decided at dinner that next year The Soaker Run will be 3 nights instead of 2. After dinner it was back to the hot springs and more soaking.

Friday was 'comin home' day and some left earlier and some later, but we all made it back for the General Meeting. A big thank you to the road captains, Art Brenenstahl and Cliff Lewis for helping make the ride fun and safe. We're already making plans for Soaker Run 4.0, Wild Hog WTF+1. Hope to see you on the road!

RIDE TO STANLEY & BEYOND, 6/30. Bob Anderson, Lead Road Captain. For a day that looked perfect the week before, I'm sure many of you were thinking I was going to cancel this ride at the last minute because of rain and thunder. However, 30 people showed up ready for a beautiful ride up the mountain, along the river, and through the woods.

As we headed out, we were hoping to be right behind the storm, and we were all the way up to the Lowman Ranger Station, the roads were dry and the weather was cool. We hit the Grandjean area and the roads got a little rough, so it was single file until the top. Once we topped the

summit, the rain looked like it was going to come down on us, however, it held off until about the last 15 minutes to Stanley.

Once at Stanley it was a scatter in all directions, some heading the way of Salmon, some going to lakes, others heading back the way we came, while others hitting lunch spots and picnic tables. We hung-out until 2pm and then headed home through Sun Valley and then onto Mountain Home and home again.

We did stop for a little while at the Galena Overlook of the Sawtooth's. That picture never gets old, and we even ran into riders from the Netherlands, it's a must see when in Idaho. Thank you Bill Ream and Jeff D'Agostino for helping me and keeping everyone together. From the sounds of it, everyone had a wonderful ride.

July:

BURGER BURN, 7/6

PERSONAL SAFETY CLASS (HOSTED BY LOH), 7/8. Katherine Clarke, Event Coordinator. What a great learning experience! Meridian Police Chief Tracy Basterrechea lead a class of 28 Chapter members and guests opening our eyes to everyday conditions to be aware of. Bottom line, don't give the bad guys an "opportunity" to do bad things to you. Awareness coupled with some basic self-defense moves will keep you out of harm's way. When it comes to personal safety, knowledge is power. Knowing how to reduce the risk of violence, and how to face it, can have an empowering effect. Personal safety is about avoiding danger in the first place. Reduce your chances of becoming a victim by knowing how criminals single out victims and what behavior can avert an incoming threat. Knowing how to act when confronted with violence reduces chances of freezing in panic.

Thank you, Linda Potts, for volunteering to be the victim on the mat! If you weren't there, you missed some great moves...you wouldn't want to have been the bad guy with Linda.

NORTH IDAHO RIDE, 7/10-15. Brett Allies. Northern Idaho is some absolutely beautiful country. With its many big lakes, wild and untamed rivers, with its many winding and twisting grades, backroads running through farm country, trees for miles, with one of the top ten motorcycle rides in the country, and its variety of scenery this is a place in our home state that should be on your list to visit.

So, starting on July 10th, twenty members of our chapter, on ten bikes, three trikes, and two vehicles began a 1650-mile adventure to do just that.

Even though the ambient temperatures were predicted to be some of the warmest so far this year, this intrepid group of riders ventured forth.

We traveled on backroads and grades that none of us had seen before and on backroads and grades that only some of us had previously visited. We rode around the three big lakes in Northern Idaho, the Coeur d' Alene, Priest, and Ponderay and the Flathead Lake in Montana, we visited eight state parks in order to help others with Dr Dave's challenge, we visited a 50 rides

for 1 nation site, and one of the chapter's longest serving members (39 years) rode Lolo Pass for the first time.

Even though the higher-than-normal ambient temperatures presented challenges, the group worked through them, looked out for one another, and enjoyed the camaraderie that comes with overnight rides.

A special thank you to the Road Captains, Jamie Allies and Cliff Lewis for keeping the group together and moving in one direction, Thanks to Marla Dike for being our chase vehicle, for always having cold waters and snacks during the day and a cold beer ready at the end of each day's ride. Thanks to Bill Dike for being the communications between the chase vehicle and the group and for not losing Marla! Thank you to Anna Anderson, our dedicated photographer who is always willing to go the extra mile for the "shot". Thanks to Bob Anderson for being Anna's Uber driver and going where his passenger requested. Thanks to Doug and Corrina Robishaw for the added support vehicle and to Mason and Katherine Clarke, (Katherine has the best CB radio) for the communications support and for filling in as sweep when the need arose.

This was a ride we have wanted to do for a long time and it did not disappoint. To share it with our fellow HOG members only made it that much more memorable.

JIM FANKBONER'S CELEBRATION OF LIFE, 7/20. Mason Clarke. Twenty-two chapter members on 15 bikes and 5 trikes ignored the heat and gathered in preparation for the roll-by. Huddled in the small patch of shade, the conversation was somewhat subdued as many of us we reflected on the reason we were there. We were there to pay our last respects to a fallen chapter member. After our ride briefing and a moment of silence in remembrance of Jim, we set out on the short ride to his house.

As we turned the final corner, it became clear that Jim was well loved and respected by the number of people lining the street. Donna had ushered all her guests to the curbside to view our procession. We probably rattled a few windows as we made it well known to the neighborhood we were there. A few of our members stopped to personally pay our respects. After a somber playing of taps in honor of his military service, we spoke with a number of those in attendance. During the short time we were there, I learned some things about Jim through those who knew him well. After final hugs and goodbyes, during the ride home, we reflected on a life well-lived.

Special thanks to Katherine Clarke and Bill Dike who assisted in organizing this ride.

TO HELL AND BACK RIDE, 7/21. Cliff Lewis. The hype was everything you could wish for! The high 90's greeted us who entered into Hell's canyon. We were all chased out with the 100's lapping at our rear tires. What a wonderful ride! As I asked: Are U ready? 21 shiny Harleys sounded their collective thunder from engines urging each rider to bring it on! 22 riders full of anticipation reigned in the throttles as we left our starting gate under bright sunny skies, although a light smoky haze from distant wildfires kept us hoping for clear canyon skies. As we throttled up and moved on down the two-lane ribbon to hell and back, the warmth that was promised and never in question did not disappoint. All were prepared with water bottles filled and some carried cooling vest for the expected heat. As we entered the descent into the canyon the twists and turns

were easily covered and ended in the canyon with an early lunch, supplied by each of our individual chefs. With ride tickets handed out, each rider made their decision on a return route out of the canyon. It was clear, the sooner the better seemed to be the consensus. As we left the canyon behind the temperature rose quickly and we met the 100-degree mark before we returned home. Yes, it got hot but, it was a hot winner for us!

Thanks to those who joined road captains Brett Allies and Ron Persell, and me for a great ride to Hell and Back! Cliff Lewis, Lead Road Captain

PANCAKE FEED, 7/27

MCCALL LOOP RIDE, 7/28. Bob Anderson, Lead Road Captain. I believe we all had a fantastic time and made some new memories as the weather was great to start and as we wound ourselves through the beautiful scenery to the top of New Meadows, it made for a comfortable ride. We encountered a few animals along the way, glad we didn't have geese soup for lunch. Cool temperatures continued as we sat around and had a bite and got a little gas.

As we headed down to Payette the temps rose and smoke thickened, but not bad. We stopped for a short break and said our goodbyes to those not continuing for some Ice Cream in Homedale at Murray's Treats and Ice Cream, those scoops were big. Kudos to our Road Captains Art and Danny for ensuring everyone's safety.

August:

SALMON WEEKENDER, 8/2-4. Shannon Weston, Lead Road Captain. The weather could not have been nicer as 26 riders on 9 bikes and 7 trikes and our most important, support car driven by our awesome volunteer, Marla Dike, all gathered at On The Run Truck Stop on a smoky Friday morning. At the ride briefing, everyone was told we had a 'special game' to play on the ride and all would be revealed when we got to Mountain Home for a short break and to pick up our Homies.

We hopped onto I84 for the short ride to the Boise Stagestop where we said goodbye to the interstate system for the weekend and took old Highway 30 into Mountain Home. After we checked in our friends from Mountain Home, the 'game' was revealed... Trikes and bikes would be separated and the car would follow the bikes. BUT the kicker was, instead of the VERY OUTDATED ADAGE that trikes should be placed in the rear of the pack – bikes were put in group number two and the TRIKES led out in group number one! Everyone took the game as intended, just a fun way of breaking us up to help get everyone through Mountain Home, Hailey, Bellevue, and Sun Valley. It also made our gas stop in Bellevue much easier since group one stopped at one station, and group two at another (thank you Cliff Lewis for that suggestion – worked so well on the Anderson ride last year with the Las Vegas HOG Chapter, we had to copy!)

After some gnarly rock chipping/road construction delays, we regrouped on top of Galena Summit for a photo op facilitated by one of our incredible Chapter Photographer, Jeff D'Agostino – it's like herding cats to get everyone to pay attention and gather up then try getting those same cats to look and smile all at the same time! Great job Jeff! Art and Cheryl

Brenenstahl led us off the mountain to facilitated by our picnic area for lunch. After lunch we saddled back up and rode to Salmon.

Saturday morning, we visited the Sacajawea Interpretative Center then headed to the historic 1910 Indianola Ranger Station on the Salmon River. In the early 2000's the station was utilized as a USFS Helitack base and is the home of a wildland firefighter memorial commemorating the lives of two Idaho firefighters, Jeff Allen and Shane Heath who on July 22, 2003 were working the Cramer Fire in the Salmon River Breaks and rappelled into the area to clear a landing and take-off spot for the helicopter. However, their position became compromised when the fire spread to the slope below them, causing the flames to overtake them before they could be extracted.

After paying our respects, we headed off to Lost Trail Pass and Darby, Montana for lunch. Everyone was on their own to explore Darby or head back to Salmon. That evening we enjoyed dinner together, shared a lot of laughs, and wished each other well as they planned their ride home Sunday.

I want to thank you all who came on the ride. It was one I have wanted to do for a few years now. I would be horribly remiss if I didn't thank a very special friend, Susan Beale, for showing me and others the monument several years ago. It still has the power to make me tear up when I stand before it and think of the unselfish people who, in whatever capacity they serve, puts others before self and make the ultimate sacrifice.

WILD HOG WEDNESDAY DINNER RIDE, 8/14. Herb Weston, Lead Road Captain. Thank you to the 27 people who came out for our Wild HOG Wednesday Dinner Ride out to Spring Creek Brewery in Avimor on August 14th. The restaurant was great to work with and were impressed with the number of people who showed up. They liked having a 'bike show' in the parking lot! I enjoy trying new places and this one was suggested by a friend a few months ago. I hope you all enjoyed the ride and your time with friends as much as I did.

MAJIC VALLEY SPEEDWAY RIDE, 8/17. Michael Anderson

SURPRISE RIDE, 8/23. Bob Anderson, Lead Road Captain. Well, it looked like it was going to be a fantastic surprise ride with temps in the 70's. Twenty of us rolled down the freeway to old HWY 30 and the clouds changed, the energy generated high winds and the fields gave us dust storms and sprinklers, holy cow let's get to HWY 52 and run away from this. Mother nature had other ideas as it felt like we were in the eye of the storm for a while, then we come up on HWY 16 and the winds are now gusts, and I felt my bike move to the other side of the lane. Couldn't wait to get to Sea Salt Creamery for some Ice Cream. It seems as through storm chasing is now listed as motorcycles rides, and we even got the Star police to show up. Thanks Jim and Ron for keeping us together; quite a memorable ride!

BURGER BURN, 8/24

RIDERS IN THE SKY BBQ, 8/25. Herb Weston, Lead Road Captain. We started at the Chevron at the corner of Highway 44 and Highway 30 on August 25th. To set up a ride like this you need a team and I always have the best. Thanks to the Road Captains for taking the time to make sure

the route was safe and fun for all. Thank you, Ron Pursell, John Tessin, Chuck Cox for being the Road Captains in my first group. The second group was led by Jim Moore with the following supporting Road Captains: David Kesner, Katherine Clarke, and Mason Clarke.

We rode some back roads past an elk farm then through Letha to the Sinclair station in Emmett for a 10-minute stop. From there we headed to the Wild Rose Park in Black Canyon for a great catered meal of pulled pork, pulled chicken, green salad, potato salad, coleslaw, and cookies.

Thank you to the following volunteers who set up, served the food, and helped with clean up: Bev Tessin, Jamie Allies, Marla Dike, Brett Allies, Wayne Day, and Sherry Pursell. A big thank you to Shannon Weston for picking the food up at Goodwood's in Meridian. It was a great time for all of us to show our respect for friends and loved ones who are no longer with us, and most importantly, our gratitude for those that are. It was a beautiful day to enjoy with friends, doing what we love doing – riding our Harleys. Thank you to everyone who participated this year.

LOH POTLUCK GATHERING, 8/31. Linda Potts, LOH Officer Corinna Robishaw, Assistant LOH Officer. Even though Idaho was, and still is, consumed by wildfires with smoke in the air, the LOH Co-ed Potluck was a success! The weather was perfect, and all seemed to be comfortable and enjoyed themselves. There were approximately 20 people who attended. Several were new members or those who were not so new; however, people we didn't know that well. Corinna and I had an amazing time visiting with people and getting to know them better. Of course, breaking bread is always a plus and as usual, we had a lot of great food. One of our HOG Chapter photographers, Anna Anderson, took some amazing pictures of the event. I especially loved the group and individual photos on the playground equipment that seemed to have brought out the inner child in us all.

Thanks to all who attend and participated. Looking forward to many more such events. individual photos on the playground equipment that seemed to have brought out the inner child in us all. Thanks to all who attend and participated. Looking forward to many more such events.

September:

SOUTHERN UTAH RIDE 'UN0', 9/6-13. Mason & Katherine Clarke, Lead Road Captains. It was a warm and smoky morning as our 10 riders gathered on 7 bikes, 1 trike and one chase vehicle for our 2,345-mile journey through southern Utah. Jeff our, photo czar, even showed up to send us off and take a few departure pics.

The first leg was nothing more than to get us half way through Nevada on our way to the more interesting roads of Utah. Even in a car, that stretch from Wells to Ely is pretty boring. On a bike, with temperatures in the upper 90s, it's an exercise in perseverance. Not wanting to get back on the bikes, we settled for what was an easy walk from the hotel for dinner. That turned out to be whatever the Ridley's next door had to offer. We knew we would make up for it the next day since our hotel was located next to a Texas Roadhouse.

The next day dawned with anticipation for a great dinner after a ride through the southern Nevada desert in 100-degree temperatures. Turning on to the Loneliest Road in America, we made our way to the Wheeler Peak Scenic Drive when we quickly rose in altitude to 10,000 feet

and spectacular views. With those views still fresh in our minds, we turned to face yet another day facing the heat and desert desolation. But oh boy, Texas Roadhouse tonight. We stopped for lunch in Pioche at the historic Silver Cafe'. Situated in the heart of what was once the most dangerous town in Nevada, the cafe has been open continuously since 1907. With appetites satisfied we set out for our hotel in St George. My temperature gauge read 104 when we reached our hotel. After a quick clean-up and cool-off we headed out for dinner. As we turned the corner at the front of the Roadhouse, we were met with dozens of young folks dressed in evening gowns and tuxedos. We waded through the crowd and were told we would have a two and a half hour wait. Homecoming Night! Defeated, we wandered away searching our cell phones for alternate dinner possibilities. Just as we were about to give up, there it was. A beacon in the distance. Hungry Howie's Pizza. We gathered in the hotel's breakfast area and devoured our Howie pizzas. Don't laugh, it was pretty good pizza.

After two days of desert riding, we were looking forward to the promise of day three. Zion was as amazing as I remembered. Then right in to Bryce Canyon followed by the spectacular sights of the red rock canyons of Utah Route 12. We found that our planned lunch stop was closed on Sundays. Really? Closed on a weekend? Time for another audible. Part of our group who decided to leave Bryce early found food and directed the rest of us to the new location. We were all pretty hungry by then so just about anything would do. We pretty much took over the smallish hotel restaurant and spent a good part of the evening reviewing the day's activities

The next day we were disappointed to find the road through Capitol Reef Park was closed. Another audible was called and we set off to find a place to buy our take-out lunch since there was very little available along the route we were taking to Mexican Hat. Just inside Hanksville, we found a small market that made us up some deli sandwiches. It took a while since there was only one employee. We watched the register for her and told her when there was a customer so she could take care of them. With Hanksville in our rear-views we headed south through Monument Valley. About 30 miles out of town, someone said they thought a strap fell off my bike. The first place I could find to safely pull the group over safely happened to be a place named Hog Spring. Turned out I did lose one of my baggage straps, and in doing so, we found a great lunch stop with covered picnic tables situated in a great little canyon. Another audible was called when we learned that the planned route to Gooseneck State Park turned to dirt. New route selected, we made it to Mexican Hat National Memorial where we took pictures for HOG's 50 Rides, One Nation program. Our planned dinner stop was some distance from our hotel since there was nothing within walking distance near the hotel. The Patio Diner turned out to be a real gem.

Day five started with a Ride to Newspaper Rock then off to our lunch stop at Red Sands Resort, North of Moab. Route 128 to the resort follows the Colorado river as it carves its way through towering red rock cliffs and is a must see if you ever make it to Moab. After an all-you-can-eat BBQ lunch, we headed back toward Moab on the same route and on to Arches National Park. The plan for the park was for everyone to do what they wanted in the park and head to the hotel in Green River on their own. We gathered at the Tamerisk Restaurant (the best place in town) for dinner.

We started day six with wet roads and seats. Thankfully the rain had passed by the time we were ready to leave the Hotel. The start of the ride was pretty dull and routine. Then we turned off onto route 31. Great curves and spectacular scenes at high altitudes had everyone turning on their heated grips. There was one stretch of road that ran along a mountain ridge called the "Hogback" with major drop-offs on both sides of the road. Another audible as I passed by the scheduled lunch stop (someone said something about an earthquake swallowing the restaurant) and pressed on down the road. Some quick searching on the GPS found a likely lunch spot as we tuned on to route 6 called the Little Acorn. Winner! Since it was a short day, we had time to stop at Summit Harley (formerly Timpanogos Harley) for some well-deserved shopping and minor maintenance. Dinner was an exercise in survival since we had to dash across a busy street to find something to eat. We all survived thanks to a few senior friendly motorists.

Brett Allies warned me about day seven about the highly technical routes we would face. Man, he wasn't kidding. It all started with Route 92, Alpine Loop Scenic Byway. The narrow road seemed freshly re-paved with no painted lines. There were some incredibly sharp hairpins that were followed by a steep incline. You'd be toast if you were not in first gear when you hit it. I was left wishing for an even lower gear. The road let out on a busy 4-lane. On Brett's recommendation, we turned right to find a turn-around to make a left on the 4-lane. Well, we missed his turn-around spot but found a turn-around that featured what appeared to be a 200-foot waterfall. Bonus! The curves got a bit saner as we continued but we gained some major elevation again. The entire distance for the day was only 150 miles, but it took us nearly five hours to complete it. Our final dinner was at the hotel's restaurant since everyone was on their own getting back to Boise on day eight. And even that provided an interesting twist.

Everyone knows Snowville is the standard fuel stop between Salt Lake and Twin Falls. Five of us traveling back together figured we had plenty of gas to get there. Just as we pulled up to the pumps, the power failed. No gas, no store. The person working in the store was kind enough to let us finish up in the bathrooms before she locked the doors. The entire town of 201 was completely blacked out. There we were directing traffic at the station and informing other customers as they arrived about the situation for over an hour. Lesson learned. Always start the day with a full tank.

Special thanks to my assistant road captains Bill Dikes and David Kesner. Thanks also to Mark Rowan who helped keeping an eye on things and of course Marla Dikes who kept us hydrated and hauled all our purchases home. Also, thanks to Brett Allies and Bill Ream who planned the ride and made the maps. In turn, I sure hope they appreciate the pre-ride we did for them.

NAVIGATION SEMINAR, 9/8. Bill Reem

RATTLESNAKE TO LEWISTON OVERNIGHTER, 9/10-11. Bob & Linda Potts, Lead Road Captains. I would like to express my appreciation to all that were up to the challenge of this year's Rattlesnake Ride. We had 17 members and 1 guest, 12 bikes and 3 trikes rode 275 miles of twisties one way. There was about a 10-mile patch of road before lunch in Joseph, OR that is in need of repair (some of the potholes could swallow a bike).

The Weather Gods gave us their Grace this year and it was not really warm until we were dropping into Lewiston. The folks at Hells Canyon Harley Davidson were very friendly as normal and were more than willing to help Linda pick out a nice T-shirt.

Although the host hotel was a little late on having some of the rooms ready, we all checked in and the dinner and company that evening was fabulous as always. Another great ride on the Rattlesnake Grade with a great group of people.

WHW RIDE FOR ICE CREAM, 9/11. Ron Pursell, Lead Road Captain. The day started with me wondering if I had chosen the wrong day for a trip. The forecast was calling for rain, wind and thunderstorms. Twelve of us took off, on 6 bikes and 4 trikes at 9 am for Mtn Home, where we picked up 3 more brave souls. The ride turned out to be very nice. Not too hot, not too cool. No incidents along the way. That is, until we got to Buhl, and the leader got a bit turned around. I had not been into Buhl from that direction in years and missed a turn. Stuff happens, I guess. Upside is, we saw some of Buhl we hadn't seen before.

The ride reward was great, as always. Cloverleaf Creamery has really good ice cream, and the ladies that served us were very pleasant and happy to see us. After our ice cream lunch everyone headed home. Most took the scenic route, some the faster way. As for the weather, we picked up some wind at Mtn Home, and a little spray of rain around the Stage Stop Truck Stop but it hardly dampened my jeans. All in all, a nice ride, but, more importantly, a nice chance to visit with "family".

Lastly, I want to give a big THANK YOU to Brett Allies and Pat Doolittle for helping with road captain responsibilities.

CLEAR CREEK LODGE LUNCH RIDE, 9/15. Jeff D'Agostino, Lead Road Captain. What a beautiful day for a motorcycle ride into the mountains. The air was crisp, carrying the scent of pine, as the sun peaked out from the clouds and shined warmly. As you ride through the sweeping curves that challenge your reflexes, you come alive! You are reminded of why you ride a motorcycle (or trike)! The day started slightly overcast but gave way to sunny and blue skies in the mountains. The overcast skies did not stop our members from riding. We had 18 bikes and 11 trikes for a total of 39 members and two guest heading up into the mountains for lunch. We decided to keep the large group together and managed to get everybody safely to the lodge.

Thanks to Michael Anderson Mid, Chuck Cox Mid and David Kesner Sweep. With this ride, we provided everybody with written route instructions to ensure nobody got lost. We also created a ride planner map which was readily available in the Harley-Davidson app a couple of weeks before the ride. It's really a team effort, working together to manage a group of riders this size. Utilizing all the tools available to us as road captains, we ensure that no rider gets left behind, riders have clear directions to the destination and are led safely, following the rules and guidelines of the HOG chapter.

Thanks to my wife Debbie for taking the ride photos. The pictures were awesome. The route was a leisurely back road ride with beautiful sweeping turns as we headed north on the Ponderosa Pine Scenic Byway towards Idaho City. Although a short ride, by the size of the group, the ride

to the lodge seems to be popular and I plan to make this an annual event. Sometimes taking a short ride allows us to spend more time getting to know our new members, and of course catching up with old friends. As our HOG chapter grows, it's important that we welcome our new members and spend time getting to know them. After all, that's how most of us got to know each other and have become such good friends.

Clear Creek Lodge is under new ownership, and they did a wonderful job in accommodating our large group. Our rides are getting so big it's difficult to find restaurants that can handle large groups. Katherine, the new owner and crew did a great job. It was an amazing team effort! If you ever get a chance to try out Clear Creek Lodge, it's a nice ride up Highway 21 and 4 miles on Grimes Creek Road. All paved!

Thank you to all the Members/Guests who attended the ride. Greatly appreciate the support.

SOUTHERN UTAH RIDE 'DOS', 9/15-22. Bill & Connie Ream, Lead Road Captains. We had 5 trikes, 5 bikes, 15 people. Our first day on the trip to Utah was from Boise, ID to Ely Nevada. Jamie had a flat tire in Owyhee Nevada, luckily, we had a patch kit. We highly recommend you purchase one if you do not have one. We were able to fix her flat in short order and it did not delay the trip. The ride to Elko was more picturesque than I thought, I had never been there before. After our lunch stop in Elko, we proceeded to Ely, Nevada. The town of Ely was full of Corvettes and Porsches as there was apparently a 90-mile road race that they were preparing for. We were able to have conversations with some of the drivers of the cars that night. One driver was going to try to set a new speed record of 250 MPH for the 90 miles.

The next morning, we were off to Great Basin National Park, we were at 10,000 ft with our bikes. The Great Basin National Park is a must see. Then we were off on a long lonely ride to St. George. Next morning, Zion National Park. We had two people in front of us at the entrance gate, which is unbelievable, great timing! We took the Mt. Carmel Scenic Byway to Highway 12 to Bryce Canyon National Park and got some great photos in Bryce Canyon. Highway 12, one of the top ten roads to do on a motorcycle in the United States, did not disappoint us. The Camel's Back, a stretch of road on Highway 12, the road drops off 300 feet on both sides with no guard rail. This was an interesting stretch of road. The Highway 12 overlook was close to 10,000 ft in elevation, cold and windy. Then to Toney for the evening. Toney, Utah is the entrance to Capitol Reef National Park.

The following morning, we had a full rainbow overlooking the hotel as we entered Capitol Reef National Park, stunning ride! Capitol Reef to Mexican Hat was a very picturesque ride. Due to fuel concerns, we ended up taking a short cut to Mexican Hat and ended up riding the Moki Dugway. The Moki Dugway is a switchback gravel road down a 10% grade for three miles. It was a very challenging ride, but we made it. Then to Monticello, Utah for the evening.

From Monticello to Newspaper Rock and then to Moab, Utah. We had lunch at the Red Cliffs Lodge on the Colorado River, a must stop! Then to the Arches National Park, then to Green River for the night.

From Green River we went to Fairview, Utah for lunch. From Fairview we went to Lehi, Utah. Next Morning it was the Alpine Loop over the Wasatch Mountains to Taggart's Grill for lunch, an amazing place! Then on to Ogden for the last night's stay.

Then we headed home. Couldn't have asked for a better group to ride with! Great camaraderie, one of the top rides of my life. We accomplished so much, teaching everyone to use the HD App maps. Special Thanks to Brett Allies for all of his work, making this a very successful ride.

LOWMAN LOOP RIDE, 9/22. Patrick Doolittle, Lead Road Captain, Mid Linda Potts & Sweep Brett Allies. We had a great turnout with 26 riders and passengers on 14 bikes and 7 trikes. We left at 10am from the Home Depot on State Street, and proceeded up Highway 55, following the standard route for the Lowman Loop. We stopped at the Chevron in Horseshoe Bend for the obligatory break and proceeded to Banks where we turned onto the Garden Valley-Lowman Highway. We stopped for a group picture at the Danskin boat ramp and a short break. We then proceeded to Lowman and on to Idaho City where the ride ended.

Some of the folks had ice cream and others had lunch. The weather was perfect, clear and sunny. The road conditions were good with just a few rocks and pine needles on the road. Thank you to all who came

MEMBERS AT LARGE FALL PICNIC, 9/29. Members at Large: Jamie Allies, Bob Anderson, Kathy Anderson, Michael Anderson, Sandy Kesner, John Tessin, and Herb Weston.

The IMCHOG Fall Picnic for 2024 is in the record books and it was a great success. There were 72 members at the event. The lunch of chicken or beef burritos, and chicken or beef tacos along with Mexican rice and beans, and house-made churros was catered by El Mariachi Loco Restaurant in Star. The food was hot, plentiful and delicious.

We had 54 riders on 17 bikes and 20 trikes that rode the 45-mile, 1 hour and 15-minute route on narrow and most certainly, winding roads to arrive at Middleton Place Park. Some of the riders that had never been on this route said later, "We thought we were lost". Thanks to Herb Weston for finding this short but excellent ride.

Thank you to the Road Captains, Pat Doolittle, Bill Dike, Mason Clarke, Katherine Clarke, Cliff Lewis and Brett Allies for their help in keeping the group together and making the ride a success. Thank you to Jamie Allies for completing the ride roster at the meeting point and getting those that didn't ride signed in at the event. Thank you to all the volunteers: Kathy and Michael Anderson for organizing this event, Shannon and Herb Weston for picking up the food, Bev and John Tessin, Matt Oswald, Joanna Lewis, and Sandy Kesner.

October:

WILD HOG LITTLE DRAGON RIDE, 10/9. Brett Allies. We could not have had a prettier fall day if we had special ordered it through Amazon. With temperatures ranging from the mid-50's in the morning to the low 80's in the afternoon, 27 riders, (3 of them new members) on 13 bikes and 10 trikes rode to Baker City, OR where we stopped for fuel and lunch supplies. We

continued on over OR 245, The Dooley Mountain Highway (The Little Dragon), through Hereford, OR, where incidentally most of the cattle were Black Angus, and on to Unity State Park where we broke bread together, swapped stories, and shared good fellowship with our intrepid group of HOG riders.

After lunch and our obligatory group picture, we continued on to Vale, OR where everyone went their own direction. About half of the group had never ridden the Little Dragon or been on the route we took so that is a success in itself.

Thank you to the fellow Road Captains, Jamie Allies and Cliff Lewis for keeping the group together and headed in the same direction. Another safe and fun HOG ride is in the record books.

NEW MEMBER ORIENTATION, 10/12. Dawn Renn

LOH BUNCO/HOLLOWEEN, 10/26. Linda Potts, LOH Officer and Corinna Provant-Robishaw, Assistant LOH Officer.

We had 17 members join us for a great time, including several 'Men of Harley'. I suspected the men had come to just visit and watch TV in the bar. However, I was happily wrong! They participated in the game as well!

Corinna and I worked hard to provide a great environment and time for everyone and I believe achieved our goal. There was a lot of laughing and confusion with the experienced players helping the non-experienced players. We were a little slow at the beginning, with everyone either learning for the first time, or refreshing their memories on how to play the game. Soon, the tempo picked up and everyone was enjoying themselves.

Big thanks to Antoinette Peters for sharing her organized Bunco kit with us, even though she was unable to attend. Corinna and I couldn't have accomplished the set up without that. At table 1, the winners would linger (stay put), and the losers would wander (move to the next table); however, for tables 2 – 4, it changed to winners would wander and the losers would linger – this little process caused some confusion but it was lots of fun.

We enjoyed a great buffet lunch by Smoky Mountain Pizza as we played. I totally enjoyed the socializing that happens during these non-riding events. As always, we get to know our members better each time. Prizes were awarded for the most Buncos, the most mini-Buncos, the most wins and the most losses by splitting up the ante between them. Congrats to Corinna Provant-Robishaw, Rod Mitchell, Sandy Conrad, and Danny Comer who were our Bunco winners. Also, congrats to our Halloween Costume winners Sandy Conrad and Rod Mitchell! As always, they have great costumes.

November:

IDAHO VETERANS PARADE, 11/2. Katherine Clarke, Lead Road Captain, RCs: Mid Jeff D'Agostino & Sweep Mason Clarke

With unpredictable weather conditions, we had 16 riders and passengers on 10 trikes and 3 bikes. It was an early start to get to our staging area near 11th & Jefferson streets in downtown Boise.

After a bit of creative maneuvering for our spot on the block, we settled in and decorated our bikes/trikes by zip-tying our selected branch of service flags that we identified with, either for ourselves or family members, and attached the US Flag to our motorcycles.

We shared hot coffee and donuts while we waited for our start down Jefferson...thank goodness there were porta-potties right on our corner! Four Black Hawk helicopters flew over the parade route to start the procession.

Seeing the appreciation for our service members is second to none in Boise and in Idaho! We followed members of the Boise Police Department and behind us were Ada County Paramedics...interesting line-up! Afterwards, we hit a bit of showers on the ride to lunch, but our spirits were high and we had a great time. I was very appreciative of all who participated in the parade, and more importantly, to all those who serve and have served our Country.

December:

BOISE HOLIDAY PARADE, 12/7. Shannon Weston. Thank you to the 20 members on 5 bikes and 7 trikes who participated in the Boise Holiday Parade on December 7! When we left our house in west Boise, there wasn't any snow on the ground. However, when we arrived at High Desert Harley-Davidson, there was a dusting of snow and it was 24 degrees!

The roads were thankfully clear and dry as we proceeded to downtown Boise to check in. After we arrived at the staging area, everyone got busy decorating their bikes and some even donned costumes to celebrate the holiday! We were towards the front of the parade again this year and enjoyed the cheers and yells from the crowd watching along the parade route. KTVB Channel 7 even included us in the parade broadcast!

Our world-famous photographer, Jeff D'Agostino, captured great pictures of all the fun.

ANNUAL LADIES OF HARLEY'S ORNAMENT, WHITE ELEPHANT, & COOKIE EXCHANGE, 12/8. Linda Potts and Corinna Provant-Robishaw