

Intermountain Chapter HOG (1255) Events Report 2019

January:

Frozen Butt Ride, 1/1: Mike Mowder (Lead Road Captain)

After Christmas, Christmas Party, 50s Theme, 1/5: Red Lion Inn Downtowner

February:

Road Captain Orientation and Calendar Meeting, 2/9: Mike Mowder (Lead Road Captain)

March:

Cook Orientation Meeting, 3/2: Fifteen new and old cooks attended. Joe Cardona (Food Safety)

St. Patrick's Day Ride, 3/17: The St Patrick's Day Ride had an awesome turnout that even exceeded my expectations. Members were showing up well before the meet time and continued to show up close the ride time. We had ~66 riders and 56 bikes. About half were trikes. It was hard to get a count as I was so busy greeting riders as they arrived. The group was so large; we divided the group in half and made two groups for the ride. Special thanks to Herb, Shannon and Chuck for stepping up and being extra road captains for the ride. As the riders showed up Judy would greet the riders with St. Patrick's green beads necklace or St Patrick's green wrist bands. Many riders showed up in their own St. Patrick's green attire or decorated their bikes with St Patrick's green. Kevin brought some cookies for a special treat on this St. Patrick Day. The weather was chilly but sunny. My fingers were almost frozen on the ride to the dealership. I was worried that I would not be able to make an hour+ ride. As the morning went on and we got closer to the ride time, the temperature increased enough to make a good ride. The ride left the dealership and headed south toward Melba taking Meridian Rd, Columbia Rd, Robinson Rd, Kuna Rd and Southside Blvd. Just before Melba we went over to Hwy 45 and back north to Lake Shore Dr. We took the Lake Shore Dr around Lake Lowell and then Riverside Rd to Mashing Rd and Hwy 55. We continued north on Hwy 55 into Nampa for the final stop at Golden Corral. I want to thank all the riders that showed up for the day. They made it an impressive and awesome ride. I want to thank Kevin and Danny for being my road captains and special thanks for Herb, Shannon and Chuck for stepping up so we could have two groups. All riders arrived at the Golden Corral safe and excited about the ride. Ric Tallada (Road Captain).

Ray Carder Memorial Ride, 3/24: Cancelled due to weather: Joe Cardona (Food Safety)

Breakfast Feed, 3/30

New Road Captains Orientation, 3/31: Mike Mowder (Lead Road Captain)

April:

LOH Meet and Greet, 4/7: We had a great turn out at my house on 4/7/19 at 2 pm for our LOH Potluck and Candle Making Party. There were approximately 20 ladies. David and Carla Wall did a great presentation on how to make candles as well as the differences in scents that could be used depending upon what was desired, natural oils have a more delicate aroma than the synthetic. We had a great time making our own candles, as well as a lot of great food and visiting. Linda Potts (LOH)

HDHD Burger Burn, 4/13

Whistle Pig Round-up (Hagerman), 4/14: First of all, for those who were scared off by the weather...HAH! Other than a slight sprinkle as the 35 riders/drivers showed up on 15 two-wheelers, 10 trikes and one four-wheeler, the entire ride was rain-free. You'll have to indulge those who showed since they now have bragging rights over those who peeked out their windows and climbed back into bed. Our luck on this annual ride is holding, knock on wood. Even if it rained it would have been an improvement over the major wind encountered on the pre-ride. Ask Kevin what it feels like to have his trike nearly pushed off the freeway. Anyway, we witnessed some of the biggest critters yet as we passed through the wind-farm just outside of Mountain Home, but we didn't see one of the smaller varieties. Someone mentioned that the motionless ball of fur huddled in the middle of the road was likely a Pica. You may hear some stories about the Lead Road Captain. Regardless of what you might hear, I did not miss that turn. I went straight just to see who was actually paying attention. Once in Hagerman, Kirt pleased the crowd once again with his great breakfast buffet and it appeared everyone left well-satisfied. It was just another great day in the life of a HOG member. Mason Clarke (Historian) Special thanks to Road Captains Doug Foye, Kevin Curnes, Joe Cardona, David Kesner, Mike Amendola, and Danny Comer who assisted on the ride. Mason Clarke (Historian)

Wild HOG Wednesday Pizza Time Ride, 4/17: We had 24 folks (2 Guests with waivers) on 13 Bikes and 10 Trikes make the trek to the Pizza Factory in Emmett to eat some pizza and salad. Total mileage was 49 miles with a total accumulative mileage of 1323 miles including the pre-ride. The folks at the Pizza Factory did a wonderful job by providing excellent service, salad, and all you can eat pizza for \$6.00! I had some of my favorite pizza with a bunch of my favorite people. What a great way to celebrate getting old (but not as old as Mason! Lol)! Thank you all for coming and celebrating with me, a fantastic day! Kevin Curnes (Director)

Accident Management Class, 4/16: Danny Comer (Safety Officer), Joe Cardona (Food Safety)

LOH Ride, 4/20: This was one where Shannon was the Lead and I was shadowing the lead. We enjoyed some back roads, some of which I have never been on. For those of you who couldn't join us, this is a ride that you might want to take because the views were great. We had some dark skies that seemed to threaten more than it delivered. However, the riders all did a great job riding in the 20 minutes of rain and hail that did fall on us. We stopped at Idaho Pizza for lunch. Linda Potts (LOH)

Earth Day Clean Up Ride, 4/22: A few HOG members volunteered for Earth Day HOG Highway Port of Entry (POE) clean up at Horseshoe Bend POE. There wasn't an abundance of work to be done so a small crew was formed and the task was completed. Idaho Transportation Dept

appreciates the volunteer help in keeping our roadway areas clean. Art Brenenstahl (Equipment Officer)

Wild Hog Wednesday, 4/24: Danny Comer (Safety Officer)

Ride for 22 Parking Support, 4/27: A hand-full of members volunteered to help out the event organizers in parking the participants at HDHD. Kevin Curnes, Herb Weston, and David Kesner pitched in along with a number of Ride for 22 personnel. Mason Clarke (Historian)

Dam Glory Hole Ride, 4/28: We have been following the same route for the Dam Glory Hole ride for quite a few years. However, construction on the Marsing Bridge across the Snake River necessitated a change. Now there are not that many choices to cross the mighty Snake – south on Highway 45 at Walters Ferry, the most direct on Highway 55 at Marsing, and north on Highway 95 at Homedale. Walters Ferry was too far south, Marsing was under construction, and the approaches to Homedale are mostly through congested urban areas. I wanted to find a more pleasurable route and started scouring maps and aerial photographs. I came up with a route that would cross the Snake on a little-known back road called Highway 452. Since my calendar was, and is, quite full, the only time my road captains and I could do the pre-ride was the day before the actual ride. This meant if we encountered any problems, we would be scrambling to find a way to compensate. Not a problem when you are dealing with the level of experience the IMCHOG Road Captains provide. There was only one wrong turn, the fault of yours truly, and the new route turned out to be quite enjoyable. On April 28th 43 riders and passengers on 17 bikes and 14 trikes gathered at the Majestic Parking lot. Six of those riders were prospective members or guests. Normally this large of a group would be split into two groups, but since our new route was mostly open country back roads, I made the executive decision to keep the group as one and add a second mid. The route started out in familiar territory – Overland, Locust Grove, Chinden, Highway 16, State, and Highway 30. A few miles down Highway 30 we started the new route by turning on Market Road in the town (and I use that name loosely) of Sand Hollow. This is where I made my original wrong turn on the pre-ride. I initially was going to turn on Sand Hollow Road a mile or two before Market Road. It was a fortuitous mistake as Market turned out to be a nice curvy road made for motorcycles. Market Road dead ends at Highway 20 in the town of Parma and we made our one and only stop at the Country Market. Because we were going to be crossing state lines into Oregon everyone had to put on helmets before we left. In the middle of town, we turned off on Highway 18, otherwise known as the Roswell Highway. In the morning's safety briefing I asked people to make sure and be on the lookout for signs of UFOs as we passed through. I did see what looked like about a dozen crop circles in a field, well more like crop piles, actually more like processed crop piles, OK they were piles of cow manure but that doesn't make as good a story now does it? After some nice zigzag roads through the farm county, we crossed the Snake into Oregon at the town of Adrian. My mother and grandparents lived here for a few years where my grandfather owned a meat locker. Only a couple miles past Adrian we turned off on Overstreet and started the really great part of the ride. After a few miles of straight we started the winding, twisting road that soon intersected the Owyhee Lake Road. I always choose the last Sunday in April for this ride for the perfect convergence of weather that is not too hot or too cold and spring vegetation that has multiple

colored blooming flowers and brilliant, lush green grasses starkly contrasting with the red and vermillion rock walls of the canyon. This year was not a disappointment. There was one disappointment though. The lake was only about 89% full so we were not able to experience the Glory Hole. There have only been two times in the last eight years that it has been to capacity and overflowing (2011 and 2017). Hopefully next year we will get to see it again. The last few miles of the ride from the bottom of the dam to the park is quite windy, steep, and narrow with a rather intimidating drop to the water below. I was hoping it was not too much from some of our more inexperienced riders and that turned out to be the case with no one having any problems. Well, at least none that were conveyed to me. Once at the park on the shores of Lake Owyhee most of us enjoyed a nice picnic lunch, while a few decide to turn around and head back. It turns out that the Idaho Vintage Motorcycle Club (IVMC) had the same idea as us so we had a nice talk with them while we were there. A year or two ago a Model T club was there, and another time a UTV club. You never know who you will run in to. The total distance was 83.4 miles (one way) and as usual there was not one single accident or incident. Our group often gets criticized for how we ride with all our safety, guidelines, and rules but I don't know of a single other club that can boast our safety record. I would like to thank my road captains Kevin Curnes and Bill Dike as aids and Danny Comer as sweep. David Kesner (Road Captain)

May:

ICMS Motorcycle Awareness Rally, 5/4: We had 27 members with 17 Bikes and 7 Trikes join us for 34th Annual Motorcycle Awareness Rally. We met at the North End parking lot of the Majestic Theater at 10:30 with KSU at 11:00am. Our first leg took us to Sandy Point Park on Hwy 21 below Lucky Peak Dam. We started at HDHD taking Overland to Cloverdale to Hubbard turning right following this to Pleasant Valley Road turning left to Gowen to ID 21 N to Sandy Point Park. Total mileage for the event was 1250.6 miles for participants including the pre-ride. Once there we waited with the other attendees. Then following police escort, we went as a group to the State Capital for the Rally. Great event for a great cause! Kevin Curnes (Director)

Meridian Speedway Ride, 5/4: This was my 1st ride as Lead Road Captain on May 4th, 2019, to Meridian Speedway, as well as to earn my Road Captain Rucker. Color me excited and nervous. We had quite the turnout of bikes for our ride around the track for the National Anthem. We met at High Desert HD at 4:30 pm in the Majestic parking lot for the pre ride briefing and left at 5:15 pm on our way to Meridian Speedway. Our route took us out of the parking lot, with a right turn on Overland Road to Meridian Road, with another right turn. We rode past the Meridian Speedway and turned right into their parking area right before Storey Park. Thanks to Josie Nelson who worked very hard at accommodating us like the VIPs that we are. Josie indicated they were all very happy to have us back this year. All riders were brought through the Pit Crew gate and given a designated parking area right by the Concession Stands. This was a big improvement over last year where the motorcycles were parked in the gravel and/or under the bleachers right in the line of fire for spilled food and drinks. This also afforded us security for our bikes and possessions while we were seated in a roped off section in the North Bleachers to

enjoy the races after our ride. We were invited out to ride 3 or more laps and then we fell behind the pace car when it stopped on the track for the National Anthem. It was an amazing time and I must admit, my Purple Deuce made me speed around the track. I just love the way bike corners. Afterwards, most of the members stayed to watch the game and to enjoy each other's company. Good time had by all. Linda (LOH)

Annual Spring Picnic, 5/5: It was a fantastic day for a picnic on the river! Sunny and 75 degrees. This year we had 93 attend our Annual Chapter picnic. There were four cages that members decided to drive and the rest enjoyed riding our beloved Harley-Davidsons. The large turnout was split into two separate rides so there was a choice of ride routes as well as a safer number of riders in each group. One ride departed HDHD to the west and the other followed immediately to the East. They were each roughly 45 miles long and had a variety of scenery and country roads to enjoy together before arriving at nearly the same time at Swan Falls Dam on the Snake River. A meal of barbecue meats and salad from Goodwood in the warm sunshine made it a perfect day with our HOG Brothers and Sisters. This event could not have been possible without the volunteers that worked to make it happen for everyone. There were 8 road captains that supported the rides. Another crew of 6 transported the food and set it all up for us to enjoy then tore it all down and cleaned up, drove the equipment back and unloaded it into the equipment shed. Once again, our culture of safety produced a day of fun memories together that will last a lifetime. Thank you to all who attended and a special thank you to all that worked to make it a success! Roger Bishop (Road Captain)

Breakfast Feed, 5/11

Mother's Day Ride, 5/12: We started out from High Desert Harley-Davidson with 19 bikes, 8 trikes, and 34-chapter members. Each Mom's motorcycle (trike) was adorned with the now traditional Mother's Day bouquet of flowers attach to the right handlebar. We made our way down Eagle, State Street, and Highway 55 to Horseshoe Bend where we took the traditional "potty" break. We all had some good fellowship and more pictures, thanks to our lovely photographer Ms. Joanna Lewis. On we went up Highway 55 along the Payette River to Banks where you turn up the Banks-Lowman road and on to Crouch and the Two Rivers Grill where the end of the ride and lunch were awaiting us. Rob & Liz and their staff did their usual bang up job of accommodating all of us and another great Mother's Day Ride had come to a close. Thanks to all who join Karen & I and a special thank you to Mason Clarke and Jim Moore for being our Mid and Sweep. Mike Mowder (Lead Road Captain)

Newcomer's Orientation, 5/18: 10 new members attended the orientation. Many of the board members gave presentations about their role in the chapter and why they love being a part of it. There were many questions from the new members and all were answered by different members of the board. And we had cookies. Cheryl Brenenstahl (Membership Officer)

Port of Entry Ride, 5/18: Hello and thanks for those who came and joined me for the POE ride & clean up on Saturday, May 18th. The weather was great and was filled with all types of fun & emotions. The total riders were 16 and an even showing from 8-trikes & 8-2-wheel bikes. The 82.5-mile ride was led by Michael Anderson. Mid was Sharon Cardona and sweep was Joe

Cardona. After leaving the Majestic Theater we stopped in Notus for a quick break, but things got interesting the minute we turned off the bikes. There was a bad accident right in front of the Jacksons Shell station we stopped at on 20/26 and most of us either heard it or saw it happen. The entire chapter jumped into action and performed the training we have been taught by Joe Cardona at Biker Down class. The victims did not have life threatening injuries, but did require medical attention and Joe Cardona was first on the scene. The group helped set out cones and directing traffic until EMS or local police could arrive. We stayed on the scene for almost 45-minutes helping to secure the accident and talking to others that witnessed the accident. The entire group needs to be praised for a job well done. Many locals told chapter members thanks and were thankful we were there to help. I was able to take the entire group out to the POE where Art & Bob had been waiting for our arrival and everyone helped again with a 30-minute cleanup of trash. I called the ride at this point and riders returned to local spots for lunch and fellowship reflecting on what took place and how lucky we are to have each other and how we all jumped into action. I will always remember this day and thank each and everyone who helped make this day even more special for Intermountain HOG!! Michael Anderson (Road Captain)

Early Morning Twisties Ride, 5/19 (Ola): Cancelled due to weather. Sharon Cardona (Road Captain)

Wild HOG Wednesday, 5/29 (Kit's Horseshoe Bend): Wild Hog Wednesday was attended by 19 skilled riders, and 1 guest. Ride was 85 miles; Ride took 2.5 hrs. with a total of 1700 miles. Kits Riverside restaurant in Horseshoe Bend was happy to get our business and welcomed us back any time. Ride was uneventful and everyone arrived safe and sound. My thanks to everyone. Richard Berglund (Road Captain in Training)

June:

Breakfast Feed, 6/1

Patriot Thunder parking support, 6/2: Kevin Curnes (Director)

Warm Lake Ride, 6/2: Doug Foye (Road Captain)

Walla Walla Wine Tour, 6/7-6/9: As the story starts, on Friday, June 7, for a three-day trip to the wine country of Walla Walla. The forecast was gloomy and cold but that did not deter the twenty-six-brave people on 13 bikes and 5 trikes. As the group progressed through the scenic winding two lane road towards the Snake River the optimism was high that maybe the weather forecasters just got it wrong again. Not even a fallen tree in the road going around a corner or the colder temperatures could dampen the spirits of the twenty-six brave souls. As the hearty group crossed over the Snake River into Oregon and continued along the beautiful scenery, it was difficult not to see the darkness developing to the West. As we continued to our next planned stop of the Hells Canyon Overlook (affectionately referred to as "Mason's Turn") the pelting sleet began to fall. The sleet was short lived and once again the group thought this is not too bad, we must be through the weather forecaster's promise of rain and frozen mix. The entire group enjoyed the sharp mountain turns to reach the overlook. It was a planned photo op of the group

and that is when nature decided to throw another burst of snow and sleet at us. As the brave bikers stood together in the snow and sleet like a group of penguins in the Antarctic, I thought it was odd that a place called Hells Canyon could be so cold. After some group effort in shouting in unison to encourage Karen Mowder to exit the bathroom the picture was taken and for the life of me, I do not know how the weather took a break and we got to see some blue skies. The group saddled up once again with the optimism that there must be better weather soon. As we continued up the winding road past the deer and elk toward our lunch spot in Joseph, the sleet started again. We have seen the sleet before and our lunch spot in Joseph was just over the mountain, how much worse can it get? As we continued, our climb, the sleet turned to snow and the snow started to accumulate on the side of the road. We were fortunate the snow was short lived and never stuck to the road. We all safely made it to Joseph and there was a significant volume of coffee consumed to warm our bodies up from the inside. Other than a few sprinkles, the balance of the ride blessed us with generally dry roads. As we pulled into the hotel, I had a sigh of relief as I counted bikes and riders. Saturday's weather improved as the group split into a group that Mike Mowder led into Washington and the other group enjoyed tasting some of Walla Walla's finest wines. The organized dinners and breakfasts were great as we enjoyed each other's lives. Sunday was a beautiful sunny day in which everyone split into several different groups and headed home. As I think back, I think we should have renamed the ride from the "Walla Walla Wine Tour" to the "Postal Ride" ... Neither snow nor rain nor heat nor gloom of night stays these couriers' bikers from the swift completion of their appointed rounds destination.

John Tessin (Member at Large)

Stonehenge (Ride Within the Ride), 6/8: We had traveled from Boise to Walla Walla, Washington the previous day as part of John & Bev Tessin's Walla Walla Wine Tour overnighter. On that Saturday there was one group who were going to board a bus and tour several of the wineries in the Walla Walla valley. For those of us who weren't interested in participating in that little sojourn, I offered a ride along the Columbia river to Stonehenge, a memorial to the fallen servicemen of that area during WWI. Fourteen riders, on 7 bikes & 1 trikes left that morning heading west on Highway 12 to the Columbia River, then turn south on Highway 730 and followed the river to Umatilla Oregon, where we stop for a hardy breakfast at the Crossroads Cafe, a great little truck stop where we also refueled. We then head north on I-82 across the river into Washington and took the first exit for Highway 14, which runs along the Washington side of the Columbia. Going west for about an hour and a half we arrived at the Stonehenge Memorial which sits on a bluff above the river. As we took our time looking at the replica and the plaques to the fallen heroes of not only WWI, but WWII, Korea, Vietnam, the Gulf War, and Afghanistan, a group of riders came in who were HOG members from the Vancouver chapter on their annual memorial run. So very cool to chat with fellow HOG members, sort of an east meets west. We left Stonehenge and continued on Highway 14 a little way further west, then turn north onto Highway 97. Stop in Goldendale, Washington to refuel and proceeded to the Bickleton Highway, a little-known highway (except to the locals) that my older brother and his friend had taken me on years before. This is great little road that winds through the hills and farm country of southeastern Washington; there is even one spot where you wind down one side of a steep box canyon and back up the other. At the end you end up in Prosser Washington, the hometown of our beloved Kellen Moore. Back on I-82, going east this

time you take I-182 through the Tri-Cities to Highway 12 again and back to Walla Walla for dinner at local brew pub, with a much happier wine group than when we left. A great day; a great ride with great friends. Thank you, John & Bev, for organizing the trip and allowing me to lead “the ride within the ride.” Special thanks to Cliff Lewis (Mid) & Art Brenenstahl (sweep) and to our photographers Joanna Lewis & Cheryl Brenenstahl and to all my friends who share the ride. Mike Mowder (Lead Road Captain)

Father’s Day Ride, 6/16: It was a beautiful Sunday morning where 39 riders, on 17 motorcycles, and 9 trikes met at HDHD to celebrate Dad’s special day, who deserves it more (especially if you have daughters). We headed west on Overland road turning south on Ten-mile to Columbia. Going south again to where Columbia turns into Locust lane, we then turn south on Highway 45 to Legends Feed & Fuel for our “potty” break. Unfortunately, the store was closed on Sunday, a little fact the Lead Road Captain did not know (I would fire him if I was you guys, because let’s face it you can’t really cut his pay). Fortunately, the Tesoro gas station is across the road so relief was a short walk away. We continued on west along Lake Shore Drive for some early turns to Farner road. Heading south Farner turns into Ross and a couple of hair pin turns pass the gun range, down the hill to Deer Flat. Going west again we turned at Map Rock Road and followed the twist & turns along the Snake River. This one of my favorite roads here in the Treasure Valley. You end up at Highway 45 again and proceed south until you reach Highway 78. Turning west we made the 20-mile journey to Marsing, Idaho for lunch at Spot Pizza. They did a great job of serving such a big group in a timely manner. We had one little mishap as Doug & Debbie Foye’s trike had a clutch problem. Fortunately, our Sweep Kevin Curnes was there with them. With some additional help from fellow members Art Brenenstahl & Bob Potts (Bob “Mickey Moused” the ailing trike) we got Doug & Debbie to Spot Pizza. Karen, Art, Cheryl, & I followed them back to High Desert to leave the trike and Karen went home and gave Doug & Debbie a ride home in her new Subaru (I am pretty sure she made Doug sit on a towel). Other than that, it was a great way to spend Father’s Day. Special thanks to Ric Tallada (Mid) & Kevin Curnes (sweep). And to Art & Bob for helping out. Mike Mowder (Lead Road Captain)

Day Late for the World Ride, Ride (Stanley Loop), 6/17: Fifteen members showed up on 9 bikes and 3 trikes for the day-long ride covering 360 miles. This year we had pleasant temperatures with the majority of the heat being held at bay by the scattered cloud cover. A little concern was raised when we noticed the clouds building over the mountain area we were about to enter. Once we hit the valley, we were able to organize a rolling photo op for each rider with the snow-covered Sawtooths in the background. Thankfully the rain held off until we were settled in at the outdoor seating area of our lunch stop at Sawtooth Luce’s. Of course, as tough bikers, no one wanted to be the first to make a move to the inside. We all held our ground against the rain until, much to everyone’s relief, one member made a break for the inside. That’s all it took for the rest of us to change our minds, grab our gear, and head for dryer ground. After lunch the sky didn’t look any better. Thankfully, the Brenenstahls sacrificed their comfort for the entire group by donning their rain suits. We all know how it works; if you put it on, you won’t need it. Sure enough, the weather held all the way back. Even the wildlife cooperated with us this year. The deer were well-behaved as they calmly watched our passing from the side of the road, and no bears (check Cliff’s report on the Hell and Back ride when he writes it up at the end of the

month). Special thanks to Cliff Lewis and Dan Hammel who served as assistant road captains. Mason Clarke (Historian)

Little Big Horn Ride, 6/19-6/25: Day one twenty-one IMCHOG members, on 5 Harley-Davidson motorcycles (two with trailers) and 6 trikes met at the Gowen Road Chevron station for the most ambitious overnighiter in our club's history (7 days & 6 nights). We spent the first day traveling across Idaho to our first destination, West Yellowstone. It was a beautiful day, a little windy and a little rain just before West Yellowstone, but still a pleasant ride.

On day 2, we went through Yellowstone Park, traveling through the middle of the park to the East Gate. On the way we encountered elk, the traditional buffalo, and were only feet away from 5 or 6 bighorn sheep going over the last pass before the gate. It was quite chilly on the pass (sure could have used some climate change there). From the East Gate to Cody Wyoming we followed Highway 14 through some absolutely beautiful country. In Cody we had lunch at the Irma Hotel (built by William F. Cody himself and named for his daughter); we also spent time at the Buffalo Bill Harley-Davidson dealership. Continuing on 14 we encountered the legendary pronghorn antelope and the plains of Wyoming. As we ascended into the Bighorn Mountains, we stop at the little-known Shell Falls, a spectacular waterfall well worth the stop. As we traveled over the Bighorns, again very cold, we saw black tail & mule deer, elk, moose, and a few riders said they saw a bear. I don't know about the bear, but if it had hoofs, we saw it. Descending down a beautiful, winding road on the east side of the mountains to the lush Great Plains of America we end our day in Sheridan Wyoming and our home for the next three days.

Day 3 we headed north on Interstate 90 to the Garryowen exit in southeastern Montana. It had started to rain and we were pretty soaked when we arrived. We check in at the Custer Battlefield Museum and gift shop to dry out. Spent some time looking at the exhibits and watch a really insightful video about the battle. There we found out that they had canceled the reenactment for the day. But we being Harley riders decided to go on to Billings Montana and visit the Beartooth Harley-Davidson dealership. After some shopping we went down the street to the Cracker Barrel restaurant for lunch and then found a back road to Hardin Montana before we had to get back on I-90. We stopped by the actual Little Bighorn Battlefield where we toured the museum and rode up to Last Stand Hill to have our group picture, with the chapter flag, taken. From there, we rode the ridge to Calhoun Hill and then the 5-mile trek to the Reno-Bentsen Defense site. I having studied this particular battle since I was a kid was able to explain a lot that had happened there on those two hot June days in 1876. One of the group said it was like having their own park ranger. The very coolest part of that trip is that we, the members of the Intermountain Hog Chapter rode our "steel horses" over the very same ground that Custer and his 7th Cavalry rode real horses 143 years prior. We return to Sheridan via I-90 for another day

Day 4, we once again made our way to Garryowen this time to the actual site of the reenactment, where once again the show was cancelled. It had been raining and they were worried about the slippery ground for the horses and the re-enactors. Also, parking would have been a muddy mess. We had lunch at the Little Bighorn Cafe & Gift Shop, where one of the waitresses did an incredible horse call along with a terrific lunch. Most of the group went back to Sheridan, but four of us went back to Billings to visit family & friends.

On day 5 a majority of the group gave up on the re-enactment and led by Steve Clizbe went to the Devil's Tower in eastern Wyoming. Eight of us instead return to Garryowen and got to witness Custer's Last Stand. It was incredible. It was held at the Medicine Tail Coulee on the Indian village side of the Little Bighorn River and started with the National Anthem as a lone cavalryman sat upon his horse on a far ridge with Old Glory flying proudly in the wind. Take hat Nike! They continued with a small history lesson until they got to the coolest part of the show...the Great Spirit & Mother Earth gave the Indian, the horse. Indian bareback riders brought in 40 to 50 horse right into the area (no fence, no wall, just wild Indian ponies, so close you could reach out and touch them). As the show progressed out came George Armstrong Custer and his 7th Cavalry and with them Crazy Horse, Gall, Rain-in-the-Face and the Lakota nation and the epic battle to the last man. What an incredible day it was. If you ever have the chance to go see this re-enactment...GO! We returned to Sheridan where we rejoined the rest of the club to share stories of our day. A side note Steve Clizbe earned his Road Captain rocker leading the group to Devi's Tower.

Day 6 we returned to West Yellowstone via Highway 14 and officially ended the ride there with the passing out of the ride tickets. On day 7 we headed home to Boise stopping at Pickles in Arco for our last meal together. It was a great 7 days of riding, friendship and fun. Thank you all who rode with me. Special thanks to Cliff Lewis & Art Brenenstahl for alternating mid and sweep, Joanna Lewis, Cheryl Brenenstahl, Flo Lee, and Karen Mowder for the great pictures, Steve Clizbe for leading the ride within the ride, and a couple of great suggestions. Very special thanks to my darling wife Karen for setting up all of the accommodations, being my guide, and keeping me humble. "It's not the road you take, it's how you take the road, and who you take it with!" Mike Mowder (Lead Road Captain)

Hell, and Back Ride, 6/30: The morning, bright, cool and a little overcast was the perfect conditions for us to head down into Hells canyon. All 42 of us on 22 bikes and 11 trikes were anxious to get started before the dreaded heat was expected to begin. The valley travels, all 100+ miles, was comfortable and thoughts of beating the devil at his game was only broken once by a missed turn of the route. Not to be detoured, impeccable insight by ever vigilant road captains quickly assessed the situation and re-routed the group, meeting up with the others without missing a beat. We traveled up to Cambridge, making a left turn and heading into the canyon. The heat was beginning and as we stopped for lunch at Brownlee, we could feel the heat rising. Everyone enjoyed the special lunch preparations, oh yeah, it was a brown bag affaire, guess there wasn't much to complain about. Full of their own catered creations the group was offered various routes through and back out of the canyon. With the heat building a group of riders pressed on deep into hell and the canyon to the dam. For those that have never made the journey, it was an exhilarating ride through the twisty canyon floor. We didn't get to see momma bear and her 2 cubs but the sheer beauty of the canyon more than made up for our loss. As we reached the dam and information center the temperature had climbed to 90. Guess we didn't fool mother nature much. Still, the watching the powerful Snake river and the jet boats coming and going from down river was very impressive. As we safely made our way back out of the canyon the temperature reached 94 on some of the bike's gauges. Pleasant enough considering by the end of July 110 degrees will be "normal" in the canyon. Awesome road trip, thanks to all who attended

and to my supporting road captains, Joe Cardona, Art Brenenstahl, Mason Clarke, John Tessin, and Richard Berglund. See you all on our next adventure. Let's Ride! Cliff Lewis (Member at Large)

July:

HDHD Burger Burn, 7/6

Celebration Park Ride, 7/7: Steve Clizbe (Road Captain)

Hells Canyon Rally, 7/13: Narrative: Six members showed up on two bikes and two trikes for the ride. It was a great ride over to check out the Hells Canyon Rally and help support our dealership. It was a smaller than normal turn out but a lively bunch. One future recommendation for other rides going in this direction the gas station in Vale has limited parking so with larger groups you may need to stage the gas station. The stops seemed to work out pretty well for the group and we had a great time. Bob Potts (Treasurer)

LOH Spa Night, 7/16: We had just under 10 ladies show up at my house at 6:00 p.m. for the pampering provided by Susan Beale and myself. We all seemed to totally enjoy a good foot soak, as well as visiting and catching up with each other. Of course, the food was great...how can you go wrong with tacos! The Ladies of Harley, (LOH) both riders and passengers, don't get together often enough which is something we are going to try and change. Thanks for a great time ladies. Linda Potts (LOH)

Wild HOG Wednesday (Curves Through History), 7/17: Twenty-two riders on 7 Bikes and 9 Trikes made our way to some twists and curves along the Boise River, along the way a sole grave of a fallen frontier man was observed. The Ward Massacre was a surprise to some that couldn't believe what had happen to those innocent pioneers back in 1854. After a briefing stop at a Sinclair Gas station at Hwy 44 & Hwy 30, we had a couple drive-by observations then hit more twists and curves on Emmett's westside. Another memorial stop for the aircraft crash of a C-123 Support Aircraft for the Thunderbirds in October 1958. The unexplained crash is still a mystery today. All were lost but remembered by the community especially the ones that witnessed the incident. A drive by of Payettes, born and raised Harmon Killebrew's old resident showed riders how a hall of famer grew up. The weather was perfect for the 55-mile ride. The nostalgic A&W personal were waiting for us with seating reserved. Their hospitality was beyond what should be called for. Art Brenenstahl (Equipment Officer)

Bug Run, 7/20: Jim Moore (Road Captain)

Members at Large Mid Summer's River Chip Ride, 7/21: Forty-eight of our most daring members undertook the low plains drifter challenge and became "River Chip Gamblers". 17 bikes, 13 trikes set out to win their fortune, as the sun had yet to heat the Snake River and the asphalt. Highway 78 still had one "special" treat waiting for our riders, full bodied Mormon crickets! Their wonderful, but uninvited addition, to the event left an indelible impression upon our shiny machines and a breath taking "cooked" scent in the air. Our gamblin' group pressed on

through the desert looking for some "fresher" air and dryer roads. Mountain Home was the stop for a fine Mexican buffet and a little something to wet the whistle. As the group feasted and the counting was finished, the high hand went to Sharon Pursell and low hand to Sharon Cardona, well played ladies. A successful ride like this is only accomplished by volunteers who look out for the safety of our chapter, thanks to Kevin, Herb, Shannon, Roger, Mike A., Mason, Katherine, John, Bev, Richard, Cathy, Chuck, and Joanna. What a great place to ride! Get out and enjoy your Harleys! Cliff Lewis (Member at Large)

Breakfast Feed, 7/27

Cold Mountain Breakfast Ride, 7/28: The ride started out with a beautiful warm morning and 35 eager riders. We meet at the Home Depot in Eagle at 8am. Yes, a little early but worth the great breakfast waiting us. After a quick briefing, twenty-one bikes and nine trikes rode up Hwy 55 to Horseshoe Bend. Without a stop, we turned on Hwy 52. The traffic was great and the group of 30 bikes stayed together. I loved the sight of 30 bikes in my rearview mirror or those photos from those in the group. The scenery was awesome on the route. It was so fun going through the curves along the Payette River to Emmett. The Cold Mountain restaurant was accommodating. They had tables ready for us and a delicious breakfast buffet bar. We all had a terrific time on the ride and breakfast. Ric Tallada (Road Captain)

August:

Salmon Firefighter Memorial Overnighter, 8/2: Susan Beale (Road Captain) Cancelled

Too Broke for Sturgis (Salmon/Lewiston) Overnighter, 8/2-8/4: On a bright, sunny Friday, 28 IMCHOG members, on 11 Harley-Davidson motorcycles and 6 Harley-Davidson trikes left Boise for Salmon Idaho. We traveled up Highway 21 through Idaho City and passed Lowman to Stanley. There we refueled the bikes and refueled ourselves with lunch. We left Stanley heading north on Highway 75 to Challis, took a break and continued on to Highway 93 and the day's destination Salmon. When we arrived, we found out that most of the town was without electricity as a transformer had been knocked out by lightning, thus canceling our plans for dinner at the Shady Nook. Fear not, we did eat though at a little brew pub in a part of town that wasn't affected by the outage. God forbid that this Chapter goes hungry... The next morning, we were off again, north on Highway 93 to Montana. We crossed the Continental Divide at the state line between Idaho and Montana and encountered some road construction, but it wasn't too bad. We continued north to Lolo Montana where once again we refueled the bikes and had lunch at a wonderful little restaurant at the junction of 93 and Highway 12... best meal of the trip. Now it was time to retrace the trail taken by Chief Joseph and the Nez-Perce as they fled from the army over Lolo pass and down the Lochea River. Of course, we were going the opposite way than the Nez-Perce as we were fleeing back to Idaho. Ninety-nine miles of twists and turns and beautiful scenery, a motorcyclist dream. We end up in Lewiston Idaho at the Fairbridge Inn. The rooms were nice, even if half of the room keys didn't work. Had dinner at an Italian restaurant next door and then everyone met at the pool and hot tub for some adult beverages and the comradery that happens on these overnight trips. As the official ride was over Saturday night, Sunday

morning brought the various departures for home. Karen & I were the last to go along with Ron & Sharon Persell and Mike Burke. We stopped at the Nez-Perce Interpretive Center and spend about an hour touring the facility. Then home on one of the hottest days of the year. Nine hundred sixteen miles times 28 riders for a grand total of 25,648 miles...without an injury...way to go. Thanks to all who couldn't afford Sturgis again this year and went with me instead. Special thanks to Art Brenenstahl, Mason Clarke, and Cliff Lewis for being my Road Captains. See you poor members next year... I think we will go South. Mike Mowder (Lead Road Captain)

HOGs and Indians Ride, 8/4: Forty-one folks (22 IMHOG Members and 19 Indian Riders) on 24 bikes and 5 trikes (including 1 Indian Trike!) showed up early in the morning to go on a joint ride to Hagerman to enjoy one of Kirt's lunch buffets at the Snake River Grill. With projected temperatures expected to be in triple digits we were all prepared with plenty of water and hydration vests. A pleasant surprise awaited us with a slight cloud cover keeping the temperatures down and the ride extremely enjoyable. We traveled 2 lane roads to Mountain Home stopping for a short break at the Chevron/Burger King at exit 90 and then proceeded on Hwy 20 to Fairfield stopping for a short break at the Sinclair Gas Station, then on to the Hwy 46 turn off towards Gooding to Hwy 26 turning on ID-46 to Hagerman for Lunch at the Snake River Grill where the owner Kirt and his staff where anxiously awaiting our arrival. What a way to spend a Sunday with folks with a desire to ride and have fun then eat! We logged a total of 6674 miles and made a lot of new friends! Kevin Curnes (Director)

New Member Orientation, 8/10: Thirteen new members attended the orientation. Many of the board members gave presentations about their role in the chapter and why they love being a part of it. There were many questions from the new members and all were answered by different members of the board. And of course, we had cookies. Cheryl Brenenstahl (Membership Officer)

LOH Ride (Black Sands), 8/11: For this LOH Ride Shannon Weston was the lead, I was Mid and Chuck Cox and Herb Weston were Sweep Road Captions. Mileage: 78 miles and Time: Approximately 2 hours. The ride took us through the high desert country with some beautiful landscapes. The route took us through Canyon, Owyhee, and Elmore Counties as we headed to the Black Sands Restaurant at CJ Strike Reservoir. There we all enjoyed good food and great company located in the back of the restaurant on the patio. The weather was great and the ride was amazing. The route home was riders' choice: Retrace the way we came out River Road or head out to the stop sign at Highway 78 and go left to Bruneau and Mountain Home, then Old Highway 30 and/or Interstate I-84. Another way is to go right at the stop sign and head back into Grandview where you can turn onto Highway 167 and head to Mountain Home – again you can get to Boise via Simco Road then the interstate; or continue backtracking down Highway 78 to Melba and Nampa or to wherever you need to go! Linda Potts (LOH)

Wild HOG Wednesday (Doughnut Run), 8/14: It was a little cooler than I expected it to be at 4 am, so I got dressed for it and out the door and away I go. Got to the Hog shop, still in the dark, Kevin pulled up about ten minutes later, and the rest trickled in over the next hour. Held our briefing at 06:50 loaded 'em up and we left in a jiffy. Five trikes, two bikes, one with side car. Nine members, one guest, for a nice ride to Emmett's Rumor mill. After coffee doughnut, and back in the saddle, for nice little ride around the valley of about 75 miles to the Sinclair station

on HWY 44, rides over your all done. All smiles, no problems, it was fun, this early morning Doughnut run. Thanks Kevin and Joe, for being mid and sweep, and thank you Gayle for all your nice pictures. Richard Berland (Member at Large)

Crouch Ride, 8/17: Bob Potts (Treasurer) Cancelled

Riders in the Sky, 8/18: You could hear those Harleys in the parking lot ROAR as they began the ride. The route ran through Middleton and the middle of Letha before heading down the back roads to the Stinker Station outside of Emmett for our first bathroom stop. When both groups pulled into the parking lot, they filled it with motorcycles and riders. It was quite a sight to see for all the people filling their tanks of gas and watching us. We finally got to Wild Rose Park where the catered lunch was all set up and looking good. All 78 riders showed their respect as we remembered our fallen friends who have gone before us and are now Riders in the Sky. All of us were very thankful for the friends sitting at the tables enjoying the meal and all the memories we have shared together. It was a great day! Thank you to the Road Captains Herb Weston, Chuck Cox, Rick Polenske, Cliff Lewis, Jim Moore, Roger Bishop, Michael Anderson and Kevin Curnes. Also, thank you to the volunteers who picked up the food and set it all up at the park – Shannon Weston, Candyce Weston, John Weston, Rhonda Wenzel, and Ted Wenzel. Herb Weston (Assistant Director)

HDHD Burger Burn, 8/24

Swan Falls Ride, 8/25: Mike Anderson (Member at Large)

LOH Paint Nite, 8/28: After this planned event was canceled twice by Paint Nite Inc., my sister from another mother and great friend, Sharon Adams, came to my house at 6 p.m., proving all the supplies needed to paint a picture. Sharon provided step by step instructions for the 4 ladies (including myself) who were able to participate that evening. We had a great time and I enjoyed seeing just how differently we all painted the same picture. Acrylic paints were used which were much easier to use than oils. As always, there was a lot of visiting, laughing and grazing of good food. This was a great experience and of the 3 different times I had attended a paint night, this is the first picture that was hung on the wall. Appears that we have some hidden artists in our LOH riding group. Thanks ladies! Linda Potts (LOH)

Breakfast Feed, 8/31

Pendleton/Battle Mountain Overnighter, 8/31-9/1: Shannon was the lead for this ride. She took us on some amazing mountain curves in Eastern Oregon and the weather was perfect for our ride. We headed to LaGrande where we stopped for lunch. We continued on to Elgin and up over Tollgate and Weston along the Battle Mountain Scenic Byway in Eastern Oregon to the Wildhorse Casino outside of Pendleton. Rooms for the overnighter were at Best Western in Pendleton. A number of the members enjoyed lounging around the pool relaxing and getting to know each other better. The weather that was warm and sunny. Of course, the casino was a lot of fun too. The route home on Sunday was through the Battle Mountain Scenic Corridor to LaGrande and back to Boise. Linda Potts (LOH)

September:

Big Bar Campout, 9/7-9/8

Breakfast Feed, 9/14

Fall Picnic/9/15: There were 89 members and one guest that participated on Fall Picnic Ride. Richard (Member at Large)

Fall Color Ride, 9/22: The ride didn't turn out to be a bright colorful ride but it was an awesome autumn ride. The morning started out a little cool with clear skies. We had 37 excited members show up for a fun ride through the mountain curves. There was 20 bike and 8 strikes. Because of our large group again, we divided into two groups. Myself, Bob Potts and Bill Dike lead group one. Mike Mowder, Clyde Duncan and Chuck Cox lead group two. Our route took us around to Ten Mile creek to get loosened up for the mountain curves. We headed up Hwy 21 to Idaho City. The temperature dropped off a bit as we went down in the canyon along the Mores Creek. We warmed up on the rest stop in Idaho City. To our amazement group two arrived just a couple minutes after we arrived. It appears that group two skipped the Ten Mile Creek and went directly to Gown Rd. Group one just happened to get good lights and put us just in front of group two. After our rest, we continued up Hwy 21 through the many wonderful and fun curves. Everyone kept pace and cursed through the curves. Everyone seemed so excited on our second stop at the Southfork Lodge. Even though the colors hadn't fully changed the scenery through the mountain was beautiful. We didn't run into any snow over the pass. Good news we didn't have any deer or elk cross our path. Bad news we didn't see any deer or elk. We continued down the mountain on the Banks-Lowman road to Crouch. The trip took 3 hours. Our lunch stop was at the Two Rivers Restaurant. The Two River staff was terrific. They had 3 tables all set up waiting for us. Group one got seated and taken our orders just as group two showed up. Everyone was seated and we all had a wonderful lunch. Thanks to all the members that come out to the ride. Special thanks to the Road Captains of the second group that stepped up at the last minute. Thanks to Bob and Bill for helping me on group one. Ric Tallada (Road Captain)

Hagerman Cemetery Ride, 9/29: Jeff Franks (Road Captain in Training)

October:

Breakfast Feed, 10/5

HDHD Burger Burn, 10/12

LOH Last Ride, 10/20: The Ladies of Harley (LOH) invited any and all HOG Members to the last LOH Ride of the 2019 Season to Anderson Reserve in Sweet, Idaho. Road Captions: Linda Potts, Lead, Mike Anderson, Mid and Bob Potts, Sweep. We met at Home Dept in Eagle, Idaho, at 11:00 a.m., and left for our destination at 11:30 a.m. riding to Horseshoe Bend with a left on HWY 52. At the Triangle, we turned right onto Sweet Ola HWY. Anderson Reserve is just on the left as we entered Sweet. This ride was short, approximately 40 miles, and there were no gas or bathroom stops. The Fall colors were beautiful. We had sunshine and mixed clouds with a

high of 50 degrees, which was crisp and chilly, but the ride was comfortable. We had no rain or any issues along the way. I must say if you haven't ridden Horseshoe Bend Hill, you have to do this as soon as you can. The winding curves and the view are breathtaking. Anderson Reserve was having their Grand Opening and Paul and Samantha, co-owners, really enjoyed having us join them for this celebration. They provided us with complimentary appetizers, as well as good service which is very difficult when you have a large group. I thought the wait staff took very good care of us all. The food was fabulous. We were seated at tables upstairs, taking up one whole side and all appeared to have a great time visiting, eating and listening to the live Jazz Band playing for the opening. Linda Potts (LOH)

November:

Veteran's Day Parade, 11/2: Herb Weston (Assistant Director)

Holiday Parade, 11/23: Shannon Weston (Secretary)

December:

Annual Potluck, and Officer Elections, 12/6: Attended by approximately 120-chapter members. Election results: Assistant Director; Cliff Lewis, Secretary; Shannon Weston, Treasurer; Bob Potts. Kevin Curnes (Director)

First Responders Christmas Meal, 12/25: Eight chapter members showed up to serve a Christmas meal provided by HDHD and prepared by Leslie Awe (HDHD Controller) and her family to 36 on-duty first responders. An additional 14 chapter members dropped off donated dessert items to support the event. Mason Clarke (Historian)