

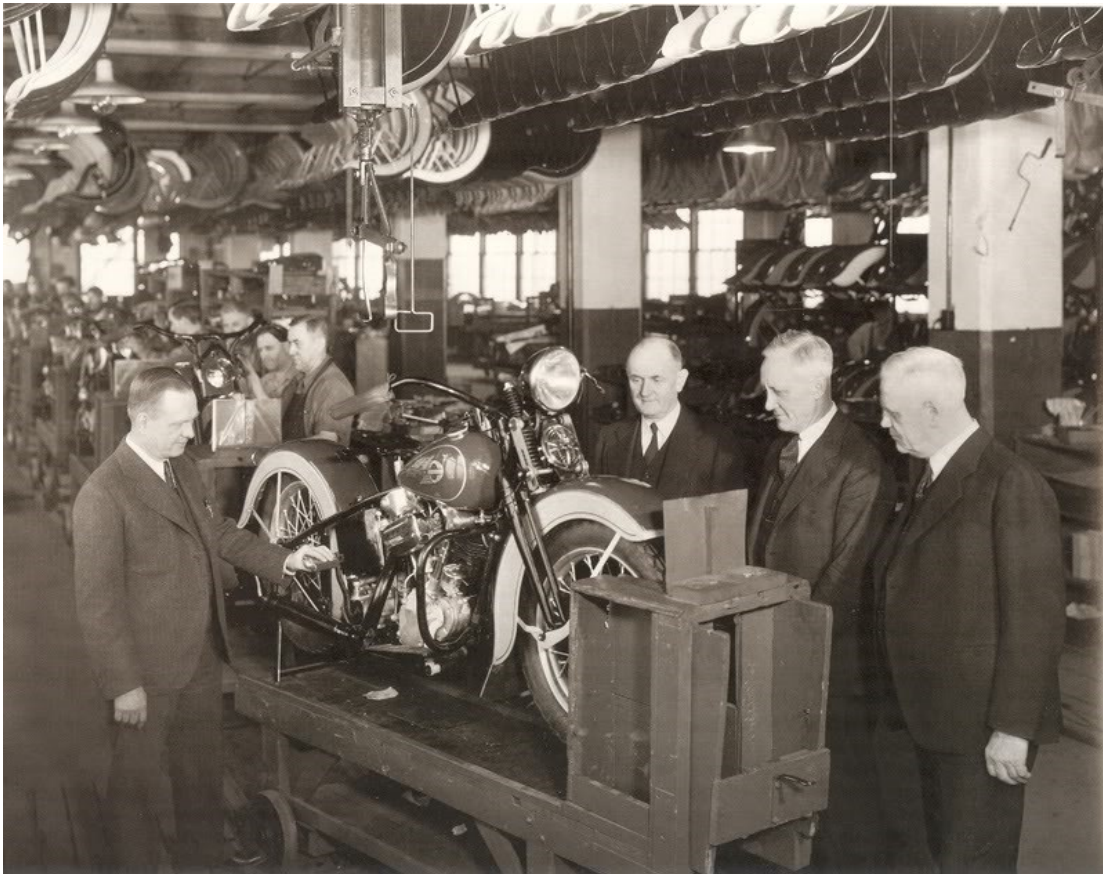


SWINE TIMES

January 22 VOL I

COLORADO CHAPTER THORNTON #432

What's the Date, People, and Model ?



This year our centerpiece will be of a landmark, a vintage, or custom motorcycle, a member's first Harley or baby picture if you send me the pictures. You guess right you'll be in the drawing for a gift card.



CHAPTER OFFICERS

Director	Deanna Thompson
Assistant Director	Bob Frank
Secretary	Dawn Huth
Treasurer	Laura Frank
Activities	_____
LOH Officers	Cindy Aranda
	Bonnie Severson
	Doreen Takeda
Head Road Captain	Dave Cawley
Road Captain	Celeste Cacchione
Road captain	Ed Gomez
Safety Officer	Larry Faut
Photographer	Jeannette Bull
Photographer	Felicia Cano
Historian	Kristi fisher
Webmaster	Brandy Burzynski
Membership	Rodney Fish
Membership	Kristi Fisher
Membership	Michelle Herdt
Membership	Pat Legge
Editor	Matt Huth

**I know that everyone has important stuff going on outside the chapter and that includes our officers. The worst that I've had to do is put a "no submission" on an officer. I'm putting a questionnaire of 11 questions to the officers to answer all at once so that ya'll will have more reading material and you might get to know them a little better. This month's question :
*What is your longest one day ride?***

CCT Calendar of Events for 2022

**February 19- 20 Motorcycle Expo
Stock Show Complex**

**June 23-25 Kicking It in Cody
H.O.G. Rally
Cody, WY**

REGIONAL H.O.G. RALLIES

April 7-9	Cajun Country H.O.G. Rally Scott, LA
June 23-25	Kicking It in Cody H.O.G. Rally Cody, WY
June 23-25	Chesapeake Freedom & Spirit H.O.G. Rally Solomon Island, MD
July 14-16	Iron Adventure H.O.G. Rally Ludlow, VT
July 21-23	Mid-America H.O.G. Rally Dubuque, IA
Sept. 27- Oct. 1	Southeast H.O.G. Rally Maryville, TN

H.O.G. TOURING RALLIES

March 1-4	Run to the Sun Touring Rally Virginia Beach, VA to St. Augustine, FL
April 2-5	Spring Heat in Arizona Touring Rally Lancaster, CA to Scottsdale, AZ
May 31-June 5	Big Trees of California Touring Rally Bakersfield to Eureka, CA
June 16-21	A Gem of a Ride Touring Rally Boise, ID to Lindon, UT
July 5-14	Grand Museum Touring Rally Birmingham, AL to Milwaukee, WI
July 25-29	Lake Superior Touring Rally Marquette, MI to Marquette, MI
Aug. 15-19	Bay, Lakes, & Mountains Touring Rally Annapolis, MD to Lebanon, NH
Sept 4-16	West Meets East 25th Anniversary Posse Touring Rally Lynwood, WA to St. Augustine, FL.

OFFICERS UPDATES, RAMBLINGS, & WORDS OF WISDOM



Director

Deanna Thompson

What is your longest one day ride?

My longest ride in one day was a Saddle Sore 1,000 ride that the chapter did several years ago. From Colorado, to Kansas to Oklahoma to New Mexico to home. Did I miss a state? I seem to remember leaving around 3-4 AM and arriving back at the VFW around midnight. It was a long day, so I could have the times wrong. Would I do it again???? Hell yeah!!!!



Happy New Year HOGS!!!!

It's hard to believe another year has gone by. This is the time of year we start planning our rides and events. Due to the ongoing on again off again covid restrictions and closures, we won't be doing a ride card again this year. It is just too hard to predict what the coming year will bring. That being said, we will still be planning things. The board has several cool ideas that they are already working on for 2022. So if you have any ideas on things you would like to do, or places you would like to go, please make sure you let an officer know.

I would like to thank all the members that stepped up as officers for 2021. Being an officer is generally a thankless and time consuming job, so don't forget to thank them also please.

See you on the road!



Assistant Director

Bob Frank

What is your longest one day ride?

Denver to Phoenix 1020 miles

Food for thought. Part of keeping current members and attracting new members is enticing activities. Doing things that attract all Harley riders not affiliated with our chapter.

Such as:

Bike Rodeo Competition

Bike Show (for Harleys) – with trophies and or cash awards

MC Swap Meet

Improve BBQ outreach to riders

CCT Booth(s) at MC events

Dessert Rides

MC maintenance classes focused on simple fixes

Rider Safety Classes

Motorcycle First Aid Classes

Just throwing a few out there.



Slow Ride Practice

Submitted by Bob Frank

The Decline Of The Motorcycle Club? Are motorcycle clubs dying? Almost every club has seen a decline in membership. A few clubs have folded due to lack of interest, dwindling funds, increased costs, aging members, and other factors that eventually bring the club to its knees. The club's engine seized and it was tearfully abandoned by the side of the road. "While I've belonged to a couple of brand/model associations in the past, I've only been a member of a formal MC for about 5 years. It's an enduro/race oriented club, established in 1971 and hosting several race and poker run events annually. We celebrate our 50th anniversary next year. In truth, we may already be dead but no one wants to admit it." - Brian Englund, Off Road Racer and Club Organizer Popular rally speaker, author, and humorist Jack Riepe wrote, "Clubs aren't dying. Their members are dying. The average BMW rider is 234 years old. Millennials don't join anything, and club vacancies go unfilled. There is no sense of 'To hell with this... I may be dead by 2pm so anything goes', anymore. The new thought is, 'I paid to attend this event so entertain me.'" The reasons why clubs are on the decline is hugely complex - I don't claim to have a crystal ball that gives me the answers. Society is changing. Most riders don't join clubs anymore, instead they prefer to do their own thing. "Clubs were formed around a brand of motorcycle, or type of motorcycle, or a geographic region, or a common bond or special interest. Their primary purpose was socialization or sharing information." - Ian Schmeisser, Community Marketing Expert, BMW Clubs and GS Giants Guru At a club meeting or at a rally, members could socialize and share information, kick the tires, swap lies over a campfire, share a few beers, and those face-to-face interactions established a bond. Clubs charged a membership fee which opened the door to an exclusive group - you became part of something special. Your investment entitled you to club clothing, pins, patches, and perhaps a small discount on gear thru your local dealer. If you wanted to ride with the group, you joined the club. If you wanted to go to their rally, you joined the club. Clubs competed in riding events, raised money for charities, raised rider awareness, and promoted safe riding practices. "Clubs are feeling the pinch because people just aren't as willing to go to a club event. And why go to an event when you can simply hit your buddies up on Facebook from the couch, meet up at Saturday morning, and then do it again next weekend? We're a bunch of dinosaurs living in a bygone pre-social media era where you had to actually find people if you wanted to talk to them. You had to go hang out with someone or go to a shop to learn about our bikes, maintenance, events, or anything else important to a rider. Seems to me that no one is doing that nowadays." - Brian Englund The "old way" a club gathered members and kept them engaged doesn't seem to be working. Today people rely on Facebook or Twitter or social media to give us connections to our sport. We develop "internet friendships", we organize rides via email or text message, we substitute the face-to-face interactions we get at a club meeting, with something found on a desktop or a cell phone. This "new way" seems great on the surface, but those social media connections don't lend themselves to keeping a motorcycle club afloat. 2 Another reason why clubs are choking on a chicken bone: POLITICS. This includes the politics of society and the politics of the club. It goes without saying that discussing societal politics within the club is a sure-fire way to cause division. Politics are a minefield that everyone must avoid. A motorcycle club should be a "safe zone" away from the politics of the day. We're in a club because of our love of motorcycles. Allowing politics to creep in is like filling your bike's gas tank with diesel - the gauge says the tank is full, but the bike won't run. Then there's the club's internal politics. When you get more than two people in a room, you'll have a list of rules and bylaws. Add a newsletter or an on-line forum, and it's quickly followed by the need for a moderator, an editor, or a bouncer. Too often they must jump into the ring and break up a cat fight. Someone said something and someone else took offense. Feathers were ruffled and members dropped out. Whenever you make a comment or post a message, keep in mind that others might not (probably don't) hold the same viewpoint. When you disagree about oil or tires or riding gear, keep things civil. It may surprise you to learn the other person isn't "the stupidest person on the face of the planet", they just have a different opinion. Allow them to have one. A few people rise to a position of leadership (club officers).

Some are natural-born leaders who make great contributions. Others are dismal leaders who drive away members because of their personality. When a club elects leaders, they don't want to choose from that second group. If an officer goes off in the wrong direction, members need to speak up. Silence allows the problem to grow. Good leaders can take constructive criticism. Poor leaders get offended and defensive. You want good leaders. Officers get re-elected because they did a good job. Some officers get re-elected because nobody wants to take over their vacant office. Rather than leave the slot empty, that officer reluctantly agrees to continue. A reluctant club officer is almost certain to become ineffective over time. When this happens it's a sign that a club is on life support. By contrast, a healthy club will have a number of people willing to serve on the board. There's a disease called "Club Burnout" (CB). An officer or key member who gets things done often finds they're the only one doing the work. Eventually they get a bad case of CB. They preside over too many club meetings, run too many rallies, organize too many social functions, do too much hard work, put together too many rides, etc. After a few years they become weary and they eventually fade away, leaving a void in the fabric of the club. Mending that empty hole isn't easy. When an officer or key member leaves due to CB they often take the heart and soul of the club with them. Look around you and see who's doing all the heavy lifting. Is that person happy or are they starting to show signs of CB? If that's the case other members need to come alongside and pick up their load before it's too late. Club Burnout, left untreated, is fatal. It's painfully clear that most club members aren't willing to step up to the plate. They're not willing to put any work into their club - the kind of work needed to keep it running, to keep it alive, to keep it vibrant, to keep it relevant. The average member sits back and lets others carry the load. They don't want to do any of the work but they want all the club benefits. 3 Members might be afraid to volunteer because they've seen what happened to others: Joe raised his hand at a meeting and now he's got a can of worms wiggling in his lap. However, if a dozen hands went up at the call for volunteers, those tasks would be easy because the workload would be shared. The best example is that of the Rally Chair. When a club appoint an RC (better yet, appoint 2 co-chairs), make sure he/she/they understands he doesn't have to do all the work himself. His job is to get one volunteer to do one task, another to do another task, and so on. If everyone eats just one worm, nobody goes to the CB hospital. Keep the jobs simple and clearly defined. Once a volunteer has filled their commitment, they're done. Don't pile on task after task, don't drain your volunteers. Leave some blood in their veins so they can ride home. Don't burn them out or they won't volunteer again. Give them some positive feedback. Of course, it'll be necessary to screen (and monitor) volunteers. You don't want a volunteer who never follows through. If a person has zero graphic design experience don't give them the job of creating rally t-shirts. If a person has doesn't know how to use a GPS, don't ask them to lay out tracks and routes. Give volunteers a job they're suited for and give them tools to get the job done. If a volunteer has success at one job, they'll be willing to volunteer for something else in the future. Let's look at some statistics. Motorcycle sales are on the decline. These graphs show that new bike sales peaked in 2006, then took a steep dive. Today's sales are lower than those 1999. In 1990 the average rider was 32 years old. In 2009 the average rider was 40. Today the average age is 47. We're growing old, together, painfully. While younger folks are still getting into the sport, their numbers don't make up for the older members who are retiring, and who normally fill the club's leadership positions. In 2009 there were 11,015,105 riders; in 2018 there were 13,158,100. Despite the increase we still see motorcycle clubs struggling to attract new members and retain existing members. The average age of a street club is in the mid-60's. Take an informal poll at your club next meeting - if you have one or two members in their 40's that's unusual. If you have members in their 20's you win a trophy. Dollars to donuts it's the older guys and gals that keep those clubs afloat. About 81% of all riders are male, 19% are female. What is your club doing to reach those 2.5 million lady riders? Does your club hold events geared toward their interests? Do you see the ladies at club functions? If you don't then your club is missing something. 4 For the younger rider (or even the middle-aged rider who's new to the sport) a typical weekend club meeting doesn't hold much appeal. The most exciting part of the meeting is the breakfast buffet. What they find is a bunch of grumpy seniors who spend the entire meeting arguing about the next rally lapel pin. A new rider might attend ONE meeting, but you'll never see him/her again because there's nothing of interest, nothing to make them want to come back.

Many clubs hold monthly meetings on Sunday mornings, which conflicts with those who want to attend church or have other plans on that day. Would more riders attend if you switched meetings to a Saturday? Since the club exists to serve all the members, if those dates and times don't work for the majority, things need to change. Raise that question at your next meeting. Keep in mind that if you take a vote on a Sunday, you won't get any support for changing the meeting date, because those Saturday people won't be present to cast their vote. Every club should take a long hard look in their mirror. What do you see? Is your club alive, vibrant, growing, and healthy? Or is it on life-support? Be honest when you give your answer, then figure out how to make changes. Not willing to change? Then be willing to accept the way things are, which is on the slippery slope that leads to club failure. Ask your governing board (and the membership as a whole) if they really want to keep the club alive. If they do, then everyone must be willing to pull on the club rope. Members must understand that the club exists only as long as everyone contributes. Members must get involved, must volunteer, must participate. This doesn't mean they have to spend 10 hours a week on club business; it does mean they need to do something, no matter how small, how mundane. One hour at a club meeting. A few hours at the annual rally. Ask your club a few simple questions: 1. What do we offer as a motorcycle club? 2. Do people really want what we're offering? 3. Are we preaching to our own choir? 4. Are we reaching outside our own little circle? 5. Are we attracting new members? 6. Are we retaining existing members? When you get your answers make sure you're not listening to your own press releases. In other words, don't filter those answers through a pair of rose-colored goggles purchased with club funds. Be honest with yourself and with each other. If your club is built around a specific brand? Do you hold events that appeal to of the models made by that manufacturer? Are you focusing on a narrow segment of their model line-up, while ignoring other models? This is a common failing when a manufacturer produces performance bikes/ADV bikes/and street bikes. Find a balance that appeals to all genres. Organize road rides and GS rides and the occasional track day. Appeal to as many models and as many riding styles as you can. Don't get in a rut. 5 Should there be a limit on how long an officer should hold their elected position? If they're happy in their role and they're doing a good job, remaining in office year after year to be in the best interests of the club, but if they stay too long then others can't rise through the ranks. If an officer stays too long there's a danger that the club will eventually be viewed as "Joe's M/C Club". Whenever one person becomes the face of the club, warning bells should be ringing. Clubs are not about individual personalities, they're about the group. Leadership turnover ensures the club won't become stagnant and it also prevents Club Burnout. A system where officers serve a couple years then rotate out makes a lot of sense. Keep things fresh. Allow senior officers to "train-up" junior officers. This applies to presidents, secretaries, treasurers, and other positions. It also applies to key volunteers. Don't count on just a handful of volunteers – develop scores of volunteers. Spread the load. "All these ideas are well and good but in My Club nobody wants to serve as president or treasurer or secretary. I don't, because there's too much work involved, and I've got other things to do". – a typical club member Yup, we're all busy with work and family, but if you want your own club to stay afloat, then everyone's gotta start bailing water. That means you either need to pick up a bucket and get to work... or abandon ship and start swimming for shore. Let's say you're a former club officer who served your term - now it's time for others to keep things running. Fair statement, but for the good of the club, re-reconsider that line you've drawn in the sand. Maybe you could step back into leadership for a year, or until the club gets back on its feet. If you don't want to serve as an officer, work as a key volunteer and show others how it's done. Lead by example, mentor others, and help members learn from your experience. Help them become a leader for the next generation. Are motorcycle clubs dying? Are rallies on the decline? Is your club in trouble? I think you know the answer. It's not too late to turn things around. The club's gas tank might be on reserve, the oil needs to be changed, the brake pads are worn to the rivets, the tires are showing their cords, but there's still some life in your club. It just needs some work and a little TLC, or more specifically some VLC (Volunteer Loving Care). If you want your club to keep riding into the Roaring Twenties, the next steps are up to YOU: ✓ Attend meetings! ✓ Volunteer! ✓ Get involved! ✓ Serve as a club officer! ✓ Do something for your club! Or you can sit back and watch your club go the way of the dinosaur. David Petersen Mr. BestRest (aka Pufferfish Petersen)



Treasurer

Laura Frank

What is your longest one day ride?

Went to Lincoln, NE for a rally with friends.

Probably the longest I've gone in one day.

Happy New Year!!

Sure looking forward to 2022 and hoping it is better than the last couple have been. I have hope! We finally are having winter weather, but that doesn't mean club events end. Keep an eye on your email and the Facebook page for other fun events coming up. I'm sure looking forward to more riding in 2022. I appreciate the opportunity to serve as Chapter Treasurer. If you ever have questions about Chapter finances, just let me know.

Laura Frank
303-885-5363
laura@bvcv.com

Webmaster

Brandy Burzynski

What is your longest one day ride?

480 Miles on day 1 of my days
ride from WA to Sturgis



Secretary

Dawn Huth

What is your longest one day ride?
1000+ miles Saddle Sore 1000 Iron Butt



Photographers

Jeannette Bull

Felicia Cano

What is your longest one day ride?

Almost 7 years ago, I was working at Kaiser and a nurse came to my desk. We started talking about me "needing a life". The nurse's comment was along the lines of "Come to this Halloween Party and I've got a life for you". I went to the party and immediately knew that these were my people. The people that I have met are now more than just my friends, they are like family. At the time, I was an Associate Rider because I did not have my own bike. But, with the support of my family, both HOG and not, I was able to make a lifelong dream come true in 2018 when I purchased Trixie, my 2016 Dyna Street Bob. I have now been the photo-HOG for the last six years and love the community that we have built. Being the photographer has really allowed me to get to know so many different people beyond just our CCT group. I look forward to continuing to grow our group and welcoming new members. – Felicia Cano

Safety Zone



What is your longest one day ride?

We rode 700 miles to take our daughter on her first over night ride. The ride was 100 miles.

10 BEST MOTORCYCLE RIDES IN COLORADO

1. Mount Evans Scenic and Historic Byway

As the highest paved road in North America, the Mount Evans Road rises to a height of 14,130 feet above sea level. Begin your trip in the historic mining town of Idaho Springs. From town, travel south on Highway 103 to the junction of Highway 5, the entrance to Mount Evans Road. Groves of pine trees first greet you on this section, but gradually give way once the timberline is breached. Riding along the exposed mountainside, you'll get a magnificent view of glacier-cut valleys and a seemingly endless horizon of sharp rocky peaks. Mountain goats and bighorn sheep are often seen grazing roadside. Be aware: The guardrails disappear up here, so caution is advised as you traverse the switchbacks to the top.

2. Trail Ridge Road Scenic and Historic Byway

One of the best ways to see Rocky Mountain National Park is on a motorcycle. Mount Evans Road may be the highest paved road, but Trail Ridge Road scenic and historic byway is the highest paved road in the United States that doesn't dead-end. The grandeur of rocky peaks and lush blankets of pine trees accompany you through this route. Keep your eyes open for grazing elk, bighorn sheep and other animals — they're common visitors to the roadside and surrounding cliffs. The ride combines straightaways with twists in the road that showcase all aspects of the park's beauty. Tundra with brush no higher than a few feet is a contrast to the granite peaks of the Rockies that loom like immovable giants.

3. Santa Fe Trail Scenic and Historic Byway

The original Santa Fe Trail carried pioneers and traders hundreds of miles over the prairie to points west during the 1800s. The trail is still in use today, but as the Santa Fe Trail scenic and historic byway, taking travelers through a history-laden slice of Colorado. At certain points, you can even see the wagon ruts of original pioneers winding their way through the prairie grasses. This route is almost completely straight and is a relatively easy, though longer, drive. Midway on the trip sits one of Colorado's most significant and historic treasures, Bent's Old Fort National Historic Site. Originally built in 1833 as a trading post along the Santa Fe Trail, it became a cultural meeting place. This route also takes you through the Comanche National Grassland, where the land still grows the original prairie that the pioneers saw when forging through the plains.

4. San Juan Skyway Scenic and Historic Byway

Mountains here look as if they were painted. Crimsons bleed into purples and grays with vibrancy nearly unmatched by other peaks. The San Juan Skyway traverses multiple mountain passes that each rise more than 11,000 feet above sea level. The towns that you'll pass through on this route are renowned for their history and beauty. Both Telluride and Silverton are rich in mining lore, and Cortez and Mancos stand at the entrance to perhaps the best Ancestral Puebloan site in the nation, Mesa Verde National Park. On the San Juan Skyway you can ride on what's known in Colorado as the "Million Dollar Highway." This specific stretch runs from Ouray to Silverton. Sights of Mount Wilson, Mount Eolus and Mount Sneffels — some of the highest mountains in the United States — also showcase their grandeur from roadside vistas.

5. Unaweep/Tabeguache Scenic and Historic Byway

This section of highway played an integral role in World War II: The uranium used in the country's first atomic bombs was mined near Uravan, the midway point of the Unaweep Tabeguache scenic and historic byway. There's more history here than just the A-bomb. Precambrian dinosaur and amphibian fossils have been found within the striated red sandstone canyon walls that surround the road. The byway cuts through a canyon for most of the way and follows the Dolores and San Miguel rivers. Through the years, these rivers slowly ate away at the soft sandstone creating the flattop canyon through which you'll ride.

6. Frontier Pathways Scenic and Historic Byway

The Frontier Pathways scenic and historic byway charts a course through an area that was once a true cultural crossroads. These foothills to the Rockies were used by Ute Indians, Spanish and American explorers, fur trappers, ranchers, prospectors and now by visitors seeking stunning mountain views and prairie buttes. The journey takes you from the town of Pueblo and twice through the San Isabel National Forest. As you enter the San Isabel National Forest the first time, the peaks of the Sangre de Cristo Mountains make their presence known through astonishing vistas showcasing their high pinnacles and craggy outcroppings. The ride then takes you to the town of Westcliffe at the base of this range, then doubles back to the southern passage through the forest and ends in Colorado City, where flat-topped prairie buttes jut out from the prairie.

7. Pawnee Pioneer Trails Scenic and Historic Byway

Two of the most well-known buttes in Colorado's prairie stand stark against the flat surroundings, the Pawnee Buttes. Their white and gray striations show the passage of time through geology and give you a view into the height of the original landscape. The ride across the Pawnee Pioneer Trails is flat and open, and travels through pristine and protected prairie. The Pawnee National Grassland dominates much of the landscape and provides you with a look into exactly the same terrain pioneers encountered in the 1800s. Pronghorn antelope — the fastest land mammal in North America — can often be seen, as can coyotes, prairie dogs and hundreds of bird species.

8. Top of the Rockies Scenic and Historic Byway

Leadville, the highest incorporated city in the United States, is found along the Top of the Rockies byway at an elevation of 10,200 feet. As high as this town is, it's dwarfed by the two tallest peaks in Colorado, Mount Massive (14,421 feet) and Mount Elbert (14,440 feet). This route also crosses the Continental Divide twice and follows the Arkansas River nearly to its headwaters. Mining history is tucked into the scenery along this byway. Millions of dollars worth of precious metal was extracted from the mountains in the area in the 1800s, and Leadville proved to be the silver queen of the Rockies, providing one of the richest silver veins in the state.

9. Independence Pass

Due to the high altitude and winter road conditions, this route is only open from Memorial Day to Labor Day. The road rises to its peak at 12,095 feet on Independence Pass. Aspens and evergreens dissolve into each other as a lush valley meanders below, and the surrounding mountains provide jagged lines against the sharp blue sky. The ski towns of Aspen and Snowmass are also found along this stretch of highway. Glenwood Springs is found on the northern entrance to this route and is world-famous for its claim to the largest improved hot springs in the world. Between Glenwood Springs and the tiny town of Basalt, look to the south for a view of the scene-stealing grandeur of Mount Sopris.

10. Los Caminos Antiguos Scenic and Historic Byway

Los Caminos Antiguos incorporates many of Colorado's historic sites. Conejos, one of the first towns you'll drive through, is home to the oldest Catholic parish, Our Lady of Guadalupe. Continuing along, you'll reach San Luis, Colorado's oldest surviving community. Roughly 15 miles from San Luis is Fort Garland, home to Colorado's oldest military post and once commanded by Kit Carson in the Civil War.

LOH Officers



Cindy Aranda Bonnie Severson

Doreen Takeda

What is your longest one day ride?

My longest one day ride was also part of my furthest destination as well, 603 miles from Tulsa, Oklahoma. A travel buddy of mine, Colleen and I set out days ahead of our group to attend the Women in the Wind summer internationals July 2019 in Tulsa Oklahoma. Our plan to venture out, explore and take in the sites along the way with spontaneity along the backroads and secondary highways. We experienced warm, genuine hospitality with folks we met along the way. Highlights to include visiting Bent's Fort La Junta, CO., Dodge City, KS, Alabast Caverns Freedom, OK., Great Salt Plains Jet, OK., Pioneer Women's Museum, and Marland Estate both in Ponca City and finally Woola roc in Bartlesville, OK before meeting up with our group in Tulsa. The event in Tulsa resulted in riding quite a bit of Route 66 and many iconic roadside attractions to include the quirky Blue Whale in Catoosa, OK and many others. Our return trip back to Colorado was more direct via I-70. Frequent stops to stretch, hydrate, refuel, and refresh served us well to minimize fatigue. As we neared Limon CO we could see an ominous storm heading our way. We took no time to put on rain gear as there was more than rain forthcoming. Although we were drenched we had time to take cover and protect our motorcycles before the hail began. With no beak in weather conditions we found the only available accommodations. A crazy step back in time called the Safari Inn in Limon, CO. After a good night's sleep we continued to our respective homes with memories of a safe, fun, and awesome trip. Definitely one for the books but other memorable trips have followed since then.

Cindy

My longest day ride was from Denver to Kansas City, Mo and Back to Denver. It was all Highway so I don't think it deserves applause for the 1000 plus miles. More importantly it was dark when I left and dark when I returned 16 hours later. Kansas is very dark when the moon is not lighting the way.

Bonnie

What was my draw to join a Motorcycle Chapter? Nothing in life is simple and the answer to this question is complicated. I would like to believe I was born a lone wolf with the independence of a fearless warrior. But I was not. I thought the reason was to get on a motorcycle and explore the unknown, to feel the wind in my face, and watch mirrored destinations behind me. So why do I ride with a MC? I wasn't the first in my family lineage to ride a motorcycle. My father and brother, uncles and cousins from generations past loved the adventures on motorized bikes. Stories told were romanticized and embellished over the years. Stories like love affairs with quick getaways on the back of a hot fast ride with shotguns in chase. Mail and messages delivered in war zones in Europe on muddy and dangerous terrain. Drunken parties and rides that ended exhaustion or mechanical failures. Honestly, I didn't expect my family stories would measure up to what joining a Motorcycle Chapter would bring. As you can imagine, none of my lone rides could measure up. But collectively, a group of motorcycle enthusiasts like us have brought so much more than riding stories. I have watched us all laugh, cry, and support one another selflessly. I have seen unconditional gestures that have changed me for life. It is more than the bikes or the destination. It was complicated at first, but it makes sense to me now. There are still drunk parties, rides that end in exhaustion, and mechanical failures. I now have another extended family and life long friends. The stories will live forever.

Bonnie

Membership



Rodney Fish



Kristi Fisher



Michelle Herdt



Pat Legge

What is your longest one day ride?

Our longest one day ride was from south Castle Rock to Omaha, NE, 570 miles to take our daughter on her first 125 mile overnight ride up to Sioux City, IA via the Loess Hills Scenic Byway, spent the night and went back home. Was a long weekend. **Chelle**

In 2018, I rode to Childress, TX, 563 miles, heading towards New Orleans which was a great trip, by the way! **Pat**

Happy New Year CCT!

Just a few words from one of your membership officers.

A big draw of being part of a motorcycle club for a lot of riders isn't just for the camaraderie and being part of a group, its the confidence building from being a part of a group of riders who enjoy riding; I have gained so much confidence in my riding being a member here. Besides, its fun hanging out with such great people.

It feels good to belong to something bigger than yourself; a movement that challenges you and gets you engaged with the community. This is one of the benefits of being in a motorcycle club.

Members like being part of a brotherhood/sisterhood. They have loyal friends they can rely on to help them in their hour of need, and partners who can take off at a moment's notice and enjoy a good ride.

Another fine deliverable is learning to be a better rider. Whether you're already well accustomed to the curves ahead or are still learning how to balance properly at a stop light, members of your squad will help you to navigate those hurdles. You could learn that you ride better on a vintage wide touring seat than a profiler seat, forever changing how you ride after that.

It can be a little lonely going out for a ride on your own. In a car, you can easily listen to music and fade into the flow of traffic—it's not as easy on a bike. Riding down the highway with your pack, lane splitting through the slowing traffic and ending the ride with a cool drink. Could there be anything better?

Let's hope for a quick winter so we can all get back out there, be safe CCT.

'Chelle

My favorite sandwich mix...yes, I grew up in the midwest on

OscarMeyer Bologna

Ingredients

1 ½ pounds bologna unseparated, cut into chunks

1 hard-boiled egg

1 stalk celery roughly chopped

2 teaspoons finely chopped onion (optional)

2 teaspoons pickle relish (optional but I use Dill Pickles

¾ cup mayonnaise

**1 tablespoon prepared mustard
salt and pepper to taste**

Instructions

1. Put the bologna, egg, celery and onion into a blender or food processor (season with a bit of fresh black pepper).

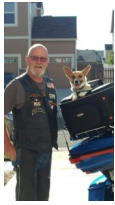
2. Pulse (short, quick pulses) 60 times to mince or on a low blend for a minute or two. Scrape down the sides of the food processor every 10 pulses to make sure it all gets combined evenly.

3. Combine relish, mayonnaise and mustard into a separate bowl.

4. Then stir in minced bologna mixture.

5. Cover and chill. I prefer to chill it for several hours. It definitely gets better as it chills for a while

'Chelle



Road Captains

Dave "Mad Dog" Cawley

Celeste Cacchione

Ed Gomez

What is your longest one day ride?

**500 Mi heading towards Milwaukee Dave
530 miles toward Milwaukee in 2018. 518 miles the
next day for the "My Way 1,000 miles in 2-days"**

Hello CCT:

I hope you all had a Merry Christmas and a Happy New Year. Looking forward to 2022, going to come up with some great rides for this year. If you have any rides that you want to see done, please come to a Chapter Meeting or give me a call 720-899-7073 and we will see what we could come up with. If you're out there riding during the winter, make sure you're being safe at all times. Roads are in bad condition and the drivers that are driving it or even worse. Looking forward to seeing you on our rides this year.

Madd Dog Dave

Hey CCT:

I hope you all had wonderfully Blessed holidays. We are looking forward to riding more this year. 2022 has offered free days in Rocky Mountain National Park. We are planning a ride to Trail Ridge Road on a free day! Please be extra careful on your bikes this year, too many wackadoodles out there! Looking forward to riding with you all!

Welcome Ed Gomez, our 3rd Road Captain!

Blessings,

Celeste & Ziggy

Road Captain & Biker Dog

Bikers Gotta Eat Too

Chili Relleno Casserole

1 can whole green chilis

1 lb pepper jack cheese or Monterey jack

8 oz shredded cheddar cheese

5 eggs

1 ¼ cup milk

¼ cup flour

½ tsp salt, pepper, and garlic to taste

Spray 9 x 13 pan

Bake 350 degrees 1 hr and 10 mins

Put shredded cheese over the top

Pat



STURGIS TRANSPORT

Bikers Gotta Eat Too

Stuffed Hamburger (Juicy Lucy)

Ingredients

- ☐ 8 slices thick-cut bacon
- ☐ 1 medium sweet yellow onion, sliced or diced
- ☐ 1 1/2 lbs ground beef (75 or 80% lean)
- ☐ 1 cup sharp cheddar cheese, shredded
(*Tillamook is my favorite brand*)
- ☐ 1/4 tsp kosher salt
- ☐ 1/4 tsp black pepper
- ☐ drizzle of olive oil
- ☐ 1/2 Tbsp butter
- ☐ your favorite all natural barbecue sauce
- ☐ 4 hamburger buns, toasted
(*potato, sesame seed, brioche, etc*)

Instructions

To a large skillet, add bacon strips and heat over MED-LOW heat. Cook until bacon is cooked to your desired crispness, then transfer bacon to a paper-towel lined plate to cool. Drain all but about a tablespoon of the bacon grease, reserving that last Tbsp in the pan.

Increase heat under the same skillet to MED heat. Add sliced onion and cook 8-10 minutes, or until golden brown. Remove onions to a plate, and turn off heat.

Divide the beef into 8 equal portions and shape into balls. On a flat surface, lay down a sheet of wax paper and top with a ball of ground beef. Top with another sheet of wax paper and use a flat bottomed pan to press the meat into 1/4-1/2 inch patties. Repeat with remaining patties.

To one of the thin patties, top with 1/8 cup cheddar cheese, a tablespoon or two of the onions, and another 1/8 cup cheese. Leave a border around the patty. Top with another thin patty, pressing the edges of the top and bottom patty together to seal well. Shape into a thick burger patty. *See recipe notes section below for a video instruction link to this part*

Double check burger to make sure there are no holes, then season well with salt and pepper.

In the same skillet, add a drizzle of olive oil and the butter and heat over MED heat. Add burgers to pan (I like to cook 2 burgers at a time to make sure I have room to flip them carefully), and cook approximately 8 minutes, until burgers are brown up the sides. Use a wide spatula and carefully flip burger to the other side and cook another 5 minutes or so, until golden brown.

How do you keep stuffed burgers from falling apart?

Basically, it is best to cook any vegetables down and drain them completely before you stuff them in the burgers. Once the stuffing is ready to go, place 2 to 3 tablespoons on half of the patties. Remember that you will need to close up each burger without having it burst at the seams, so do not overfill.



What is your longest one day ride?

Relinquam nemo post tergum

1000+ miles Saddle Sore 1000 Iron Butt

Happy New Year!!! Got a lot of stuff to do coming up this year. We got "Kickin' it in Cody" I already have my spot at the KOA, it'll be the first time in a year and a half the fifth wheel will be out of the driveway. I think it's sprouted roots, but that's okay, time to air that bad boy out. We also have our spot in Sturgis, so we are set. Now if I could just find a decent cruise to the Caribbean I'd be a happy camper.

Last month I put in a little teaser from an article that Bob had found, this month it's here in its entirety. I think it's a great read hope you enjoy it. It seems that we've stumbled on to a common thread this month and still being early I can ask the other officers that have not submitted anything yet to weigh in.

I know the majority of our members know this already, but just a reminder that HOG is a Riding Club, not a M/C. We do consider ourselves a family with an attachment to each other, which makes us more like an MC, unlike some other riding clubs. Another tidbit is that we wear a two piece patch which is absent the bottom rocker of an MC. In discussions with HOG hierarchy it is strongly advised against that bottom rocker with anything on it. I've seen folks that have nick names on a bottom rocker which in MC protocol is a no-no. A bottom rocker is territorial and we pretty much let people know where we're from with our top rocker. It has been said by Regional Directors that encompass Cali or Texas in their area, that an MC member witnesses a bottom rocker on a Hog vest, they might just ask you to remove it, or try to remove it themselves. No need for the aggravation.

Why any sort of club you may ask, for the love of the ride. Check. For the comradery with like minded people. Check. For the shenanigans. Check. For the family. Check. The road is amazing, to see this country on the backroads. To meet new people where ever we go. Ain't all this a hellava lot more satisfying with our brothers and sisters. Ride Safe!!!



2022 IS THE YEAR OF THE TIGER

If you have a poem, story, or something that just reaches out and grabs you on a primal level and you would like to share it send it to me.

stlalvnwl@q.com

Laissez les bons temps rouler

The Editor

