



Indian Motorcycle Riders Group Tucson Black Mountain Chapter

Newsletter #26 - Fall 2022 PART 1

In This Issue	Page
Motorcycle News	2-3
Racing News	4-6
Shootout Comparison	7-8
Safety Corner & Stuff	9
Biographies	10-11
Upcoming Events	12-14
Rides and Features	15-33
Credits	34



2022 Black Mountain Officers

- President:** Mike Ostrom
- Vice President:** Ed King
- Secretary:** Debbie Ostrom
- Treasurer:** Anita Lehnus
- Activities Director:** Bonita Reiter
- Road/Safety Director:** Phil Reiter
- Newsletter Editor:** Debbie Ostrom
- Web Master:** John Fucci

Editor's Note

By Debbie Ostrom

Welcome to our 61-page record-breaking Fall 2022 Newsletter. **Here is Part 1 of 2 parts, through page 34!** Thanks to all the contributors this month!

Read the latest news and all about the King of Baggers and Super Twins Wrecking Crew championships in Racing News.

Thanks to John Fucci and Chris Seat for their Bios on page 10 & 11. We have a Harley-Indian Shootout, Phil's Safety Corner, Top of the Rockies Rally, rides up the mountain, to breakfast and an article from Kerry Snyder's west coast adventure!

If you are new to our IMRG Tucson Black Mountain Family, please introduce yourself to the group through a Bio.

Please send all submissions to: mdostrom@gmail.com



President's Corner

By Mike Ostrom

Fall is probably my favorite time to ride in southern Arizona, and I'm not the only one. We have more rides and events than ever. Thanks everyone!

Thanks to Frank Leadley for his service as VP and especially allowing us to meet at his clubhouse and cooking wonderful breakfasts for us each month! Thanks to Ed King for stepping up as our new VP and helping organize our Holiday party on Dec 10!

Thanks to John Fucci for developing our website! Check it out here: <https://www.imrgtucsonbmc.org/>

A special welcome to new members. We've enjoyed meeting and riding with you. Everyone is welcome to join us! Just send an email: President@IMRGtucson.org

For the latest rides and events see Facebook: **Indian Motorcycle Riders Group of Tucson, Black Mountain Chapter** <https://www.facebook.com/groups/448704798634482> or our website.

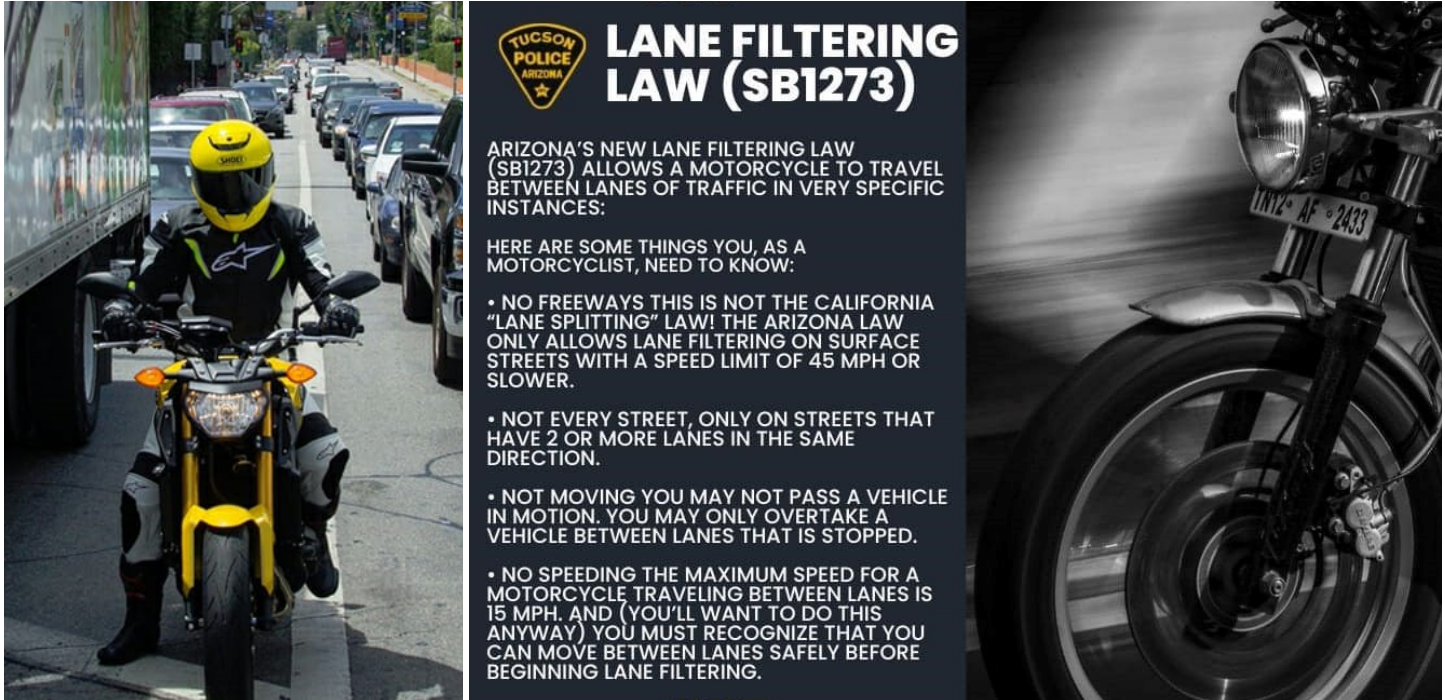
Look forward to seeing you on a ride or event soon. In the mean time be careful out there!



News

Navigating Arizona's New Lane Filtering Law

Arizona Governor Doug Ducey signed law SB1273, legalizing lane filtering, **effective on September 24th**. The new law is expected to reduce rear end collisions and ease traffic congestion. It is a lot different than lane sharing, which is legal in California. The graphic below from the Tucson Police explains the restrictions and guidelines of the new law.



TUCSON POLICE ARIZONA

LANE FILTERING LAW (SB1273)

ARIZONA'S NEW LANE FILTERING LAW (SB1273) ALLOWS A MOTORCYCLE TO TRAVEL BETWEEN LANES OF TRAFFIC IN VERY SPECIFIC INSTANCES:

HERE ARE SOME THINGS YOU, AS A MOTORCYCLIST, NEED TO KNOW:

- NO FREEWAYS THIS IS NOT THE CALIFORNIA "LANE SPLITTING" LAW! THE ARIZONA LAW ONLY ALLOWS LANE FILTERING ON SURFACE STREETS WITH A SPEED LIMIT OF 45 MPH OR SLOWER.
- NOT EVERY STREET, ONLY ON STREETS THAT HAVE 2 OR MORE LANES IN THE SAME DIRECTION.
- NOT MOVING YOU MAY NOT PASS A VEHICLE IN MOTION. YOU MAY ONLY OVERTAKE A VEHICLE BETWEEN LANES THAT IS STOPPED.
- NO SPEEDING THE MAXIMUM SPEED FOR A MOTORCYCLE TRAVELING BETWEEN LANES IS 15 MPH. AND (YOU'LL WANT TO DO THIS ANYWAY) YOU MUST RECOGNIZE THAT YOU CAN MOVE BETWEEN LANES SAFELY BEFORE BEGINNING LANE FILTERING.

I took the new law for a road test and found taking advantage of it can be tricky. It seems cagers have not all gotten the word, so I surprised a few when I wiggled my way to the front just as the light turned green. That happened more than once. Traffic started moving with me in the middle. I was able to quickly jump to an emerging gap in one of the lanes. In one long line of traffic, I couldn't make it all the way to the front without risking hitting an extended mirror so I stopped mid-pack. In that case, again I merged into the first gap, once traffic started moving. I guess the law applies to 2 or more turning lanes as well, although a little trickier walking the dotted white line through the intersection. Cars made room. Not sure if you can add 10 to the 15 MPH limit, before you get a ticket, but a wobbly 15 almost seems too slow for accurate navigation.



RIP Motorcyclist Queen Elizabeth II

The longest-reigning British monarch died at 96 on September 8, 2022 at Balmoral Castle in Scotland.

Queen Elizabeth II once rode a motorcycle, way back when she was 19. She joined the Auxiliary Territorial Service (ATS) in February 1945.



Part of the course involved her learning to ride a military bike, as pictured, which we believe is either a BSA or Royal Enfield 250. She was the first queen to operate a motorcycle. May her Majesty rest in peace. We are saddened by the news of her passing. Her late husband, Prince Philip rode motorcycles and so does her grandsons, Prince William and Prince Harry.



News

New Motorcycle Sales Up, Two Years Running

This is a press release from the Motorcycle Industry Council , February 3, 2022



**MOTORCYCLE
INDUSTRY
COUNCIL®**

Irvine, CA (February 3, 2022) – For the second consecutive year, new motorcycle and scooter sales are up. For the full year 2021, sales of all on-road motorcycles (including scooters, on-highway, and dual) are up 14.2%.

“This is the second consecutive year of significant growth across powersports,” said Erik Pritchard, president and CEO of the Motorcycle Industry Council. “Many new motorcyclists are joining the riding community, both on and off road. We continue to work to inspire, welcome, and integrate them so they enjoy riding for decades to come.”

Additional insights from the MIC Retail Sales Reporting System:

- Across all categories of motorcycles (scooters, on-highway, dual, and off-highway) sales are up 21.8% since 2019.
- Scooters sales are up 19.6% over 2020 and 31.4% over 2019.
- On-highway motorcycle sales are up 12.9% over 2020.
- Dual motorcycles sales were up 18.6% over what was considered a monster year of sales in 2020, where we saw a 46.2% increase in sales over 2019.
- Interest in off-highway motorcycles continues to be strong with a two-year increase of 42.9%.

The MIC Retail Sales Reporting System gathers new-motorcycle and scooter retail sales data from 14 leading manufacturers and distributors in the U.S., providing a strong indicator of sales trends.



By Motorcycle Data Team, 10 May 2022

The Global market leader in 2021 as in the last decades is – by far – Honda. In 2022, Honda sold 16.8 million two wheeler globally (+12.2%) with 28.7% of market share.

Yadea, a revolutionary Chinese manufacturer, leader in the electric vehicles R&D and manufacturing was second. Thanks to the booming Chinese demand for EVs, fueled by government incentives, Yadea is fast growing reaching the all-time record of 6.1 million e-scooter sales.

In third place the Indian Hero Motor with 5.1 million (-9.4%) In fourth place there is Yamaha with 4.1million (+13.5%). Yamaha market share at 7.0% is over 5 points below the 2012 achievement.

With a wide gap, in fifth place there is Bajaj Auto with 2.6 million (+0.8%) under the attack of the 6th, the Indian rival TVS Motor, with 2.4 million (+3.9%).

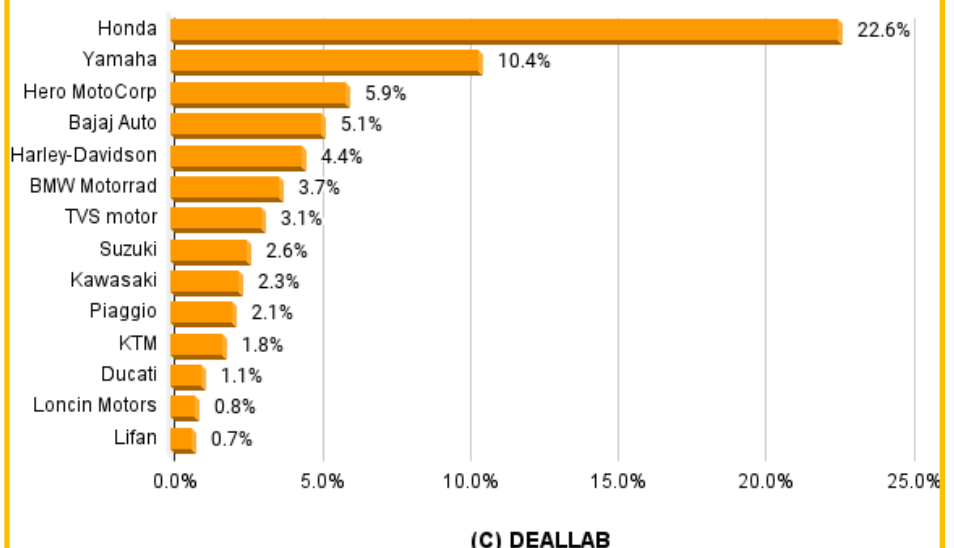
In seventh place there is a fast recovering Suzuki with 1.7 million (+30.7%), after years of decline.

In eight place there is the largest Chinese manufacturer of “traditional” motorcycles and scooter, Haojue, with 1.37 million (+23.9%). In ninth place there is Niu Tech, the second global EVs specialist, with 1.0 million sales. Booming 70.6%. For the very first time and above any expectations, in ten place there is the Mexican Italika with 0.9 million sales (+14.9%).

Indian Motorcycle sales are only 6% of Polaris sales and did not chart in units or value for 2020 or 2021.



Global Motorcycle Market Share (Value Basis, 2020)



Indian's Jared Mees Successfully Defends His AFT SuperTwins Crown

October 15, 2022, By AFT

DAYTONA BEACH, Fla. – Jared Mees (No. 1 Indian Motorcycle/Progressive Insurance FTR750) put the finishing touches on his successful title defense as a thrilling 2022 Progressive American Flat Track season came to its conclusion with this evening's Mission Volusia Half-Mile Finale II at Volusia Speedway Park in Barberville, Florida.

The defending Mission SuperTwins king was well positioned to retain the #1 plate after outdueling his title rivals on Friday. As a result, he only needed to avoid catastrophe in order to add yet another premier-class crown to his already incredible résumé.

That near catastrophe came in the Semi when Mees made the save of the season – perhaps the save of his career – after hitting a bump and going airborne and sideways with his front wheel loft high in the air. Somehow he not only stayed up on two wheels but made a pass to take the checkered flag first.

With that drama out of the way, Mees basically just had to show up for the Main to win the title. Instead, he chose to fight, executing passes on the likes of Friday winner Jarod Vanderkooi (No. 20 Mission Roof Systems Indian FTR750) and rookie hero Dallas Daniels (No. 32 Estenson Racing Yamaha MT-07 DT) to finish on the podium in third.

Already firmly established as one of the greatest riders in the history of the sport, Mees now boasts a remarkable assortment of accomplishments, including the '12, '14, '15, '17, '18, '21, and '22 Grand National Championships, the 2009 and 2011 GNC1 Twins Championships, and the 2012 GNC1 Singles Championship.



Champ Jared Mees and Daughter



Volusia HM II
 Texas HM
 I-70 HM
 Red Mile I
 Red Mile II
 Laconia ST
 Lima
 New York ST
 Port Royal HM
 Peoria TT
 Black Hills HM
 Castle Rock TT
 Sacramento Mile
 Springfield
 Cedar Lake ST
 Cedar Lake ST
 Volusia Finale I
 Volusia HM III

Pos	Rider(s)	Points	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	Wins
1	Jared Mees	298	5	1*#	1*#	2	1#	6	3	3	3	4	#	2	2	#	2	8	2	3#	3
2	Briar Bauman	276	1*	4	2	7	5	5	4	1	1*#	2		3	3		4	16	3	2	3
3	Dallas Daniels	267	4#	3	4	1*	4*	2	2#	6	4	3		4	1*#		5	3	12	4	2
4	JD Beach	266	3	2	5	14#	3	1*#	5	4	12	1*#		1*#	4		3	1*	4	11	4
5	Brandon Robinson	251	6	6	3	4	9	9	1*	5	5	7		11	5		1*#	2#	5	1*	3
6	Jarod Vanderkooi	228	9	5	9	6	7	3	7	2*#	2	5		5	15		7	4	1*#	5	1
7	Davis Fisher	181	14	7	8	8	2	7	8	9	8	11		7	6		9	12	6	6	0
8	Bronson Bauman	177	2	8	6	12	8	4	6	7	10	10		8	11		13	5	7	15	0
9	Jesse Janisch	136	7		7	9	6	8	11	8	6	8		9	8			14	11		0



Indian's Tyler O'Hara Is '22 King of the Baggers Champion

Final 2022 Point Standings

Pos	Rider	Brand	Points
1.	Tyler O'Hara	Indian	123
2.	Travis Wyman	H-D	113
3.	Kyle Wyman	H-D	111
4.	Jeremy McWilliams	Indian	91
5.	Bobby Fong	Indian	70
6.	James Rispoli	H-D	70
7.	Taylor Knapp	H-D	61
8.	Andrew Lee	H-D	35
9.	Frankie Garcia	Indian	30



Tyler O'Hara #29 2022 KOTB Champ

The King of the Baggers 2022 championship came down to the final race of the season at a rain soaked New Jersey Motorsports Park on September 10th.

Tyler O'Hara on his Indian Challenger trailed Travis Wyman, on his Screamin' Eagle Harley, by only 3 points going into the season finale. Brother, Kyle Wyman on his Screamin' Eagle Harley, was back by 20 points.



Tucson's Kyle Wyman wins last race

Rain fell for most of the seven-lap race, as Kyle Wyman led pole to pole, with Tyler O'Hara on his tail the entire race. Points leader Travis Wyman washed out on lap two in a slippery left turn to end his bid to be champion.

Tyler and Jeremy McWilliams each started with a win apiece of the first 2 races at Daytona. Kyle Wyman bounced back in race 3 at Road Atlanta after a DNF in race 2. Kyle's little brother, Travis Wyman, won race 4 at Road America just ahead of Kyle, McWilliams and O'Hara. Kyle won 3 races this year. The Wyman brothers are from Tucson.





2022 King Of The Baggers 7-Race Schedule

2022 MotoAmerica King Of The Baggers Championship:

- March 10-12: Daytona International Raceway - Daytona Beach, FL
- April 22-24: Michelin Raceway Road Atlanta - Braselton, GA
- June 3-5: Road America - Elkhart Lake, WI
- July 8-10: WeatherTech Raceway Laguna Seca - Monterey, CA
- July 29-31: Brainerd International Raceway - Brainerd, MN
- Sep 9-11: New Jersey Motorsports Park - Millville, NJ



2022 AMA American Flat Track Schedule

Date	Event	Location
10-Mar	Volusia Half-Mile IDOUBLE HEADER	Volusia Speedway Park – Barberville, FL
11-Mar	Volusia Half-Mile IIDOUBLE HEADER	Volusia Speedway Park – Barberville, FL
19-Mar	Texas Half-Mile	Texas Motor Speedway – Fort Worth, TX
23-Apr	I-70 Half-Mile	I-70 Motorsports Park – Odessa, MO
28-May	Red Mile IDOUBLE HEADER	The Red Mile – Lexington, KY
29-May	Red Mile IIDOUBLE HEADER	The Red Mile – Lexington, KY
11-Jun	Laconia Short Track	New Hampshire Motor Speedway – Loudon, NH
25-Jun	Lima Half-Mile	Allen County Fairgrounds – Lima, OH
2-Jul	New York Short Track	Weedsport Speedway – Weedsport, NY
16-Jul	Port Royal Half-Mile	Port Royal Speedway – Port Royal, PA
30-Jul	Peoria TT	Peoria Motorcycle Club – Peoria, IL
6-Aug	Black Hills Half-Mile	Black Hills Speedway – Rapid City, SD
13-Aug	Castle Rock TT	Castle Rock Race Park – Castle Rock, WA
20-Aug	Sacramento Mile	Cal Expo – Sacramento, CA
3-Sep	Springfield Mile I DOUBLE HEADER	Illinois State Fairgrounds – Springfield, IL
4-Sep	Springfield Mile II DOUBLE HEADER	Illinois State Fairgrounds – Springfield, IL
24-Sep	Cedar Lake Short Track	Cedar Lake Speedway – New Richmond, WI
15-Oct	Volusia Half-Mile III	Volusia Speedway Park – Barberville, FL

SHOOTOUT

Harley Street Glide Special vs. Indian Chieftain Limited vs. BMW R 18 B

By Morgan Gales, Cycle World, January 21, 2022

The Best Motorcycle and the Best Bagger (Conclusion)

We look for touring comfort in a bagger, but also day-to-day agility. We want it to be stylish with the highest-quality components, worth showing off and easily personalized. We've come to expect certain rider comforts, such as navigation and audio, as well as rider aids like ABS and traction control. There's an inherent feel of Americana and tradition to these bikes, as if the very act of riding this machine makes you a part of the same lineage as bagger riders decades before you. We found all these things in each bike to varying degrees, but it remained clear that Harley-Davidson invented this genre.

Since Harley-Davidson made hard bags and a batwing fairing available from the factory in 1969, every brand trying to compete in the American touring segment has had to do so against The Motor Company. From the Street Glide's inception in 2006 to 2020, H-D sold more than 3.8 million motorcycles worldwide. For many of those years, Harleys made up more than half of the new motorcycles over



600cc registered in the US. Developed as it was from a consistent and visible line, the Street Glide has improved year after year without ever losing its authenticity or character. The Special's overall form remains relatively unchanged from the early batwing-faired models of decades past, but high-level performance, technology, and trim show its modernity and relevance.

BMW's R 18 B is beautifully designed. It looks the most luxurious, its fit and finish is exemplary, and Adaptive Cruise Control is a very welcome addition. But much of the user interface and infotainment could use improvement. These latter points are annoying, but the element that defines the experience with the BMW is vibration. There's simply too

much of it. It seemed like every time we'd find a moment of flow, enjoying the scenery, riding without conscious effort or attention to any one action, we'd enter that jarring part of the rev range and be snapped rudely back to reality. Like the prior R 18, the B leans



into everything that defines this genre, even to its detriment at times. It seems unnecessarily heavy, even for a bagger, and the vibratory "character" designed into the engine can be nagging and inorganic rather than charming or nostalgic; and that was a deal breaker for testers. As a newcomer, the B gives Harley and Indian some things to seriously consider. Yet it has issues that need to be smoothed out before it can be considered a real competitor.

SHOOTOUT

Harley-Davidson Nightster Vs Indian Scout Rogue (continued)



Indian's Chieftain Limited is wonderful to ride. It handles beautifully at low and medium speeds, and the Thunder Stroke 116 makes more power lower down than the other bikes. It produces the most torque and sounds great doing it. Its seat, suspension damping, and ABS could use a bit of refinement, but the real shortcoming on the Limited is fit and finish. Baggers are, among other things, jewels that are meant to be shown off, and Indian has a bit of a gap to close if it wants to be competitive with BMW and Harley in this regard.

The Street Glide Special is the most refined and balanced of the group. From flat, straight highways to winding mountain roads and back to the traffic in the city, it felt the most

planted with the most consistent handling. Throttle and clutch feel are so good that you almost feel they're an extension of your body. It has the technology and rider aids we want without excessive intervention or overcomplication. Individual components feel high quality, permanent, and are put together with precision. Excellent performance in every tested area makes the Street Glide Special the best motorcycle of this comparison. But it's the high level of style, perfectly tuned engine character, and simple joy of use that make it the best bagger.



Safety & Black Mountain



SNOWBIRD SAFETY TIP with Phil Reiter, Safety/Road Director

Fall is officially here! The return of Snowbirds provides a convenient opportunity to review some basic safety recommendations. While most Snowbirds may be good drivers, it is a tradition for us to blame them for driving errors that many resident drivers also make.

It's important to scan ahead for potentially dangerous situations, like non-signalized or wrongly signalized lane changes, running red lights or pulling out of parking lots without looking for traffic. Most of the vehicles involved in motorcycle accidents were in front, rather than behind the motorcycle. It is a good idea to practice evasive maneuvers, such as emergency braking and swerving. It is also necessary for a motorcyclist to be mentally prepared to take evasive action when appropriate, rather than "freezing". Snowbirds may not be aware of local traffic regulations, like Filtering. More than half of motorcycle crashes occur in intersections, so be alert concentrate on how traffic is moving, and don't push making it through on the yellow. A motorcyclist who tends to weave in and out of traffic may be less likely to be seen when passing, and more likely to find themselves in front of a vehicle which is speeding. Keep an appropriate following distance, and don't simply rely on mirrors when lane changing, and try to be patient with our winter visitors.

The Origin of Our Tucson Black Mountain Chapter (TBMC) Name

Reprinted from Arizona Daily Star, Oct 21, 2021

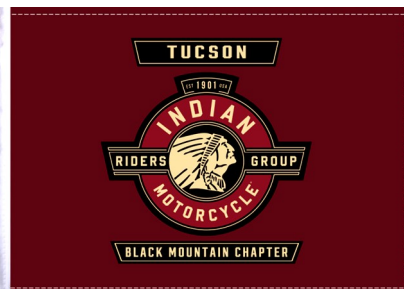
Lying just west of Interstate 10 near the far west end of Congress Street, "A" Mountain, more formally known as Sentinel Peak, stands as one of Tucson's most well-known natural landmarks. (It's the peak with the famous white "A" on its side.) In the valley below the 2,900-foot peak, the Hohokam people lived along the Santa Cruz River as far back as 1,220 years ago, according to the City of Tucson.

One Native American settlement was named Stjuk-shon, pronounced "shook-son," which roughly translates to "village at the foot of the black mountain." The mountain they were referring to is Sentinel Peak. When Spanish soldiers and explorers came to the region, they began pronouncing the settlement's name as "Took-son," leaving us with what is now Tucson, although the pronunciation has clearly changed since then.



Black Mountain Apparel, Merchandise and Collectables!

See Treasurer, Anita Lehnus about glasses and plaques, for \$10 patches & \$20 Black Mountain Flags also on sale. For Black Mountain Bourbon distilled in Cave Creek, AZ information see Mike Lehnus.



Biographies

John Fucci, Web Director

First, a little bit of background on who I am, I have been retired for a few years now. I spent 10 years in the U.S. Army, working in the intelligence field, listening to, transcribing, translating, and analyzing foreign radio communications. After that, I spent the next 30 years in the Information Technology field in various roles, spending the last 10 years of my career as an independent consultant. I have recently moved back to Tucson (lived here before from 1989 - 1995) to spend my retirement years here, and spend my time working on my home and planning my next ride.



I've always had an interest in motorcycles. Growing up, my dad had a couple, but unfortunately for me, he had them sold by the time I was of age to get licensed. His first bike was a Honda Hawk, which he bought used. It ran, but you could tell it needed some work, both mechanical and cosmetic. So that winter, the project was to tear down the bike, fix all mechanical issues and repaint it. He eventually sold that one and bought a Honda CB350. The only riding I got to do on either of those bikes was on the back seat.

My godfather was a motorcycle officer, and owned a lot of different bikes in his time, to include Harleys, Indian, BSA, Norton and Triumph. Like with my father's bikes, the only riding I got to do on those bikes was on the back seat. Out of all the bikes he had, he always said the Indian was his favorite.

When I was in my mid-20s, I had a group of friends that all had bikes as their only mode of transportation. I had a car, so when they needed transportation other than a bike, we would swap. Guess you could call it the first RideShare program. This is when I was finally able to ride. I was in Central California at the time, so lots of rides on the PCH to Big Sur and beyond to the south, and then up to Santa Cruz and beyond to the north. I had access to a variety of bikes, to include Hondas, Kawasakis and Suzukis.



However, after moving from that area, I didn't have any chances to ride. So after a 35 year hiatus, in April of 2021, I got back into riding by purchasing my Indian Scout. It is a great bike for getting back into riding, and I still love it for shorter trips. But for those longer rides, I knew I needed something more, so in November 2021 I got my Roadmaster. It is a great bike, and have been taking longer trips on it, the furthest so far being up to Las Vegas. I'm looking to build up to a cross country ride some time in the future.



Biographies

Chris Seat

I'm married to my wife, Debbie, and she likes to ride with me occasionally, so hopefully you will meet her on a ride. We have two adult children (boy and girl) that live in the San Diego area.

I was a pilot in the Air Force for 26 years, then worked for a company called General Atomics for 19 years in San Diego. I am recently retired and we now live in Green Valley.

I've always had a dirt bike (still do) and bought the Indian Roadmaster in 2017. We were members of the IMRG Spirit of San Diego Indian Club until we moved.



We like boating (always go to Havasu or Powell every summer) and RVing (we have a trailer).

Debbie and I look forward to meeting all the Tucson club members and participating in the events.



DEMO TRUCK

NOVEMBER 11-12
DEMO RIDES
9AM-4PM



INDIAN MOTORCYCLE®
Tucson

INDIAN MOTORCYCLE
of TUCSON

4037 N Oracle Rd.
Tucson, AZ 85705
520-300-9703

www.indianmotorcycletucson.com

Don't Miss:

- Riding the 2022/23 line up
- Free refreshments
- Indian Girls, Raffles, & More!

T's & C's 2022 Indian Motorcycle International LLC. Motorcycle endorsement required. Must be at least 21 years old Always wear a helmet, eye protection, protective clothing and obey the speed limit Never ride under the influence of drugs or alcohol. Refreshments provided while supplies last.

Mark Your
Calendars!

Dec 10, 2022
6-9 PM



**Annual IMRG Tucson
Black Mountain
Holiday 3-Course Banquet**
Steak, Chicken or Salmon

Active Members \$20, Guests \$40
Ordering details coming soon!

Desert Diamond Hotel
7350 S Nogales Hwy.
(877) 777-4212
Rooms \$99 before 12/3/22

Everyone is Welcome!





2nd Annual IMRG Tucson RundezvousTM April 12-16, 2023

Desert Diamond Casino & Hotel
7350 S Nogales Hwy, Tucson, AZ
(877) 777-4212 Rooms \$119 before 3/10/23

Ride the Old West in Spring!

Join Us for Rides to Sonoita, Tombstone, Bisbee and More!
Ride up Mt. Lemmon: 27 Miles of Twists & Turns to 9,000 ft.

Old Tucson

Dinner Rides and Free Shuttle

Dealer 20% Discount

Event Tee-Shirts

Everyone is Welcome!

See event details on Facebook:
[Tucson Rundezvous | Facebook](#)



Rides and Events

Top of the Rockies Rally

By Mike Ostrom



The Rocky Mountains are arguably one of the best places to ride a motorcycle. I try to get up there at least once a year and this year I've been up there twice and it's only July! One of the perks of not having to manage PTO any more. In June Debbie and I trailered the Indian Vintage to the Sky Ute

Casino for the IMRG Durango Rendezvous and on July 19th Bob Gardner and I rode to Gallup and then Paonia, Colorado for the 50th Top of the Rockies Rally.

Bob waited patiently aside his Yamaha Super Tenere at our Catalina meetup Tuesday morning, as I struggled with some technical difficulties. The plan was to hit high country before the heat of the day so being 20 minutes late didn't help. Bob was running Dunlop 50-50 tires that had not been tested at extreme lean angles so I led the charge around slower traffic through the Salt River Canyon on our way to Persnikitty's Café in Show Low for lunch. Lewie Marshall had turned us on to the joint a week earlier. We avoided I-40 by taking AZ 61 and NM



53 to Zuni and then NM 602 north to Gallup. It was the first time on that last leg for both of us and thoroughly enjoyable.

The real fun started on Wednesday after a long slug up US 491 to Cortez, CO., where we grabbed CO 145 to Mountain Village in the Rockies. Such a gorgeous and curvy route! We took the free Gondola into Telluride for lunch at the Telluride Brewing CO. They have a great burger and fries for only \$24, but it was awesome sitting on the shaded deck watching the tourists and residents stroll the resort town.

Rides and Events

Top of the Rockies Rally (continued)

Before the rally, Bob and I had scoped out several ride loops from our home base in Paonia. On Thursday we headed further north on CO 133 through Redstone Canyon, along the Crystal River to Carbondale for breakfast. We stopped a couple of times along the way for pictures and white-water video but failed to capture the splendor that is the Rocky Mountains. We found a great little diner called Honey Butter, that features the World's best Pastrami hash! From there we rode south on CO 82 through a congested Aspen up to Independence Pass at over 12k feet. I was pleasantly surprised to see they finally installed one-lane traffic lights where the road narrows to a lane and a half in some places with steep drop offs. It used to be a game of chicken when you went around a blind curve and found an oncoming minivan using the whole road!

After the requisite photos at Independence Pass, Bob retraced our route back to Paonia and I continued south on scenic US 24 and 385, then west on US 50 to Gunnison. The original route included



a trek up CO 135 to Crested Butte and back, but the three-hour loop back to Gunnison would put me back in Paonia around 8 PM, so I skipped it and continued west, pass the Blue Mesa Dam to technical CO 92 north. By the time I got back I was ready for a cold one and some Crown Royal Black that Bob



had brought. Ahhh! The one Italian restaurant in town, The Flying Fork Café, came highly recommended and there were a few groups waiting outside, but Bob and I got seated right away and had a great, albeit pricey, meal.

Friday, Bob joined me for a ride back south on CO 92 and across the Blue Mesa Dam to the Silver Thread, CO 149. My friend, Karl Patterson, used to live in Colorado and responded to an earlier post, recommending 149. Full of sweepers, it requires less concentration than CO 92 and

before we knew it, we landed at the Lake City Café for a forgettable breakfast sandwich on their covered patio at 8600 feet. A local guy was camped out there with his dog and said they get mild winters compared to Wolf Creek Pass, down the Road. Mild is a relative term. When Mark Grosvenor and I stopped at Wolf Creek Pass the last week in May, he was able to make a snow angel in the frosty remnants of their winter.



Rides and Events

Top of the Rockies Rally (continued)



After another stop at the Honey Butter for Pastrami hash, we turned north on CO 82 towards Glenwood Springs for a 20-mile sprint east on I-40 through breathtaking Glenwood Canyon to CO 301. For my money, it's the best 20 miles of Interstate in the country! Bob had found this northerly route option the night before and set his GPS with Burns, CO as our destination. I was in the lead carving bumpy corners, when the pavement turned to a gravel/dirt road. It seemed to be well groomed so I pushed my street tires on the RT to a comfortable 40 MPH. I rode past the only building in Burns, a Post

Office, and kept riding north a few miles, while Bob took pictures of the Post Office and waited. After I did a U-turn, Bob rode up to join me at the top of a hill overlooking the Burns Valley. As usual, dark clouds formed in the afternoon, and I especially did not want to be caught on a muddy offroad when the sky opened up. Bob led the charge back to pavement and I hit 60 MPH in a couple of straight stretches trying to keep up! Bob nodded in approval when I finally closed the gap without getting wet.



Saturday night is the big BBQ feast, if you paid the \$50 rally registration fee. Bob and I had not, so we walked

down to the park to see if could just purchase meal tickets, but that ship had sailed. Instead, we had cheeseburgers and chips at a lonely food truck and ran into Jim, before calling it a night.



Rides and Events

Top of the Rockies Rally (continued)



Sunday morning, we retraced our route back to Gallup stopping at Kate's Place in Ridgway for a delicious breakfast on their patio. On the final 90-mile leg to Holbrook along I-40, more dark clouds loomed on the horizon. As we got closer to our night's destination, it looked like we were in for a good soaking. We checked in to our hotel and parked our bikes in front of our room, just as the first big drops began to fall. About a half hour later, Jim pulled in on his R1200GSA. He had planned on riding all the way back to Saddlebrook Ranch in one day, but asked his wife to book a room when the storm blew up from the south. We had dinner at

Sombrero's Mexican restaurant after the sun came out and a night cap at the Empty Pockets Saloon across the street before calling it a night.

The next morning, we woke up to sunny skies and wet bikes. By 6:30AM Bob was leading the three of us south on AZ 77 toward Show Low. He looked like a pro as I



followed his line through Salt River Canyon, never feeling the urge to pass. I can't remember the last time that happened! A thousand miles in the Rockies and proper technique had transformed his sport riding. It also helped us beat the heat and monsoon moisture back in Tucson. I made it home from Holbrook cool and dry in less than four hours!

Rides and Events

Facing Demons on Mt Lemmon

By Mike Ostrom

Sometimes you have to face your Demons. Friday the 13th of August, 2021 was not a good day for me. When a corner disappeared in heavy fog, I rode headlong into the side of Mt. Lemmon. A year later, I'm mostly recovered from the spinal injury and to celebrate it we met on the Friday off to ride the hill again. Lewie Marshall from SEAT had the same idea and so did Allen Martini and some buddies. Allen rode up at 6:30 and eight of us met at McDonald's for KSU at 7:30 AM. At least a dozen SEAT guys started with breakfast at Viv's at 8 and rode up the hill around 9 AM. Plenty of bikes, but cager traffic was relatively light going up.

We have an eclectic group of bikes and riders and this ride was a nice sampling of both. I led the group followed by newcomer, Lucas, on an Indian FTR 1200S and Vince Gantz on his Road Glide. Jerry Gilbert was on the Triumph Speed Triple, complete with fresh fork seals, followed by Neil



Hejny on his BMW R12500RT. Scott Turnbull left his K1200S Messerschmidt at home and opted to cruise on his Yamaha Raider. Phil Reiter brought his R1200RT and Merle Crutchfield joined, as we left, on his BMW S1000RR. Hitch met us at McDonald's on his Spyder, but didn't ride up with us.



Rides and Events

Facing Demons on Mt Lemmon (continued)



It was a great morning for a ride! The recent monsoon rains had turned the mountains multiple shades of vibrant green highlighting the sheer rock faces that usually blend in the typical brown-scape, the rest of the year. There were a couple of waterfalls visible from the road and a few places where water still trickled across road, usually in a curve. Today's high-silicon tires have better wet-road traction than ever, but it still causes a pucker condition when you're heeled over at a spirited pace. And we were most of the day.

We stopped at Geology vista for a break and I shot some grainy photos of the guys below approaching Windy Point. Phil blew past us as he was focused on traffic and later came back down, as we were headed up, to rejoin us. We also saw Allen and the boys running late for breakfast at Viv's and tapping the top of their helmets as we continued on to Ski Valley. Deputy Aga was nowhere to be seen so she may have driven to Summerhaven for a free coffee at the Sawmill. Mark Grosvenor and I caught her using the employee entrance before they opened, earlier in the year.



Everything was lush and green at the top and the ski slopes were barely visible from the Iron Door parking lot. In a month, the Golden Aspens will be living up to their name, and I plan to be back to witness it. Who's

with me? Vince had to leave around 8:30 to take his Harley in for warranty work and the rest of us soon followed. Neil was on my tail for a while on the way down, but didn't want to be implicated, if Aga had already picked up her coffee, and soon I was alone out front acting as bear bait. I got a few shots of the guys navigating the rough road near the bottom. Another case of the road repair crew making things worse. Sam Rua didn't join us but saw the pictures and agreed.



Six of us stopped at Taco Giro for breakfast/brunch. Neil skipped it as he had a lunch date back home with Barb. We all went our separate ways afterwards. I saw just a few sprinkles in Oro Valley before rolling into the shed around 11:30 AM, but it never got warm. It was a great morning to be on the bike with buddies.

Rides and Events

Breakfast Club Travels

By Mike Ostrom

Apologies to all the working stiffs out there, but some of the advantages of retirement are weekday rides and the weekly breakfast rides. Years ago the Thursday Breakfast Club, became the Everyday Thursday Breakfast Club. It only meets on Thursday but we don't want to lock ourselves in. Dean Hurt has taken the lead in scheduling rides and destinations for that club. Harold Atterberry started up the Tucson Trikers/ Fun Riders Clubs on Wednesdays and just so the rest of you don't feel left out, Nancy Webster created the inclusive, Tucson Spyders, Trikes & Two-Wheels group that usually rides on Saturday! They all can be found on Facebook.



Some folks participate in all three, some weeks, and I try to make two if my schedule permits. The groups have grown as word has spread and it's not unusual to have over a dozen riders when the weather cooperates. It's a wide variety of bikes and trikes. During the summer months we are usually on the road by 8 AM. When the mornings turn cold, we push back the KSU time and do brunch runs.



Rides and Events

Breakfast Club Travels (continued)

We have been expanding our repertoire of places, beyond some of our favorites, as we have discovered new places to try. We went to a restaurant on Broadway called Oink, whose sign reads, "Breakfast, Lunch and Bacon". What's not to love. Green Valley is a favorite destination, especially since they repaved most of Mission Road. Sometimes we'll keep on going down to the Longhorn in Amado. Occasionally, we'll head north too. From Catalina, Oracle, Mammoth, Winkelman to Globe, there's plenty of breakfast/brunch joints.

If we head to Patagonia for a bite, we'll often continue down AZ 82 toward Nogales and Rio Rico and make a morning out of it. We have been known to make a meal out of fruit burros at Wisdom's Café, down in Tumacacori, AZ. We've even had breakfast in Tombstone and



at the original Bisbee Breakfast Club in...Lowell, AZ.

Check out the rides and destinations on Facebook. We'd love to have you join us if you're retired or just playing hooky for a morning!



Rides and Events

Gates Pass and Saguaro Loop

By Mike Ostrom

We tried out a new meeting location at Just Breakfast/Home Plate in August and thought a ride afterwards would be a good idea.

When we were done with the meeting, Mark showed up on his new motorcycle and Dean hopped in his t-bucket rat rod, laying down about 15 feet of rubber as he roared away! Manny



and Stella Frias were in from New Mexico for the wet weekend and they were anxious to see some of the Saguaro National Park West. Mark had reported that the torrential downpours on Friday had left Picture Rocks Rd pretty free of sand and debris so we still decided to proceed with caution, heading south on Silverbell. Mark joined Debbie and me as did new VP, Ed King, Phil and Bonita Reiter.

There were quite a few places where sand had covered the road earlier, but the cage traffic had carved two tracks of dry asphalt in each lane, so it was never really a safety threat. There was still construction starting at Ina, but at least one lane each direction was open. I led the gang down Sweetwater and over our favorite roller coaster, Camino De Oeste. Debbie and I threw our hands in the air over one butterfly inducing hill!



Rides and Events

Gates Pass and Saguaro Loop (continued)

There were some slow-pokes on Gates Pass and we followed them, not wanting to piss off the gods of sand and debris. I had mentioned possibly stopping at the Visitor's Center, but thought Manny and Stella might enjoy the view from the pullout at the top of Gates Pass more. There's usually a nice breeze rolling through the mountains up there and this day did not disappoint. After some pictures, Mark took off for Sonoita to put in some break-in miles and the



rest of us continued over the pass and north on Kinney Rd. I opted for the McCain loop, even though the road's a little rougher, because it offers such scenic vistas. The recent rains had made everything greener, which is why some folks consider this their favorite time of year.

We rode up Sandario and completed the Saguaro Loop by heading over Picture Rocks, following cautious drivers doing under the speed limit again. Bonita and Phil turned off on Cortaro for home, Ed, Manny and Stella jumped on I-10 East for their



final leg. Ed was headed for home in Green Valley. Manny and Stella had another night in the RV before heading back to New Mexico the following day. They were thankful for one good (dry) ride before they left. Debbie was hurting a little bit after the longer ride, but she was thankful she got to see everyone.

Rides and Events

Labor Day Ride With a View

By Mike Ostrom



The mountains are especially beautiful during monsoon season. By the time Labor Day rolls around the peak green season is coming to an end. Like many of our rides, I posted a ride where we could enjoy the mountain views, with short notice for Labor Day morning. What better place than The Views Restaurant on Rancho Vistoso Blvd. in Sun City. Many folks will be doing the afternoon BBQ or picnic, so an early breakfast seemed a good way to kick off the holiday.

Six of us met at the Circle K on Cortaro, including Nick Schirner, who rode over two hours from Safford! It made Ed King's commute from Green Valley look like a cake walk. It was a great morning to be on the bike. Debbie and I were relegated to the Ducati, as Bryan from the South-east side had rented my Indian Vintage for the day. Bryan is now in the market for an Indian. Starr was on her Triumph Tiger 800, Art Wasserman and everyone else was on an Indian.

By 8 AM we were rolling and took the scenic route up Twin Peaks, turning into the sun on Moore Rd. Although there was very little traffic on this holiday morning, Moore was a refreshing change from Tangerine, a couple blocks south. Parking is always a challenge at the Country Club, so I let Debbie off at the restaurant entrance, where Lee McNitt was waiting. Lee lives close by and has a red 2014 Vintage. He also has a Kawasaki Drifter 1500 that is one of the best tributes to the original Chief that you'll ever see.



Soon after we arrived, "Poblano" pulled in on his Harley and joined us at a table for eight. Pusch Ridge and the Oro Valley Catalinas were visible in the distance, with the walls of windows. The menu has some interesting choices, like Frittatas and my favorite, Eggs Benedict, at reasonable prices. They leave pots of coffee at the table, which is really



nice for us coffeeholics. Just as we were finishing up, TJ Moose Johnson, who lives in the neighborhood, walked in to join us for coffee.

Afterwards we all went our separate ways. Ed headed for a car show on Tangerine near La Cholla, which had about 45 older cars. I wanted to join him, but it was too late after the guy returned our Indian. Great way to start a holiday!

Rides and Events

To the 2022 Western Canada IMRG Celebration, and Beyond

By Kerry Snyder

Tuesday July 12th 2022, 5:41am and we're on our way to the IMRG Celebration in Revelstoke British Columbia Canada. Damn, I hate early morning KSU's but in order to miss the Los Angeles traffic, there really isn't much choice. This was a planned 24 day road trip with scheduled gas stops, multiple day stopovers at some locations to recover, and generally enjoy the ambience of the surroundings. Freeway 5 north from LA is not enjoyable at any time of the day. Five of us were travelling to this event. 2 Honda Goldwings, 1 Harley, and of course the 2015 Roadmaster with 101,300 miles with the wife. In describing the trip, its necessary to share some basic information we learned so that others may learn from our experience. (Good, Bad and just plain weird) and plan accordingly.



In planning for the trip, we pre-booked the accommodation for Hotels through Hotels.com and the B&B's through air B&B. We generally packed for a 5 day trip cycle so that the 4th or 5th night accommodation would have a Laundry facilities. With that in mind, the Roadmaster left saddle bag was packed with my clothing. The right saddle bag carried, first aid, trauma kit, tire repair, mini compressor, tools, 2 rainsuits, and a small insulated bag for drinks. The trunk carried the wife's clothing and the heated liner jackets. The Nelson Rigg trunk Rack Bag (Large), carried 2 extra jackets, shoes, snacks, cooling vests and some miscellaneous items. (Book, iPad etc.). Oh, yes, the passenger seat carried the wife.



Columbia River Hydro Electric plant and Fish Hatchery OR

Day 1. LA to Redbluff was uneventful. Straight roads, multiple stops, 550 miles and 107 degree weather. Yes the Hotel had a pool and we all collapsed that evening. The road trip had begun.

Day 2. Redbluff via highway 36 West to the Coast and Avenue of the Giants; Then onto Eureka Ca for the evening. Hwy 36 is only 140 miles.....with 1811 twists, turns, dips and curves. Considered to be one of the most, if not the best, motorcycle road on the West Coast where you have to keep your eyes peeled. Ride your ride is the mantra and we loved it. However, we did pass a full size Hertz Rental truck which had turned over at a corner and was in the process of being pulled out by Cal Trans. Apparently someone didn't keep their eyes on the road.

At the Coast we spent time going back and forth through the Avenue of the Giants. Its been a few years since I was here and just taking in the Ambience of the large Redwoods is enough to make the entire Trip worthwhile. Spend the time, get out and enjoy.

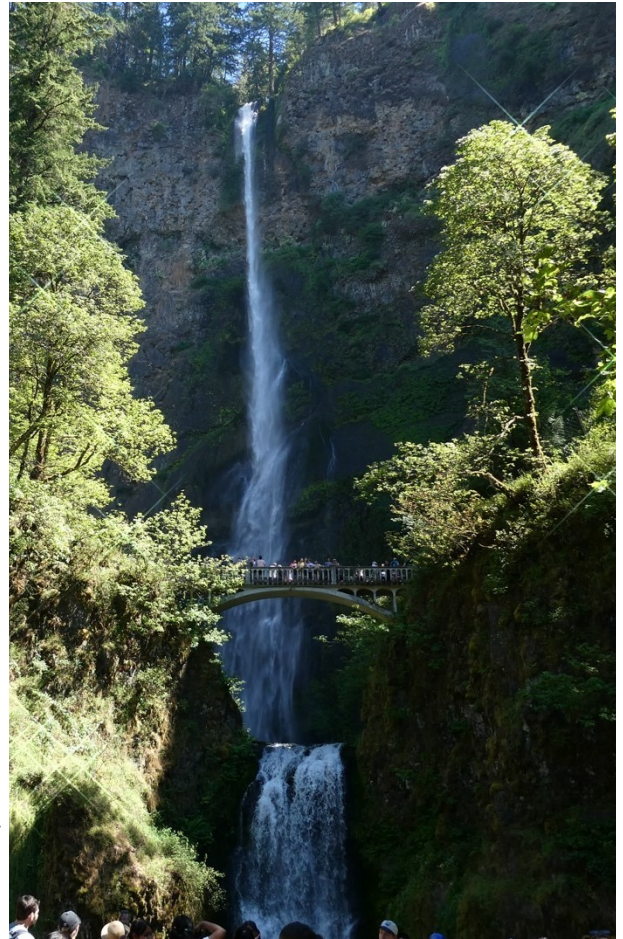
Rides and Events

To the 2022 Western Canada IMRG Celebration, and Beyond (continued)

Day 3. A simple ride up the coast from Eureka to Newport Or. Except for the early morning fog the view of the ocean was great!, we think. By noon the fog dissipated and we enjoyed sunshine as we frolicked our way to Newport.

Day 4. Continuing up the coast and then inland to the Columbia River Gorge. We stopped at the Hydroelectric plant on the river and the fish hatchery. Well worth the stop. A further stop at the Multnomah Falls for pics and onwards following the Columbia river to Astoria Oregon. BUT, this being a Friday afternoon at 4pm and having to go around Portland it was a nightmare. No lane splitting, 100 degrees, and traffic up the kazoo. RUSH HOUR. 2 1/2 hours to get around the City in Stop and Stop traffic. No other alternative. (So I digress at this point. Remember the load on the Roadmaster? Stop and go traffic with a top heavy load is NO fun. I constantly kept thinking how much easier it would have been without the top trunk and No wife attached. (I can daydream can't I!))

Day 5. Astoria Oregon. After a solid overnight sleep at the motel, I made my first error. I checked the tire pressure and found the rear tire was down about 2 lbs. I hooked up the mini compressor to the rear tire valve and 2 minutes voila. I was down another 12 lbs. The direct connection from the mini compressor to the valve is very difficult to achieve. (Apparently). Fortunately, there was a tire repair company 2 miles away. No one mentioned it entailed a number of



Multnomah Falls, Columbia River OR.



Ferry , Port Angeles to Victoria BC with Wife

steep 25% grades to get there; but they

welcomed me and fixed it up within minutes. Note to self (and others). If you use a mini compressor on a bagger, get an extension 6" quick-connect hose for the tire valve to hook to the compressor. It works like a charm this way, so I've since learned.

We followed the Lewis and Clark Trail into Washington and on to Port Angeles for the Ferry to Vancouver Island Canada. If you're going into Canada you need the mobile app Arrive Can and have filled out all the information before arriving at the Ferry or Border Crossings. You need a passport and your vaccination records needs to be uploaded to the Arrive Can app. A short 90 minute ferry crossing and we were welcomed into the Great White North. Leaving the Ferry at 6:30pm and anticipating the open roads, the freshness of the City and the open adventure ahead we promptly left the Ferry area and came to an abrupt stop.....A Solid block of Traffic and pedestrians awaited us. Apparently every 3 years Victoria hosts a 3 day event of antique and collector cars from across the Nation and parts of the USA. 100's of these vehicles park on all the streets and traffic comes to a complete standstill for 3 days. Welcome to Victoria's idea of our 5 Freeway.

Rides and Events

To the 2022 Western Canada IMRG Celebration, and Beyond (continued)

Days 6-9. I had contacted a number of the IMRGs in Vancouver, Vancouver Island and Edmonton that we would be coming to the event. The first full day on Vancouver Island we meandered around to coffee houses, music festivals, Hand of Man Museum (Phenomenal Museum) and met with The President of Vancouver Island IMRG (Gunner) and his wife for dinner. As I requested native food for our stopover, Gunner had his mother in Law (A master Baker) make us a large tray of Nanaimo Bars. (Decadent doesn't describe them enough). We over-dosed on sugar that evening. Dinner was also good.

On Day 8, Gunner arranged with one of his members (Mark) to take us on a full day riding through the island and some of its back roads. A great trip and this exemplifies one reason to be an IMRG member. We have the opportunity to meet up with others and host other members to introduce them to the local rides we wouldn't know about. If you travel to the island, contact them! A very welcoming group!

Day 9. 6:30am. (Did I mention I hate early morning KSU's?) We met up with the Vancouver Island IMRG members and followed them to our overnight stop before the Western Conference. We ferried over to Vancouver and up through Whistler Blackcomb on the Sea to Sky highway. It's a magnificent highway and view of the coast mountain peaks and waterways of British Columbia. (Hwy 99). We joined up with the other half of the Island IMRG who took the North Island Ferry to meet us, about 30 in all. A continuous ride through the mountains on good roads for our overnight stop in



Avenue of the Giants, California



Vancouver Island IMRG Group stopover

Cache Creek. Nothing was open in Cache Creek. 100 degrees and let's just not discuss it anymore. The bed was fine.

Day 10. From Cache Creek to Revelstoke with stops at the Motorcycle Museum and a leisurely trip through the mountains to the meetup site. We followed the IMRG and, though the weather was in the low 90s, it wasn't overwhelming in the mountains. Great roads, and viewpoints. We arrived at the meetup and immediately relaxed for the next 3 days. The first night get

together for registration, raffles, and comradeship was Outstanding. IMRG's from British Columbia, Alberta, Saskatchewan (Yes a real place), Manitoba as well as: 2 members from the East Coast Nova Scotia (19 days to get here), 1 from Florida, 1 from Montana, 2 from Washington and ourselves from SOCAL. There were 159 in attendance.

Rides and Events

To the 2022 Western Canada IMRG Celebration, and Beyond (continued)

Days 11-13. Over the next three days individual rides were offered as well as guided rides. Stay at the resort, enjoy the pool, late nights or ride into town for all the restaurants and cafes. I will say the Sutton Place Resort is a 4-5 star location. The accommodations were astounding and the group cost IMRG got was amazingly low.

The greatest thing about these IMRG gatherings is meeting members. Discussing bikes, rides, events, and experiences only adds to the "mystique" of being a motorcycle rider and being an IMRG member enhances all the above. Friendships are made



and carried on for many years. We run into some of the same members at other IMRG events and it feels like a homecoming.

This was a well organized event. The rides were excellent, as were the group activities and banquet. Marcel Gendron from Langley BC IMRG was an excellent host and coordinator of the event. I had the opportunity in meeting with Marcel a number of times prior to the event through Zoom and phone calls. Again, he is an excellent contact for anyone visiting the Vancouver area and would welcome you to his hometown.

Day13. Leaving at a reasonable time on Sunday through the mountains to Lake Louise Alberta and overnight just outside of Banff National Park. I'm biased about these locations, as I'm from Edmonton, Alberta and I cut my teeth skiing the mountains of Lake Louise and Banff. The others riding with me considered the rides from Revelstoke through Banff, Lake Louise to Jasper National Park to be one of the most outstanding rides for scenery and ambience. Again, the only caveat is this was the height of tourist season, so we stayed away from the villages. The weather was phenomenal for this portion of the trip, and we could have spent another couple of days exploring the individual backroads and lakes; but we were on a schedule.

Day13. Leaving at a reasonable time on Sunday through the mountains to Lake Louise Alberta and overnight just



Rides and Events

To the 2022 Western Canada IMRG Celebration, and Beyond (continued)



Day 14. We left Banff for Jasper National Park and on to Edmonton Alberta. The only rain we hit was about 1 ½ hours of heavy drizzle from Jasper to Edmonton. On route we passed Deer, Elk, Canada Geese, Ducks, A Bear and of course those idiots Cagers stopping, blocking traffic and leaving the cars to get a closer picture of Wild Nature with the cell phone. But I digress.....

Day 15-16 was spent in Edmonton at a B&B. Between the 5 of us the B&B cost us each \$67 for the 2 nights. Canadian Dollars!!! Edmonton, the home of the 5.3 million sf indoor shopping Mall, with more working submarines than the Canadi-

an Navy, with the replica of Bourbon Street, largest Indoor waterpark, world's largest indoor lake, etc. We didn't go there.

The Edmonton IMRG



made arrangements for our fellow travelers for 2 days of guided tours through the area, while I visited with family. Again, having IMRG Chapters throughout the trip and their insistence on hosting us for rides was a further highlight of the trip.



Day 17. 8am Bikes fully loaded ready to roll to Drumheller Alberta and onto Calgary for the overnight....and.... the bike didn't start. So, a new lesson is learned. If you're parked in an underground garage, where no Towing can access; You've put lock screws in the trunk quick release. You need to remove the fully loaded saddle bags to remove the locking screws to remove the trunk to remove the seat and unscrew the ECU unit over the LITHIUM battery which you've been told can't really be jump started. Don't believe them. The battery did jump start; quickly repacking everything and heading the Edmonton Indian Dealership (Cycle Works) to see what the problem is.

I can't say enough great things about the Dealership. We had met Jay Padilla the Manager at the Revelstoke event and previously on my visits to Edmonton. They immediately took the bike in, analyzed everything, and found nothing wrong. The battery was charging. So instant decision. I had them replace the battery with a regular one. On a trip like this, we can't take chances of it happening again.

Rides and Events

To the 2022 Western Canada IMRG Celebration, and Beyond (continued)

IMRG of Edmonton gave us a route to Drumheller. The stop at the Tyrell Museum, which has one of the largest displays of dinosaurs in the world, is a must stop; with the further directions to continue 15 miles to the Last Chance Saloon for dinner. Something we wouldn't have known about with the IMRG guidance.



We left for Calgary at 7:30pm in a flurry of flying insects committing suicide on the bike and Helmet Visor. Sunset was 10pm so night driving wasn't an issue with all the bugs. So life is good, a full stomach, easy drive and the universe is one with us, except on arrival at the hotel where the entire hotel computer system crashed just as we got to the check



in counter. An hour and a half later, checked in and bed.

Day 18. Calgary through Glacier National Park and Hungry Horse Montana. But first there was that necessary stop for the wife. Netflix has a series which is their version of Hallmark. Filmed in Southern Alber-

ta and coincidentally right on the Route (more or less) to Glacier. Yes, we're talking about the show HEARTLAND. A stop in High River Alberta where Maggie's Diner is filmed for the show. (happy wife, happy life, or so they say). Stopped, watched filming, took photos and left for the nearest Feed and Tack store for the wife. (Welcome to my life).

The Border crossing from Canada back to the USA through Montana was easier than we thought. All the Border agents were from Garden Grove and Westminster CA and had worked at Knotts Berry Farm. They were thrilled to see SoCal licenses and virtually waved us through.

Rides and Events

To the 2022 Western Canada IMRG Celebration, and Beyond (continued)

Glacier National Park is Awesome. 3 days before, we downloaded the National Park App to get entrance tickets for the "Going To The Sun Road", which is the highlight of the Park. Getting the tickets was not easy. They only release them the day before and they're good for a 3-day period. 8am, I was clicking away on the app. and success 1 ticket. At 8:02 they were sold out. Other members of our party tried over the next 2 days and were successful. And yes, they checked for the tickets at the Park entrance and at the cross-roads to the Sun Road. Cars were being turned back, so we did luck out getting tickets for each bike.



The going to the Sun Road is a highlight not to be missed. Stop at the top of Logan's Pass, park and wander about. Even if the signs say Parking lot is full, pull in. This stop has large amounts of Motorcycle parking only and is never full according to the Rangers.

Day 19. A travel day to Moscow Idaho with roads following lakes, through cherry and peach orchards, with stops for salt water taffy and just riding through wheatfields and country. No rush; just enjoying the ride.

Day 20. Moscow to Baker City Oregon. Leaving Moscow to Lewiston Oregon is a great scenic trip with meandering roads down a mountain, through Lewiston and continuing to Hells Canyon National Park in both Oregon and Idaho. There are lots of switchbacks along a mountain side, down into the valley and back up the other side are more switchbacks. A couple of hours stop at Joseph Oregon and onto Hells Canyon Overlook.

Coming up to the Hells Canyon scenic turnoff, we first hit 5 miles of potholes throughout the road marked with White Paint around them. It felt like being in a pinball machine. As we came up to the summit of the mountain, we had just missed the rainfall and steam was all around us from the road. Some drizzle to cool off and then back down the road onto Baker City Oregon. The cooling vests were utilized throughout the trip and were invaluable in all the hot weather we drove through. Yes, if you guessed why its called Hells Canyon, it's because of the Rugged Terrain. (I'm assuming they mean the potholes).

Rides and Events

To the 2022 Western Canada IMRG Celebration, and Beyond (continued)



Day21. Baker City to Gilchrist (Crater lake) Oregon. Basically, just a long day's ride. Some Drizzle which was refreshing and we were already in the "almost finished the trip" mode. Looked like we were over the hump and just a few more miles home.

Day 22: Crater lake Oregon; Heavy rains overnight, but the weather tracker said only 20 per cent chance at Crater lake. So, who needs rainsuits.

I will agree to be called a dumb ass. If Crater Lake weather says 20 percent chance of rain, Wear the damn Rainsuit! We got dumped on. Entering the Village at the top of the mountain I did a California stop making a turn. No Traffic. Clear Roads. Except for the unseen Park Ranger.

Pulled over in a downpour, pulling out the license, showing the registration and looking for those damn Geico cards on the iphone....No service on the iPhone. Can't find the insurance cards on the phone.... All in the downpour.

Fortunately, the Ranger took pity. He accepted that I had insurance and warned me not to do it again. We soggily journeyed on.

After rounding the entire lake in the rain, we headed down to the lower village. Naturally, no rain there, weather 90 Degrees. The pants were soaked, but fortunately the Roadmaster has a heated seat. So after a quick stop for the jackets to dry in the sun, we continued on with the heated seats set at high to dry out the pants. (Note to self. In the future when trying to dry out the pants with the heated seats, try not to Parboil the boys!)

Day 23. Susanville Ca to Tulare CA .. Through the backroads and hot weather to overnight on the way home. Thank goodness for a Raising Cane's Chicken restaurant to enjoy the air conditioning for an hour. Civilization at its best.

Day 24. The last 330 miles back to Orange County. We took the Main highways to get home before rush hour. Success!!!! The Wife is still talking to me so all is not lost.



A total of 5534 miles round trip, or for those interested, 8906 Kilometers. About 140 gallons of fuel, 1 battery, added 14 lbs of air in the rear tire and Friendships established with multiple people across the nation and into Canada.

One more thing. I now realize that the 2015 Roadmaster I own should be considered to be the slowest motorcycle on the road. Everywhere we stopped, people wanted to talk about the bike and inevitably we were always the last one in our group to arrive at the destinations. Time to upgrade?

Credits and Captions

Thanks to our contributing authors and photographers:

Mike Ostrom	Morgan Gales
Mark Grosvenor	John Fucci
Bonita Reiter	Chris Seat
Phil Reiter	Kerry Snyder
Keith Ogden	Teresa Squirrel Davidson

