



# Indian Motorcycle Riders Group Tucson Black Mountain Chapter

## Newsletter #30 - Fall 2023

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### 2023 Black Mountain Officers

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**Road/Safety Director:** Mike Lehnus

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### Editor's Note

By Debbie Ostrom

Welcome to our Fall 2023 Newsletter. It is our 30th Quarterly issue! Thanks to all the contributors this month!

The motorcycle racing championships came down to exciting finales this year. My favorite, Jared Mees, won his third consecutive championship!

There's other news and H-D vs Indian Shootouts. Mike Lehnus provides a safety tip and one of Three Autobiographies this issue! Be still my heart! Thanks to this quarter's Rides and Events contributing authors! We wrap it up with a look at Celebrities on bikes, Odds and Ends, credits and more caption fun.

If you are new to our IMRG Tucson Black Mountain Family, please introduce yourself to the group through a Bio. Please share your ride experience through an article and a few photos. Your contributions continue to make this a nationally recognized publication.

Please send all submissions to: [mdostrom@gmail.com](mailto:mdostrom@gmail.com)



### President's Corner

By Mike Ostrom

A special thanks to Phil Reiter for his service to the group as Road/Safety Director! I have appointed Mike Lehnus to R/S Director for the remainder of the 2023 term. Thanks for stepping up Dead Mike!

Toy Run season is upon us! We pride ourselves on helping make the holidays a little brighter for kids in our community. Hope to see you on the rides and at events!

Officer nominations will be held at the Nov 19th meeting.

Our annual Holiday Party is December 16th, 5-10 PM at Desert Diamond Resort. There is an awesome buffet for only \$20! Hope to see everyone there.

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@IMRG Tucson.org](mailto:President@IMRG Tucson.org)

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

Or our website: <https://www.imrgtucsonbmc.org/>

Look forward to seeing you on a ride or event soon.



# Racing News

## Indian's Jared Mees Three-peats as AFT SuperTwins Champ

By: RoadRacing World, September 3, 2023

Jared Mees (No. 1 Indian Motorcycle/Rogers Racing/SDI Racing FTR750) strengthened his case for consideration as the greatest rider in the history of Progressive American Flat Track, sanctioned by AMA Pro Racing, securing a third consecutive Grand National Championship in Sunday's season-ending Mission Springfield Mile.

Mees' hopes of ending his spectacular 2023 atop the podium were foiled, however, by two-time Mission SuperTwins presented by S&S Cycle champ Briar Bauman (No. 3 Parts Plus/Jacob Companies KTM 790 Duke), who edged his great rival to the season's final checkered flag by 0.075 seconds.

Bauman and Mees slipped free first from title challenger Dallas Daniels (No. 32 Estenson Racing Yamaha MT-07 DT) and then Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750) to settle into a two-rider duel for the contest's second half. The back-and-forth affair remained in question right up to that last charge to the stripe where Bauman earned his first-career Springfield Mile victory and Mees added to his legend.

Mees has stacked up a résumé that stands alongside any previously assembled in the 70-year history of the championship. The factory Indian superstar now boasts an incredible nine Grand National Championships (2009, 2012, 2014, 2015, 2017, 2018, 2021, 2022, and 2023), equaling the great Scott Parker for most all time.

Mees said, "It's what you wake up for every day. It's what you train for. Hats off to Scottie Parker – that's the guy that keeps me going. He kept me going year after year, race after race. He's still the best in my book, and it's an honor to match something that he did."

"So many people contributed to this. I'm a little lost for words for once. I had a really good feeling we were going to get it – we were really fast all weekend long. I wanted to try to win that last one. But I went into that last lap and when Briar ran up underneath me, I was like, 'Dude, I'm bringing it home.' I just followed him right off the corner and he brought me to the line, and that was good enough for me. We're going to let this one soak in. I've been with Indian Motorcycle guys for 8 years now. They are a great company to be with. Couldn't have done it without you!"


"Getting my 9th Championship and being able to do something that every flat tracker in the world always wanted to be able to do is just an incredible feeling. Scotty Parker has the bar set so high that at times no one thought it could be achieved. I've said it before, but he was the motivation for me in all of this and really has brought the best out of me. No matter if I ever get ten or not I'll always look up to you."

"Dallas Daniels Racing, you put in one hell of a fight. 20 years old and going into the final rounds with 1 point down is very impressive. There was a time this season when I didn't know if I could bring it back. Hats off to you and your team. It made the fans excited to witness a tight battle like that."

Daniels, meanwhile, completes 2023 with a five-win, 15-podium runner-up season and now armed with plenty of motivation and hard-earned experience heading into 2024.



## Final AFT SuperTwins Standings: Mees Wins 9 Races on FTR750



Pos	Rider(s)	Points	Races																		Wins
			DAYTONA Short Track	DAYTONA Short Track Senoia	Arizona Super TT	Mission Dallas Half-Mile	Ventura Short Track	Sacramento Mile	Red Mile	DuQuoin Mile	Lima Half-Mile	West Virginia	West Virginia Half-Mile	Orange County Half-Mile	Bridgeport Half-Mile	Peoria TT	Black Hills Half-Mile	Castle Rock TT	Springfield Mile I	Springfield Mile II	
1	Jared Mees	388	4	4	1*#	6	1*#	3	1*#	1#	1*#	3	1*	1*	2	3	1*#	2	1*	2	9
2	Dallas Daniels	372	1#	1#	2	2#	2	1*#	2	2*	3	2*#	3	3#	1*	5#	2	1*#	5	4	5
3	JD Beach	301	5	5	3	1*	17	2	3	4	5	5	4	5	3#	1*	3	3	4	6	2
4	Briar Bauman	299	3	7	7	3	4	4	7	3	4	1	2	2	6	2	12	18	2#	1*#	2
5	Davis Fisher	257	9	3	5	7	5	9	6	5	6	7	5#	8	4	8	4	5	6	3	0
6	Brandon Robinson	246	2*	6	4		3	17	5	8	2	4	11	4	5	10	6	7	3	5	0
7	Jarod Vanderkooi	215	17	2*	6	11	7	10	10	6	7	8	7	7	7	4	9	12	8	10	0
8	Bronson Bauman	185	11	12	8	8	8	7	8	10	8	6	13	10	11	11	10	16	11	7	0
9	Ben Lowe	174	10	14	10	4	9	11	9	11	18	11	12	14	9	9	11	9	7	8	0
10	Kolby Carlile	173	15	11	11	9	10	8	4	7	10	9	14	11	14	12	7	11	12	12	0
11	Johnny Lewis	158	8	10	12	5	16	5	15			10	8	12	12	7	8	8	10	11	0

## Indian and H-D Celebrate Moto America Championships



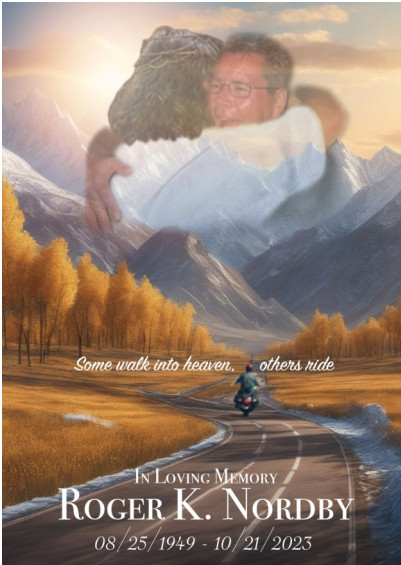
### MISSION KING OF THE BAGGERS

1. HAYDEN GILLIM	<b>CHAMPION</b>	HARLEY-DAVIDSON	260
2. JAMES RISPOLI		HARLEY-DAVIDSON	242
3. KYLE WYMAN		HARLEY-DAVIDSON	229
4. BOBBY FONG		INDIAN	154
5. TYLER O'HARA		INDIAN	131
6. KYLE OHNSORG		INDIAN	128

### SUPER HOOLIGAN

1. TYLER O'HARA	<b>CHAMPION</b>	INDIAN	156
2. JEREMY MCWILLIAMS		INDIAN	126
3. ANDY DIBRINO		KTM	122
4. STEFANO MESA		ENERGICA	85
5. MARK PRICE		KTM	77
6. CORY WEST		HARLEY-DAVIDSON	75

# News



Brother, Roger Nordby died on October 21, 2023. Services will be in Minnesota.

Nov 1st 5-7pm for the wake  
FREDRIKSON-GANJE FUNERAL HOMES  
700 East Thorpe Avenue  
Ada, MN 56510

Nov 2nd @11am for the Funeral  
Grace Lutheran Church  
110 3rd Ave E, Ada, Mn



[Obituary | Roger Keith Nordby | Fredrikson-Ganje Funeral Homes ~ Erikson-Vik-Ganje Funeral Home \(eriksonvikfh.com\)](#)

Please share with other family and friends.

## AMA Flat Track Racing 2023 Schedule

- March 9, 2023 - DAYTONA Short Track I, Daytona International Speedway, Daytona Beach, FL
- March 10, 2023 - DAYTONA Short Track II, Daytona International Speedway, Daytona Beach, FL
- March 25, 2023 - Senoia Short Track, Senoia Raceway, Senoia, GA
- April 1, 2023 - Arizona Super TT, Chandler, AZ**
- April 22, 2023 - Mission Dallas Half-Mile, Devil's Bowl Speedway, Mesquite, TX
- May 6, 2023 - Ventura Short Track, Ventura Raceway, Ventura, CA
- May 13, 2023 - Sacramento Mile, Cal Expo, Sacramento, CA
- May 27, 2023 - Red Mile, The Red Mile, Lexington, KY
- June 17, 2023 - DuQuoin Mile, Du Quoin State Fairgrounds, Du Quoin, IL
- June 24, 2023 - Lima Half-Mile, Allen County Fairgrounds, Lima, OH
- July 1, 2023 - West Virginia Half-Mile, West Virginia Motor Speedway, Mineral Wells, WV
- July 8, 2023 - Orange County Half-Mile, Orange County Fair Speedway, Middletown, NY
- July 22, 2023 - Bridgeport Half-Mile, Bridgeport Speedway, Swedesboro, NJ
- July 30, 2023 - Peoria TT, Peoria Motorcycle Club, Peoria, IL
- August 6, 2023 - Buffalo Chip TT, Sturgis Buffalo Chip, Sturgis, SD
- August 12, 2023 - Castle Rock TT, Castle Rock Race Park, Castle Rock, WA
- September 2, 2023 - Springfield Mile I, Illinois State Fairgrounds, Springfield, IL
- September 3, 2023 - Springfield Mile II, Illinois State Fairgrounds, Springfield, IL



## 2023 MotoAmerica King Of The Baggers

March 9-11	Daytona International Speedway	Daytona Beach, FL
April 21-23	Michelin Raceway Road Atlanta	Braselton, GA
June 2-4	Road America	Elkhart Lake, WI
July 7-9	WeatherTech Raceway Laguna Seca	Monterey, CA
July 28-30	Brainerd International Raceway	Brainerd, MN
Sept. 8-10	Circuit of The Americas	Austin, TX
Sept. 22-24	New Jersey Motorsports Park	Millville, NJ



# News

## Indian Motorcycle Legend Burt Munro Inducted into Sturgis Motorcycle Museum Hall of Fame

### Land speed Racing Icon and Record-holder Immortalized for Lifetime Achievements

By American Rider Staff, August 9, 2023

Motorcycle icon Burt Munro received a well-deserved induction into the Sturgis Motorcycle Museum Hall of Fame today. Munro gained notoriety by setting landspeed records on his home-fettled 1920 Indian Scout, and later gained worldwide fame as the subject of the 2005 film, *The World's Fastest Indian*.

Born and raised in Invercargill, New Zealand, Munro always had a need for speed, famously saying, "You live more in five minutes on a bike like this going flat-out than some people live in a lifetime."

Munro spent decades rebuilding and wrenching his from his garage, ultimately setting three world records at the Bonneville Salt Flats. The under-1,000cc record of 184.087 mph he set in 1967 remains intact today.

"You cannot tell the history of motorcycles without mentioning Burt Munro," said Aaron Jax, Indian Motorcycle vice president. "Burt's stories have molded the Indian Motorcycle brand, as we continue to live like Burt and push the



envelope to drive innovation, break boundaries and blaze new trails."

"Burt's a legend," said Gary Gray, Indian's vice president of racing, technology, and service. "His accomplishments – through trials and tribulations – inspire our racing efforts today. It's quite an achievement for Burt to be enshrined into the Sturgis Motorcycle Museum Hall of Fame, and we're incredibly proud to celebrate Burt Munro not



just today but every day."

The Sturgis Motorcycle Museum & Hall of Fame pays homage to individuals who have made enduring contributions to the motorcycle community. The Hall of Fame class of 2023 also includes Roland Sands, Chris Callen, Jay Allen, Russel Radke, Scott Jacobs, and the 1981 Des Nations Team USA motocross squad. Learn more at the Sturgis Museum website.



# News

## Some 2023 Challengers and Pursuits Recalled for Fuel Line

By: Janaki Jitchotvisut, RideApart, August 18, 2023

On August 18, 2023, Indian Motorcycle Company filed a safety recall report with the US National Highway Traffic Safety Administration (NHTSA) regarding a fuel line issue on certain 2023 Challenger and Pursuit models. An improperly assembled fuel line was supplied to Indian by one of its suppliers and could result in an engine stall in the affected bikes. Unexpected engine stalls could increase the risk of a crash.



Approximately 50 bikes are believed to be affected, according to Indian's records. That represents 100 percent of the population. Affected 2023 Indian Challengers have production dates between June 16, 2023, and June 26, 2023. The VIN range on the affected bikes is between 56KLC-BRR3P3420713 and 56KLC-BRR8P3421033 and is non-sequential.

2023 Indian Pursuit Dark Horse Icons with Premium Packages are also affected by this recall. Production dates on the affected bikes are between June 16, 2023, and June 29, 2023. The affected VIN range is between 56KLDFFRR4P3420708 and 56KLDFFRR5P3421138 and is non-sequential.

Indian Motorcycle says that it has not received any reports of crashes, injuries, or deaths related to this recall. However, out of an abundance of caution, it is issuing a safety recall to fully address the matter on bikes that could be affected. On June 20, 2023, Indian Motorcycle stopped shipment of affected bikes from its factory and will not resume shipment until the proper fuel line has been obtained and installed on those bikes.

Under the terms of this recall, authorized Indian Motorcycle dealers will replace the affected fuel lines at no cost to customers. If any customers paid to either replace or service their vehicle because of this issue prior to the issuance of this recall, they may be eligible for reimbursement according to the Indian Motorcycle reimbursement plan that the company currently has on file with NHTSA. Proper documentation of such claims will be required.

## Other 2023 Updates Across the Board Include New Clutch

The 2023 Indian Motorcycle lineup will feature a host of upgrades and paint colors across the board.

All Thunderstroke and PowerPlus models will receive a new clutch, said to reduce engine drag and provide a smoother down shift. The new clutch has a larger friction zone and decreased lever effort for reduced clutch fatigue.

The PowerPlus models will get integrated buttons on the heated seats, and Thunderstroke models will feature haptics, allowing riders to feel the button's response when wearing gloves. The Springfield, Chieftain, Challenger, Roadmaster, and Pursuit models will get a redesigned LED headlight with a larger reach and spread.

All models with the 4-inch round touchscreen display will now be able to tie their Ride Command account from the Indian Motorcycle app or website to their bike. This will give riders access to features like vehicle health, vehicle locator, and ride tracking.



# News

## 2023 Indian FTR R Carbon – Re-Imagined Power Cruiser

© 2023, Roadracing World Publishing, Inc. By Michael Gougis, September 4, 2023



Power cruisers started hitting the market right about the time I started riding motorcycles. At first, they were standard-style Inline-4s with higher bars and a lot more power out of the box than traditional V-Twin cruisers. Then came a wave of V-4s, with even more power. They all followed a similar theme: Street style and reasonable handling, with big chunks of tire-shredding torque. Lap times weren't the goal. The idea was to make the rider feel like they were launching off the line at

the drag strip—and to look totally badass while doing it.

Indian lists its 2023 FTR R Carbon in its Standards lineup, but riding it reminded me of those days when it was all about the kick in the butt caused by a twist of the wrist. To be sure, it handles, brakes, and generally behaves way better than those beasts of yesteryear. But get on the gas on the Indian, pretty much in any gear, at any rpm, and fun stuff starts to happen. The fact that the FTR successfully blends retro and modern styling, that it makes all the right sounds, and that it comes with advanced electronic rider aids that make riding the bike more fun is all great, to be sure. But an Indian FTR is really all about a surge of speed, accelerating with enough grunt to make the rider grin.

Indian engineers didn't dumb it down when it came to the FTR. The engine is a liquid-cooled, four-valves-per-cylinder 1,203cc V-Twin with a bore and stroke of 102mm x 73.6mm, dual overhead cams, and a compression ratio of 12.5:1. A pair of 60mm throttle bodies handle intake chores, while a 2-1 exhaust with a catalytic converter routes the exhaust gasses to the rear. Indian marketers claim the engine makes 120 horsepower, which with typical losses to the rear wheel on the dyno is right in the ballpark with the 112.07 bhp we found at 7,870 rpm on the dyno at Mickey Cohen. Of more importance is the torque, which peaks at 82.16 lbs.-ft. at 6,000 rpm and comes on strong from the very bottom of the rpm range.

Indian routes that power through a six-speed transmission with an assisted/slipper clutch, and helps the rider manage it with a comprehensive suite of electronic rider aids. The machine comes with three ride modes

(Rain, Standard, Sport), and Lean Angle Sensitive anti-lock brakes and stability control are standard. Traction control is standard, as is front lift (or wheelie) control plus rear wheel lift control and cruise control. The styling may be traditional, but the electronics are modern-spec for a street bike. For those who want a little more retro in their riding experience, the TC and the "wheelie mitigation" systems can be switched off.



# News

## 2023 Indian FTR R Carbon – Re-Imagined Power Cruiser (continued)



Speaking of retro, the chassis is about as retro as it comes among modern motorcycles. It's a steel-tube trellis frame with a steel swingarm as well. In the tradition of the power cruiser, the wheelbase is long, at 60 inches (1,524mm). And the seat height is a moderate 30.7 inches, not cruiser-low, but comfortably low among modern machines.

Braking is top-shelf, with 320mm (12.6-inch) dual discs in the front and a single 260mm (10.2-inch) rotor in the rear. Brembo four-piston calipers are mounted up front, with a twin-piston Brembo caliper operating on the back wheel.

Suspension is a high specification as well. Up front, the 43mm inverted Öhlins cartridge forks are adjustable for spring preload plus compression and rebound damping. In the back, a single Öhlins shock with a piggyback reservoir is equally adjustable. Wheel travel is 120mm (4.7 inches) front and rear.



The ancillaries are all thoroughly modern, including the four-inch

touchscreen display screen, the Bluetooth compatibility, the LED lighting all the way around. And the carbon-fiber components are stylish and set the FTR apart from other machines in its class, if, really, there are any. There are big V-Twins and sport-naked machines, but none really combine these elements the way the FTR does.

### The Riding Experience

Fire it up, and the FTR is remarkably civil at idle. The exhaust note is distinctive and speaks the language of power, but it is not obnoxious. It's easy to throw a leg over the reasonable seat height. The riding position, Indian says, is derived from its FTR750 flat track racer. I call it Modern Hooligan; the bars are low but not clip-ons; the pegs far enough back that the rider is canted a bit forward, as though prepared for the wheelie that they know is coming!

While its looks may be derived from the flat track world, it's clear that Indian's engineers have done their job on making the FTR rideable in the real world. The vibration is what you'd expect and want from a big V-Twin, more a rumble rather than a buzz. It's actually a pleasant part of the riding experience, and the mirrors remain clear and usable. The clutch pull is reasonable, the brakes effective without being touchy. There's no excessive heat, and little in the way of mechanical noise. It's a pretty civil place to operate from around town and in traffic.





# News

## 2023 Indian FTR R Carbon – Re-Imagined Power Cruiser (continued)



Twist the throttle hard, and the FTR remains civil—but stuff is hurtling back at you, fast. It's like everyone else on the road suddenly slowed! The response from the torquey engine is immediate, ample, and satisfying. And the electronic rider aids work as intended, keeping the party from going out of bounds unless you decide that's what you want to happen.

Metzeler Sportec M9 RR tires provide plenty of traction for anything reasonably responsible on the street, and the Öhlins suspension performs as expected. The

tubular bars provide good leverage, but the bike isn't overly heavy to begin with, so flicking it from side to side is relatively easy and precise. If I had any complaint, it's that the seating position sort of crouched me into the wind blast, and the combination of wind and seating position wore on me more quickly than I'd have liked on a longer ride.

But let's face it: Nobody will buy this thing to cover continents. It's for short bursts of motorcycling madness, and it absolutely delivers thrills when you get, shall we say—enthusiastic!. Whether it's firing off the line at an intersection or whipping through a twisty road, the bike accelerates hard, handles well, and brakes with alacrity. The best part, though, is that the bike tells the rider, loudly and clearly, that it is doing all of these things. The rider feels the riding experience on the FTR, and for the type of riding most FTR owners will be doing, that is exactly what they want.

To the non-motorcyclist, the FTR looks retro. To the informed eye, the FTR screams up-to-date. Indian has done a remarkable job in hitting both targets and, of bringing new life into the power cruiser category. How could that possibly be anything other than awesome?



# News

## 2023 H-D Street and Road Glide CVO 121ci

### Top of the Line Tourers get Variable Valve Timing

By RENNIE SCAYSBROOK | PHOTOGRAPHY BY KEVIN WING Cycle News, August 8, 2023

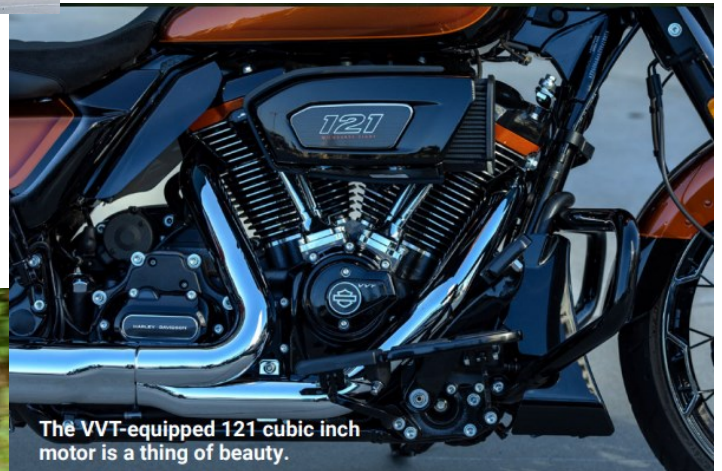
THE TWO TOP DOGS IN THE HARLEY-DAVIDSON TOURING RANGE, THE CVO STREET AND ROAD GLIDES, GET THOROUGH UPDATES FOR 2023

BY RENNIE SCAYSBROOK | PHOTOGRAPHY BY KEVIN WING



When it comes to the big daddies in the Harley-Davidson touring lineup the buck stops with the CVO Street and Road Glides. The CVO range is the premium in the Harley-Davidson lineup. It's the one that commands the most from your wallet and offers the most performance in return. That performance doesn't necessarily mean 0-60 stopwatch times. This is the Grand American Touring lineup, as H-D so splendidly calls it. The CVO Street and Road Glides are equipped with the Milwaukee-Eight VVT 121 motor that boasts eight percent more torque and nine percent more horsepower than the outgoing 117 cubic inch motor, a slightly revised chassis, completely new styling and infotainment system, and a price tag to match at well over \$40,000. Both bikes share much of the same technology, so it really depends on what you want from your ride in terms of ergonomics, but more on them later. Let's jump into what they do have in common, starting with that motor.

Having high displacement V-twins out of Milwaukee is nothing new, but the little VVT badge at the bottom of the push rods is. Variable Valve Timing has been featured on Japanese and European bikes for years, but the technology has been conspicuously absent from American V-twins. "When



The VVT-equipped 121 cubic inch motor is a thing of beauty.



we set out to create this new evolution of the Milwaukee-Eight powertrain, we had three main focus points—weight, efficiency and performance," says Christina Exner, Principal Engineer, Harley-Davidson Motor Company. "We're 39 pound-feet up to 139 from the previous 117 c.i. motor. The horsepower now 115, which is up almost 10 percent from the 117."



# News



INDIAN MOTORCYCLE  
*Tucson*

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## IMRG Tucson Rundezvous™ 2024

April 10-14, 2024

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

# Shootout

## H-D Low Rider S Vs. Indian Sport Chief

Spec Sheet Shootout By *Dustin Wheelen, RideApart, March 3, 2023*

Indian Motorcycle sent a shot across Harley-Davidson's bow when it unveiled the 2023 Sport Chief. Until then, the Motor Company enjoyed a monopoly on the club-style cruiser market with its Low Rider S and its sport-touring cousin, the Low Rider ST. At such a disadvantage, Indian knew it needed to make a splash to make headway in the performance-driven category. The Sport Chief does just that.



### Big-Bore Brawn

Both Indian and Harley bring out the big guns when arming Sport Chief and Low Rider S, respectively. The Motor Company turns to its largest production engine, the Milwaukee-Eight 117, for its Hog. That air/oil-cooled, 117 cubic-inch (1,923cc) V-twin lays down 125 lb-ft of torque (3,500 rpm), though H-D bypasses all horsepower claims in 2023. The same goes for Indian, and its Thunder Stroke 116 keeps pace with 120 lb-ft of torque.

The model's 679-pound curb weight only aids the Big-Twin Harley's one-cubic-inch and five-pound-feet advantage. Compared to the Sport Chief's 685-pound wet weight, the Low Rider S edges out its

rival in power-to-weight ratio. However, when considering the Indian flaunts a Sport mode (along with Touring and Standard), stoplight-to-stoplight drag races are all but luck of the draw.

### Competent Cornering

Straight-line speed isn't the end-all-be-all, though, and both club-style competitors bring their handling A-game too. The Bar and Shield relies on a tried and true 43 mm inverted front end with a triple-rate spring and a preload-adjustable coil-over monoshock. By contrast, Indian calls upon a pair of Fox piggyback shocks and a 43mm USD front end from KYB.

Aside from the setup differences, the Sport Chief offers 4 inches of rear wheel travel while the Low Rider S yields 4.4 inches. At the fore, we have a draw, with both models listing 5.1 inches of wheel travel. Still, the two bruisers trade blows with the Hog prioritizing agility thanks to its 28-degree rake, 31.3-degree lean angle, and 63.6-inch wheelbase.

All the while, the Chief upholds stability with a 29-degree rake, 29.5-degree lean angle, and 64.6-inch wheelbase. For that reason, Harley narrowly nabs its first round in this showdown, but you need more than power and fleet feet to win a fight. You also need smarts.



# Shootout

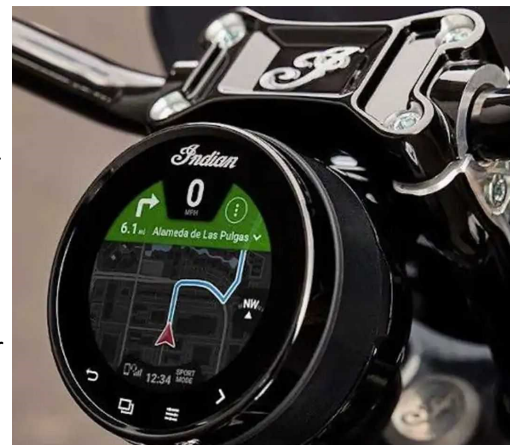
## H-D Low Rider S Vs. Indian Sport Chief (continued)

### Brains of the Operation

When it comes to tech, the Low Rider S keeps it simple. The LED headlight and taillight conform to category standards, but the four-inch analog gauge commands the spotlight. An analog tachometer captures classic cruiser cosmetics, but the digital speedometer brings the Softail into the now. That cluster also allows users to cycle between gear, odometer, fuel level, clock, trip, and range readings.



ergonomics, countless preferences factor into the cruiser-buying experience. In the end, when Harley-Davidson and Indian Motorcycle vie for the same slice of the market, the customer is the ultimate winner.



The Indian, on the other hand, takes things up

a notch with its four-inch TFT touchscreen display. Not only does the brand's RideCommand system put multiple interfaces and layouts at the rider's fingertips but it also offers turn-by-turn navigation and Bluetooth connectivity. Alongside those features, the Sport Chief also comes standard with the aforementioned ride modes, ABS, and rear-cylinder deactivation. It's safe to say the Indian is a clear winner in this department.

### The Scorecard

With just \$700 separating the 2023 Harley-Davidson Low Rider S and 2023 Indian Sport Chief, it's nearly a toss-up between the two performance-inspired cruisers. The Sport Chief commands more dough at \$18,899, but it backs up that markup with premium componentry and electronics. Similarly, the Low Rider S lives up to its \$18,199 MSRP with its proven platform and agile handling (for a cruiser).

The Indian may win on paper, but cruiser customers also place a premium on the intangibles. From aesthetics to brand loyalty, from exhaust note to

	2023 Harley-Davidson Low Rider S	2023 Indian Sport Chief
<b>Engine:</b>	Air/oil-cooled, 1,923cc V-twin	Air-cooled 1,890cc V-twin
<b>Bore x Stroke:</b>	103.5mm x 127mm	103.2mm x 113mm
<b>Transmission:</b>	6-speed	6-speed
<b>Performance:</b>	125 lb-ft of torque	120 lb-ft of torque
<b>Weight:</b>	679 pounds (wet)	685 pounds (wet)
<b>Price:</b>	\$18,199	\$18,899

# Safety Corner

## Riding Tips by Dead Mike Lehnus, Safety/Road Director



### Adjust for inclement weather and travel conditions

Rain, snow, high winds, extreme heat and high traffic volume can make riding more dangerous. Adjust how you ride accordingly--on wet roads, for example, you should avoid making sudden turns since your margin for error is reduced and you may skid. In times of high heat, carry extra water. In Southern Arizona the two best times of the year to ride is, in my opinion, are late September-early November and Late May-early July. Unfortunately that is also when our roads become replete with RV's carrying Snowbirds and vacationers, a lot of them are unaccustomed to driving these over sized rigs and also not accustomed to having motorcycles on the road at those times of the year. Use extra caution when they are around.



## The Origin of Our Tucson Black Mountain Chapter 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.



## Holiday Party and Buffet at Desert Diamond Resort Dec 16th

### *Desert Diamond Casinos & Entertainment Holiday Buffet Menu*

Served with Cranberry Sauce, Baked Dinner Rolls & Butter  
Iced Tea, Regular and Decaffeinated Coffee

#### *Choice of Salads:*

##### **Diamond Salad**

Cucumbers, Tomatoes, Croutons  
House Vinaigrette or Ranch Dressing

##### **Winter Spinach Salad**

Dried Cranberries, Goat Cheese, Onion,  
Candied Pecans  
Orange-Cranberry Vinaigrette Dressing

#### *Choice of Entrees:*

##### **Roasted Turkey**

Slow Roasted Turkey, Giblet Gravy

##### **Honey-Orange Glazed Ham**

##### **Northern Pacific Salmon**

Lemon-Garlic Dill Buerre Blanc

#### *Choice of Holiday Sides & Vegetables:*

**Garlic-Herb Roasted New Potatoes**

**Vegetable Medley**

**Green Bean Casserole**

#### *Choice of Desserts:*

**Apple Pie with Chantilly Cream**

**Carrot Cake**  
**Classic Chocolate Cake**

Please join the group for our annual Holiday Party at Desert Diamond Resort, 7350 S Nogales Hwy, on Saturday, December 16, 5-10 PM. Buffet tickets are only \$20 for active members, including meal, tax and gratuity! Purchase tickets on our Facebook page or website.

[IMRG Tucson Black Mountain Annual Holiday Party](#)

A Cash bar is open at 5 PM & the Buffet opens at 6 PM.

Squirrel will be leading a White Elephant gift exchange after dinner with a \$20 gift limit. Gag gifts are acceptable.

Hotel rooms are available for \$99. for those that don't want to drink and drive/ride.



# Autobiographies

## Brett Hassler

My name is Brett Hassler, Vonnie and I live in Vail, AZ and relocated here 3 years ago from the Pacific Northwest. I am retired after 43 years in the Grocery Industry and we are enjoying the warmer, sunny and dryer climate here in Southern Arizona.

I hadn't been on motorcycles for nearly 40 years, but after getting here and following a neighborhood riding group I quickly learned of the riding opportunities our great state has to offer and was compelled to join the ranks. Three friends and neighbors on our street already had Indian motorcycles so I quickly became the 4th so I could begin tagging along and be part of the Indian experience.

I currently have a 2020 Chieftain Limited in my favorite color Radar Blue. I have already been able to see a lot of Southern Arizona territory and look forward to active riding with IMRG to meet great people and share some great riding adventures.



## Randy Seavy, SW Regional Coordinator



My Wife Becky and I just (July 1, 2023) moved to Sierra Vista from San Diego. I am currently one of two Regional Coordinators for the Southwest Region. While in San Diego I was the Vice President and a Road Captain for the San Diego Crew #2040.

I've been an active IMRG Member since 2016 when I got a 2016 Chieftain and started riding with Chapter #1973 out of Chesapeake, Virginia.

I am currently riding a 2021 Roadmaster "MS RUBY". This is my 3rd Indian. Becky and I enjoy riding as often as we can and I also support our local Patriot Guard Riders group. I have a lot of pride and respect for the Indian Brand and am very proud to represent them.



## Mike Lehnus, Road/Safety Director

I grew up in Colorado Springs, Colorado, went to Roy J. Wasson High School where I met my wife.

I started riding at the age of 11 and got my first bike (a 60 cc Yamaha Mini-Enduro) at the age of 13. I graduated to larger bikes and, since I spent my summers working on my Uncle's ranch, I would always take my bike with me. I spent countless hours riding the eastern plains of Colorado, either on a bike or a horse, which was my second favorite mode of transportation. I had multiple family members that rode as well, so the "biker" culture is very familiar and comfortable with me.

I am lucky to have my wife, Anita, who also loves to ride. We can take off and have mini adventures together.



# Rides and Events

## Copper Hen Firehouse Ride

By Mike Ostrom

The Copper Hen in Globe advertises, “Good food, not fast food” and the first time I visited the place with a dozen of my closest SEAT riding buddies they lived up to their motto. I was the first to arrive to a full restaurant around 8:30 one Friday and there was one cook (Mike) and one server for the whole place! I waited almost an hour and a half for my breakfast, or rather brunch.

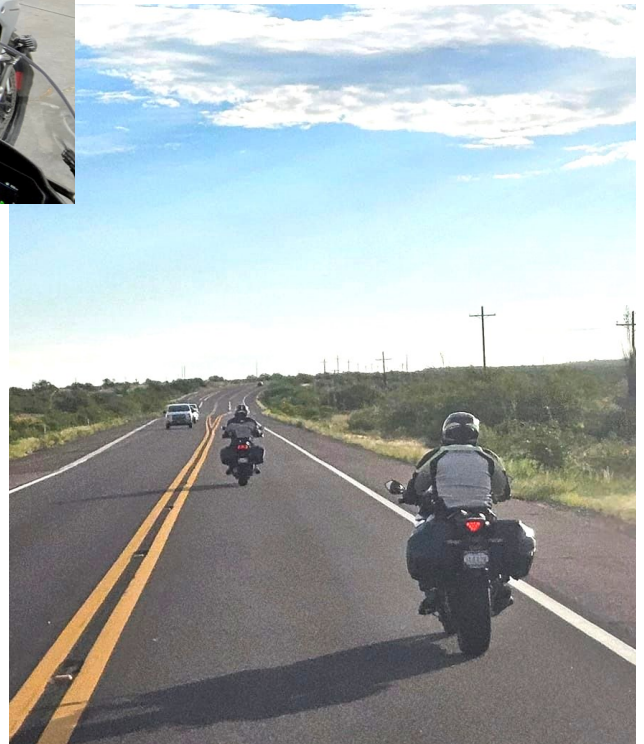
It didn't discourage me from posting another ride there a few weeks later. The food was that good. With late advertising and an early 7 AM departure, only three of us made the trek north. We thought it might be more because Julian pulled out with us from The Valero in Catalina, on his



Goldwing, just as Allen Martini was pulling up to a pump on his Kawasaki H2. We pulled to the side when Julian leaned over and said we were leaving early...for the SEAT ride to Kearny at 7:30 AM. Oops!

Julian did a U-turn and I led Mark Grosvenor on his Suzuki GSX 1000 GT+ and Tom Johnson on his Ducati Multistrada V4s up AZ 77 aboard my Moto Guzzi V-100 Madello S. It was a gorgeous morning, so I engaged cruise control to avoid having too much fun too early. Good thing I did. We saw a Sheriff and a Trooper on the way! Mark was in the lead going fast enough to worry, when we passed the second one.

Most of the exuberance was saved for the section of sweepers north of Winkelman. In fact, that's the main reason for choosing a Globe destination. Good food is purely secondary. With the exception of the above mentioned close call, we had smooth sailing on a gorgeous morning and it was a blast!





# Rides and Events

## Copper Hen Firehouse Ride (continued)



One of the neat things about choosing the Copper Hen for breakfast is, it's situated right across the street from the Globe Fire Department. There's always some activity going on. This A-Friday was fire truck wash day, and they were busy at work as we pulled up.

As we sat waiting for our food, a guy sporting a handlebar mustache pulled up on a blue and cream Indian Chieftain. It was Chris Matthieu and three of his buddies riding in from Chandler! He said they love the Copper Hen, but it still seemed like a strange coincidence to meet him there.

The breakfast sandwiches served on a huge croissant with two eggs, meat and cheese are worth the ride themselves. Tom Johnson tried one as a Plan B, as they were out of Chicken fried steak. Delicious!



one day. We got back to the Old Pueblo by 11 AM before the unseasonably high triple digits hit.



As we left, the firemen were just getting back from running Engine 307 around the town, so we missed our escort through traffic. We went back home the same way. It's a great road! On the long straight between Winkelman and Mammoth, Tom stretched the Ducati's legs. Mark and I gave chase. That was enough excitement for



# Rides and Events

## Gear Shifters Bike Night

By Mike Ostrom



### Bike Night



Johnny Speed Morgan has been scheduling Bike Nights at Gear Shifters for most second Fridays of the month. He skipped one in August as daytime high was 108, but it was a balmy 99 at sunset in September. Johnny's been doing a good job of getting the word out and just a few days earlier Gear Shifters had a 2-minute segment on KGUN 9! As a result, this seemed to be the biggest crowd yet. I arrived a half hour after the 6:30 PM start and the place was packed with bikes and people. I joined about a dozen other bikes on the street outside the gate.

Tom Johnson and Nancy Ellis were there with the majority of the gang that rode to Durango with them the week before. Anne was on another loaner from On Any Moto, a sweet Aprilia 660. There were other familiar faces and quite a few new ones too. The bike nights attract a nice eclectic mix of bikes and people. It's very cool!

Co-owners Johnny and Scott Blaney were working the coffee wagon with a significant backlog between orders and delivery. Johnny was busier than a one-arm paper hanger! Co-owner, Melanie Morgan was in the gear shop with a cooler full of cold water, as dusk turned to night.



I was parched and didn't want to be at the tail of a long line so I rode to the Taco shop around the corner for a tall drink. With no cupholder and a seat that's like a cheap motel, it was a little tricky one-handing the controls while holding onto the cup on the way back. This time I pulled all the way in and asked Tom to hold my drink as I backed into a spot.

Around 8 PM, bikes started firing up and pulling out. Some of us rode out together for a loop up Swan and

west on Sunrise to Campbell. I parted ways with them and headed home. Ann had to return the loaner Aprilia that night. Tom and Nancy stopped for a night cap and maybe karaoke before calling it a night.



# Rides and Events

## September Birthdays and Taco Sunday

By Mike Ostrom



Squeak moved to Ohio to be closer to her son Clint and his young family, but that didn't keep her from upholding a fine Tucson tradition. Going back years, She, Harold, Todd and Starr have celebrated their September birthdays with a bash at Tiny's. For this year's celebration she flew back to Tucson and was in town for



her actual birthday, so 23 of us showed up to party and eat carrot cake on Saturday evening.



She mentioned to Harold that she really missed Taco Sunday at Circle S Saloon, so he set up a meetup for Sunday. It was already getting warm when we left Picture Rocks at 10:35 AM. Harold led

the way on his Indian Trike and was able to keep moving so it was a nice ride there.

Even though they don't officially take reservations any more, a long table was waiting for us when we arrived just after 11 AM. We had beat the crowd but service was slow for our group of about 16 or so. They brought



out everyone's order at once and it was delicious! Squeak said she got her taco fix!

I had six tacos and ice water. My bill was less than \$5! Amazing what a deal it is when you pass on the Dos Equis Amber by the pitcher! Everyone had a great time.

It was well on the way to the day's high of 108 when we walked out after noon, but it was nice to get together with old friends and help them celebrate another trip around the sun!



# Rides and Events

## THE THUNDER VALLEY RALLY AND SHUTTLE EXCURSION

By eD King

Hey there, fellow riders, Buckle up and hold on tight because I'm about to take you on a wild ride through our recent escapade at the Thunder Valley Rally, complete with the infamous "Night of the Living Shuttle." Grab your helmet, and let's roll.

Our adventure kicked off bright and early on Thursday, September 14th. We assembled a diverse crew of riders, includ-



ing Bob Evans, Kuntu, Freda, Connie (and her trusty chase car), and yours truly. Our engines roared to life as we hit the road from Green Valley at 7 AM sharp. We didn't waste any time and made a pit stop at Ina QT around 7:45 to pick up our fellow riders, Clarence (Dean) Hurt and Noreen. With the gang all together, we joined the "Everyday Thursday Breakfast Club" and kicked off our journey with a scrumptious breakfast at the Sky Rider Cafe located at the Marana airport. A hearty meal was just what we needed to fuel our adventure.

Our route took us on a less than scenic path, from Route 19 to Route 10, then onto Route 17 and finally Route 260, (I have never seen so many roundabouts) leading us to our destination in Cottonwood. We rolled into town around 1:30 PM and checked into the cozy confines of The Pines Inn and Suites.

Our motorcycles consisted of a diverse mix, including my Indian Roadmaster, a Harley Ultra (ridden by Bob), a Harley trike with Kuntu and Freda, a Goldwing trike (Clarence and Noreen), and even a lone Toyota RAV4 driven by Connie, bravely mingling with the two-wheeled powerhouses.

After a bit of exploring, our growling stomachs led us to Colts, a local gem serving up mouthwatering cuisine right on Main Street. We returned to The Pines, and as the evening wore on, spirits (of both the liquid and emotional variety) were high. My trusty Tequila was in tow, while Bob opted for Scotch, Clarence for Tequila and Blue Moon, Noreen for Rum, Kuntu stayed cool with water, Freda sipped on Vodka, and Connie enjoyed some wine.



# Rides and Events

## THE THUNDER VALLEY RALLY AND SHUTTLE EXCURSION (continued)



Morning came, and some of us greeted it with more enthusiasm than others. Nevertheless, we all rallied (pun intended) and convened at Randall's for a hearty breakfast. Afterward, Kuntu, Freda, and Connie embarked on a train adventure in Verde Valley. Meanwhile, Bob, Clarence, Noreen, and I set our sights on Jerome, North America's largest ghost town. We conquered the Sprit Room for beer and T-shirts and then ventured to Prescott, affectionately known as "Preskit" by the locals. A quick tour and lunch at The Palace rounded out our travels, and we headed back to Cottonwood, living up to its reputation as "Sunshine with a little hurricane."

Now, here's where our story takes an unexpected turn, and not the smooth kind you'd expect on a motorcycle ride. We decided to take the Thunder Valley Rally shuttle, and that's when the adventure truly kicked into high gear. While the rally itself was great, the shuttle experience was another story altogether. It seemed as if the shuttle drivers were from another dimension, completely unaware of their surroundings or where they were supposed to drop us off. After some aimless wandering, we eventually reached the rally, only to discover that the drop-off point was miles away from the action! So, we embarked on a long, hot trek to reach the vendors and the main stage, truly testing our determination.

After some exploration at the rally, we made the decision to split up. Kuntu and Freda headed back to the hotel, and Clarence and Noreen fol-



lowed suit. Bob, Connie, and I, however, took on the mission of boarding the shuttle – yes, that's the real adventure here. We left the rally without incident and headed to Old Town for some food and drinks. Later, Clarence and Noreen joined us on his trike – a wise move, as it turned out. We dined at the Tavern Grill, and after dinner, Clarence and Noreen safely made their way back to the hotel on the trike.

# Rides and Events

## THE THUNDER VALLEY RALLY AND SHUTTLE EXCURSION (continued)

As for Bob, Connie, and me, we embarked on a mission to find the shuttle. Unfortunately, none of the locals seemed to have a clue about where we should wait for it. We began what felt like the Cottonwood death march in search of the shuttle, walking and walking and walking until we miraculously stumbled upon the rally once again. However, our relief was short-lived as the shuttle ride turned into another adventure. We ended up at a seemingly closed park, shrouded in darkness. We were pretty sure it was closed, but after some maneuvering (and perhaps a bit of damage to the shuttle), we eventually made our way back to the rally, and from there, back to our hotel. Utterly exhausted, we exchanged quick goodnights and hit the sack, haunted by nightmares of the TVR shuttle to nowhere.



The following morning, we all slept in a bit, ready to share our unique shuttle misadventures over breakfast. Tales of woe, indeed! With the exception of Bob, who was still recovering from his epic walk/shuttle ordeal, the rest of us decided to revisit Jerome for more shopping, motorcycle ogling, and sightseeing along the road to Prescott. When we returned, we took our motorcycles to the rally – none of us were willing to go anywhere near a shuttle after our traumatic experience. We now jokingly refer to ourselves as sufferers of "Post Traumatic Shuttle Stress Syndrome."

That evening, we gathered on our patio/parking lot, furnished with hotel room furniture (the hotel might have second thoughts about hosting us again). We had chairs, a table, a bench, and more – it was all quite comfortable. We decided that the shuttle was not in our future, so we opted for pizza and transformed our patio into a lively party spot. Laughter and stories flowed freely, with some tales best left unspoken.

The next morning, everyone was bright-eyed and ready to hit the road back home by 7:00 AM. As we cruised along, memories of our shuttle misadventures occasionally resurfaced, giving us a new age related condition to add to our list of illnesses: PTSSS – Post Traumatic Shuttle Stress Syndrome. And there you have it, folks – our unforgettable journey to the Thunder Valley Rally and our misadventures with the notorious shuttle. Until the next ride, may your motorcycles roar, and your shuttle rides be far less eventful! Ride on, eD



# Rides and Events

## Boulder Crest Healing Heroes at Hops and Vines

By Mike Ostrom



Boulder Crest Foundation is a nationally recognized 501(c)(3) nonprofit focused on ensuring the military, veteran, and first responder communities can live great lives in the aftermath of trauma. Their mission is to facilitate Post Traumatic Growth (PTG) through transformative programs, world-class training, education initiatives, research, and advocacy.

Again this year, Hops and Vines in Sonoita hosted the 6th annual Healing Heroes West event on Saturday, October 7th to support the great cause. Six of us met at the Shell on Wilmot and I-10 for a breezy ride south and over the hills on AZ 83. Notwithstanding the wind, the weather was perfect for the ride and at higher ground of the event.



Hops and Vines chose the date to introduce their new wine, Tyler, named after our buddy Tyler Stranik, whose wife, Megan, is one of the owners of H&V. The 2021 Nebbiolo features a sketch of his Triumph Rocket III on the label and a great double-entendre description on the back.

Tyler was waiting for us in the shade with a bottle started when we rolled in! During the course of the afternoon several more were consumed, and we talked Tyler into autographing a few souvenirs, including the bottle Tom Johnson picked up for Bob and Helen Gardner.



# Rides and Events

## Boulder Crest Healing Heroes at Hops and Vines (continued)



Jay Faircloth and the County Line were already providing some great live music and the \$30 admission included a swag bag, some very tasty Brisket BBQ and fixin's. Other vendors were on site as well as resident peacock and ducks. There was a bike show and Scott Natvman Riggan took home the Best-in-Show trophy for his Custom 2020 H-D Sport Glide!



They brought up the Boulder Crest participants that were present for a group photo. Some folks stuck around for the raffle drawings, but Debbie and I had had enough fun by 2:30 or so and headed for home. She was feeling no pain and was even able to sleep a little on the back of the bike. So, a nice ending to a great day!





# Rides and Events

## Tombstone OK Cafe

By Mike Lehnus

I haven't done any Road Captain duties in a while, due to obvious reasons, so as my first trip out in some time I wanted to do something easy and fun, so I planned a lunch ride to Tombstone. So, on October 14th six of us gathered for the event with KSU at 9 AM. I led on my Roadmaster with Molly Norman following on her Scout, Shon and Linda Lowry on their Springfield, Mike Ostrom on his Vintage and Randy Seavy rode sweep on the Roadmaster. It was a great day to ride. The weather couldn't have been nicer and the traffic was light.



We took a long break at Mustang Corners, waiting for Julie, who got a late start and wouldn't join us until Tombstone. We were all able to park in the same location, by the American Legion, so that was a plus. We ate lunch at the OK Cafe which has real 100% buffalo burgers (Very tasty). The conversation was light but the food was heavy so some felt the need to walk around the historic town afterwards. The rest headed out and went their own way.

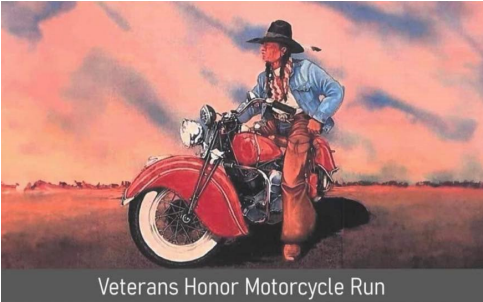
So I want to say to Mike Ostrom, Randy Seavy, Molly Norman, Julie Jordan and last but not least Shon and Linda Lowry, thank you, you all made leading the ride easy.



# Rides and Events

## Run to the Rez

By eD King



Veterans Honor Motorcycle Run

### 20TH ANNUAL RUN TO THE REZ

"THE MOST SPIRITUAL RIDE IN ARIZONA"

OCTOBER 19-21, 2023  
SAN CARLOS, AZ



HOST HOTEL:  
877-272-2433

#### EVENT INCLUDES:

- Welcome Party
- Casino to Casino Run
- Traditional Dinner
- Music Concert
- Biker BBQ
- Poker Run
- Bike Show
- Motorcycle Raffle & MORE

For our ride, Friday morning, picture this: we weren't exactly a biker gang, just a cozy crew of two



bikes and three adventurous souls. I (eD King) started off from Quail Creek on my Indian Roadmaster and was soon joined by Bill and Stephanie Mountain on their H-D Road Glide. We made a pit stop at the Valero station on Oracle Road in Catalina, hoping to recruit some more fellow riders, but luck wasn't on our side. No worries, we decided to embark on this journey as a trio. Everything seemed perfect – the weather was a dream, our bikes were purring, and we were good to go.

Our route was straightforward: AZ-77 N, Oracle Rd straight north, and a right turn onto US Hwy 70, taking us directly to the Apache Gold Casino and Resort. Along the way we stopped for brunch at The Patio Café in Oracle. All in all, it was about 130 miles and roughly 2.5 hours of riding.



When we arrived at the casino, Mike Ostrom gave us a warm welcome and suggested a lunch ride to Porter's Café in Superior, AZ, about 30 miles each way. However, we opted to check in and save our energy for the evening festivities. I guess I'm not old, just, well, older, as my wife likes to remind me.

After some rest and a bit of exploring around the casino, we headed for the evening meal, part of our 20th Anniversary Run to the Rez registration package. Indian Tacos were on the menu (and let me tell you, I'm a fry bread enthusiast). That's when we linked up with others from our group who had arrived the day before – Manny and Stella Frias and Mike and Debbie Ostrom. The meal was a delightful experience, accompanied by traditional Indian songs and dances performed in stunning costumes. It was a spiritually uplifting experience for all of us.



# Rides and Events

## Run to the Rez (continued)



Dr. John "RezRider" Bush and the Run to the Rez team really know how to put together a fantastic package and event. Two evening meals, a raffle ticket for a brand-new Harley Softail, a long-sleeve T-shirt, a pass for \$40 free play at the casino and a wristband for access to the casino's nightly entertainment, all neatly packed in a Law Tigers plastic bag. I'm already marking my calendar for next year because this event is a meaningful way to support our veterans.

After the traditional meal, just before my early bedtime at 7 PM, the first band, Aravaipa, took the stage, dishing out musical entertainment and raffle prizes. While many went home winners, I wasn't one of them. But no worries – I called it a night and left the late-night partying to the younger crowd.

The next day, we got up relatively early and wandered around until we found some much-needed coffee and the rest of our group. The highlight of the day was the annual parade, starting at the casino and winding its way to the town of San Carlos, where all the bikers rolled through town on their steel horses to reach Burdette Hall for a special ceremony honoring veterans. It was a blast watching riders tossing candy to the kids, and the entire town waving at us as we revved our engines through their streets.



Following the parade, most folks returned to the casino to participate in the Poker Run, which kicked off at 12:30. Our crew, however, decided to chart our own course to the Salt River Canyon. What a stunning place it is, with winding roads and breathtaking vistas. Stephanie was not a fan of the tight switchbacks, however, and Stella has a mild fear of heights and needed coaxing to pose for a picture overlooking the canyon from high above at Becker's Butte. Mike and Mark Grosvenor had ridden to the canyon the morning before, so this



was round two for Mike. After our canyon adventure, we swung by the Bike Show right in front of the casino. Those custom bikes were a sight to behold, even if they did make me drool a bit.

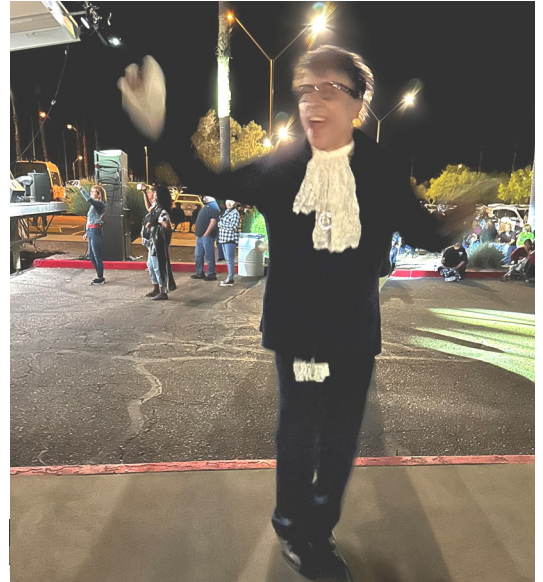


# Rides and Events

## Run to the Rez (continued)



We took some time to recharge before the evening meal, this time featuring a delicious steak fry courtesy of Run to the Rez. After dinner, we split up, each one of us doing our thing for the evening. I took a breather and later joined Bill and Stephanie at the outdoor concert, headlined by none other than Jumping Jack Flash, a Rolling Stones cover band. They really got the crowd moving with their spot-on outfits and tunes. Two hours of dancing and drinks later, it was the perfect way to wrap up the event.



But the surprises didn't end there. Austin Powers made a cameo appearance, baby! He was dancing and taking photos with the jubilant crowd. And, let's not forget, they gave away

that shiny new Harley Softail motorcycle to lucky winner, Quinton Case from San Carlos! He looked ecstatic! All in all, it was an incredible event, and as I mentioned earlier, I'm marking my calendar for next year. I hope more of you can join us for this awesome adventure!



# Rides and Events

## River Bottom and Bad June

By Mike Ostrom



The weather finally cooled down by the end of October and it seemed like a good time to sit on the shaded patio of the River Bottom Grill and Saloon in Florence. Bad June provided live music, starting at 2 PM, so we left Catalina around noon. Debbie and I led the way on the Chief Vintage, followed by eD King on the Roadmaster, John Fucci on his Pursuit and Dean Hurt and Noreen Smith riding sweep on the Goldwing trike.

Tom Johnson and Nancy Ellis were watching the Vikings and Packers duke it out just up the street at Players Pub with some friends and left at halftime ahead of

us. Waiting for us at Park Link was Phil Reiter on his Beemer and Mark Grosvenor on his new KTM 1290 Super Duke. They joined in behind for the last 33 miles up AZ 79 to Florence.

We had good timing, arriving around 12:50 PM. There were a couple of tables open and Dean and Noreen laid claim to an 8-seater in the new extensively shaded area. It was about 75 degrees with a pleasant breeze. Tom, Nancy, Anne and Elliot had a high top with their other friends. Their food was coming out just as we got a cold one to quench our thirst.



Bad June was conducting a prolonged sound check singing repeated scales of Hey, hey, hey, as we ordered. The food is always good there. We started with a few appetizers of calamari, before the burgers arrived. The pepper-jack-green-chili "Road King" is one of the best burgers in town and it's huge. Debbie and I split one this time out.

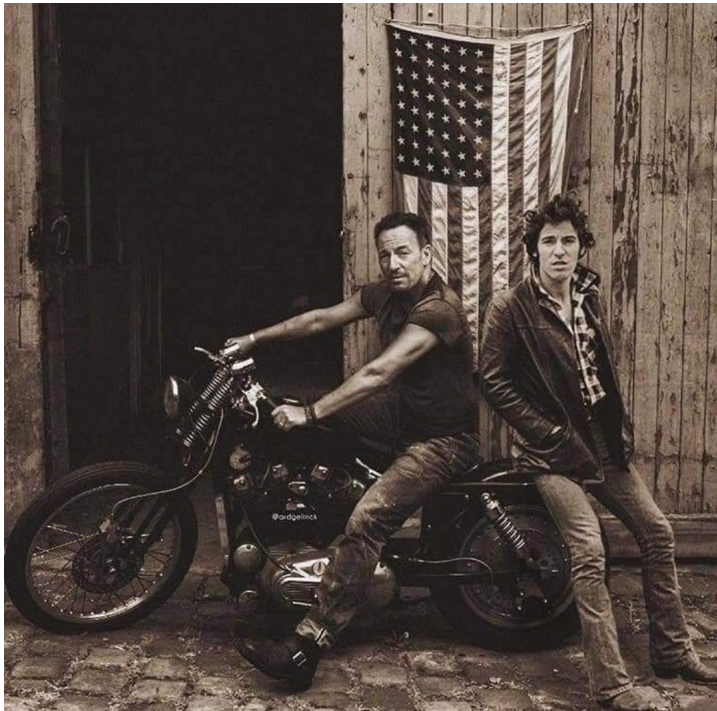
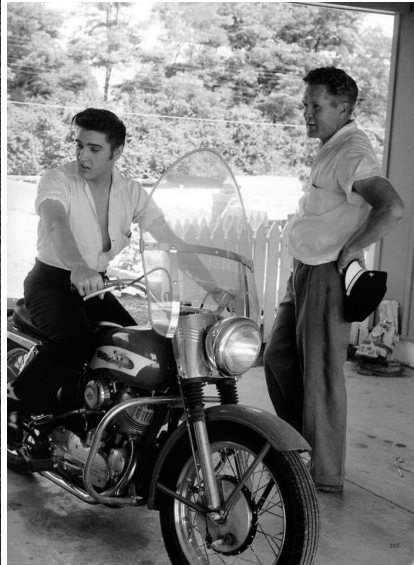
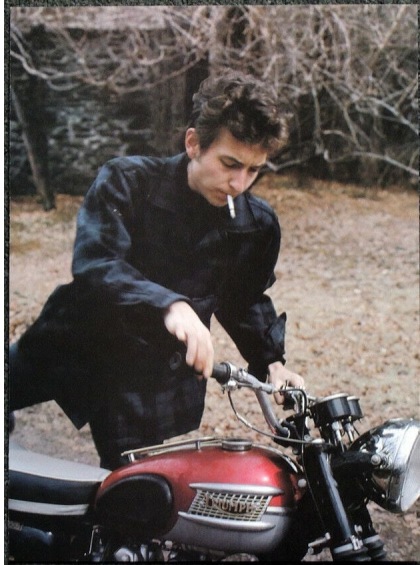
Bad June kicked off their first set at 2 PM as advertised. They're a good band and play a variety on classic rock tunes. Their rendition of, "Bobby McGee"

was something Janis Joplin would've been proud of.

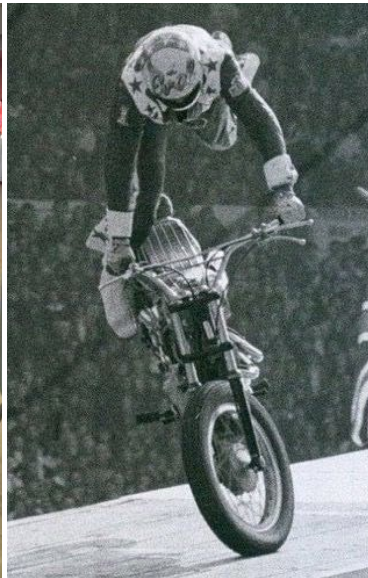
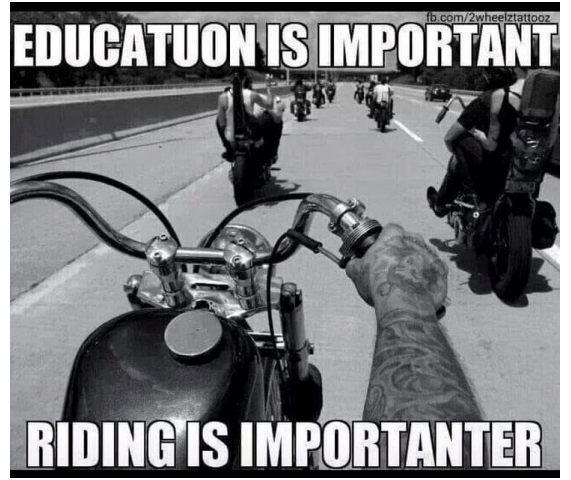
Many of us took off before the first set was over. Dean and Noreen were headed for I-10 and an 85-mph cruise home on the trike. eD led John, Debbie and I back the way we came and it was 76 degrees when we hit Catalina around 3:20 PM. It was a great introduction to Fall!



# Celebrity Shots



# Odds & Ends



# Credits and Captions

## Thanks to our contributing authors and photographers:

Mike Ostrom	Road Racing World Staff
John Fucci	American Rider Staff
Mike Lehnus	eD King
Dustin Wheelen, RideApart	Michael Gougis, Road Racing World
Rennie Scaysbrook & Kevin Wing,	Cycle News



## Amusing captions submitted for this picture:

"If the Flying Wallendas rode"

"Why do they call it Suicide Shift again?"

"I wish you'd get a passenger seat"



## Just for Fun—Caption Contest

Please email your amusing captions for this picture to:

[mdostrom@gmail.com](mailto:mdostrom@gmail.com)

The best will be featured in the next newsletter.



## Upcoming Events: Toy Run Season is Here!

- Nov 14-15 Tues & Wednesday dealer demo days. Requested IMRG Tucson member support
- Sat Nov 18, Reg starts 9 AM, NW Moose Lodge Toy Run, Ruthrauff Rd.
- Nov 19, Membership meeting, Officer Nominations and lunch, TBD
- Nov 26, 10 AM Renegade Santa Claus Toy Run, Renegade Classics on Speedway
- Dec 10, 10 AM Sun Riders Toy Parade, Thunder Mountain Moose lodge 2442 S. Harrison Road
- Dec 16 "Meeting", Holiday Party and White Elephant gift exchange at Desert Diamond, 5 -10 PM

## QR Code for IMRG Tucson PayPal



Members who don't use PayPal can use **Zelle**. Send Zelle funds to: [treasurer@imrgtucsonbmc.org](mailto:treasurer@imrgtucsonbmc.org).

