



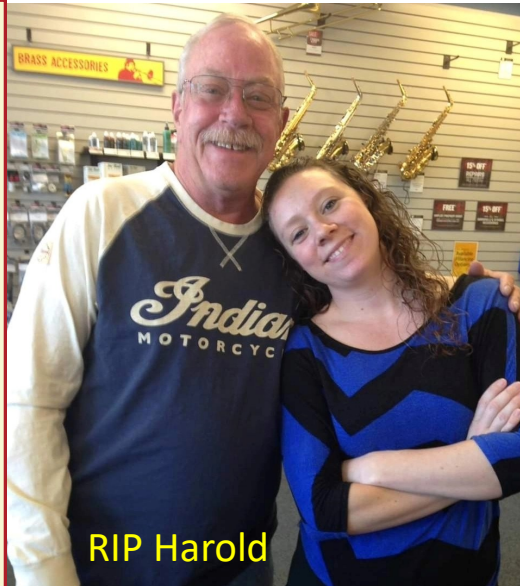
Indian Motorcycle Riders Group Tucson Black Mountain Chapter Newsletter #34 Fall 2024



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Editor's Note

By Debbie Ostrom

Welcome to our 42-page Autumn, 2024 Newsletter. Thanks to all the contributors this quarter!

In this edition of our newsletter we celebrate 2024 Indian Motorcycle Grand National Flat Track and King of the Baggers Championships!

We feature a Harley-Indian Shootout, and their latest sales data. We pay tribute to TBMC Charter member, Harold Atterberry, Dead Mike has some group riding tips, Ride and Events articles from several authors and we wrap it up with Rat Bikes pix, Odds & Ends, credits, upcoming activities and 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



President's Corner

By Mike Ostrom

Fall felt like summer through most of October, but it didn't keep many of us from riding or finding adventures outside the Old Pueblo.

We lost an old friend and TBMC Charter member, Harold Atterberry, and laid him to rest on September 12, following a beautiful procession and ceremony. RIP Harold.

We have a new chapter patches and limited shirts available to members. Order on Facebook or our website for purchase details.

A special welcome to new Tucson Black Mountain members. Everyone is welcome to join us, no matter what you ride. Send an email: President@IMRGtucson.org

Just \$2/month provides many exclusive member discounts and freebies. Contact John Fucci for details.

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.



Mees is Grand National Champion Record 10th Time

By American Rider, September 16, 2024



The Progressive AFT circus rolled into the season's final race at Lake Ozark Speedway on Sept. 14 to find out if Jared Mees could earn enough points to secure an unprecedented 10th Grand National Championship.

Of the 125,000 in attendance for Missouri's Lake of the Ozarks Bikefest, thousands came to the Parts Plus Lake Ozark Short Track to witness history in the making. Mees needed to bag only 3 points to earn the title and secure his claim as the greatest rider in the history of the AMA Pro Racing-sanctioned dirt-track championship.

The Mission AFT SuperTwins field was hungry to close out the season on a high note, but no one had an answer for the indomitable Mees and his Indian Motorcycle FTR750.

Brandon Robinson – the only rider within spitting distance of Mees' points tally – battled early in the race with Mees, who nabbed the holeshot. But after swapping the lead a few times, Mees set sail on his rivals and gapped the field. Slammin'

Sammy Halbert got a good start on his Harley-Davidson XR750 to slot into 3rd place, but he eventually faded to 8th.

Dallas Daniels, who had led the championship until a training injury on a motocross track forced the Estenson Yamaha rider to miss several races, recovered from a poor start to work himself up from 9th place to 4th with two minutes remaining. Daniels, who had finished on the podium in every race he started this year, elbowed his way past Robinson and Jared Vanderkooi into 2nd place by the checkers.

But no one could catch Mees, who once again finished on top of the podium, coasting to a 0.4-second victory during the Indian FTR750's final race before new 2025 rules make the dominating flat-tracker ineligible for AFT competition. Mees' championship on the FTR gave it a perfect eight-for-eight record in Grand National competition since its maiden season in 2017.

Mees earned the 2024 Mission AFT SuperTwins title with 311 points, followed by Robinson at 280 and Daniels at 276. After earning titles on H-D XR750s in 2009, 2012, 2014, and 2015, Mees and longtime tuner Kenny Tolbert bagged titles on Indian's FTR750 in 2017, 2018, 2021, 2022, 2023, and 2024.



Mees Repeats as Grand National Champion (continued)



"I made my dream my goal and worked hard at it," Mees said after claiming an unprecedented 10th Grand National Championship, surpassing the legendary Scott Parker in that achievement.

"It hasn't even sunk in yet. I had a big points lead coming in here, but there was only one way to go out the way I wanted to go out, and that was by winning this damn race.

"I can't say enough for my entire team," Mees continued. "Kenny (Tolbert), Bubba (Bently), Jimmy (Wood), you guys have won me a lot of races and a lot of championships. I definitely wouldn't have been as successful without you three and all my sponsors. So many people contributed to my program over these years."

Mees also gave a special shoutout to Indian Motorcycle for providing the machine that enabled him to win six championships.

"This victory is more than just another championship, it's the perfect way to honor everything we've achieved with the Indian FTR750. We've had an incredible journey with this bike, and to go out on top, knowing it's the last time, makes this win even more special. I took their very first win in 2017 – I opened that book for them, and tonight I got to close it for them."

Mees, who is an eventual shoo-in for AFT's Hall of Fame, closed out the season with an astounding tally of successes. He ranks first or second in the rankings for victories at Half-Miles, Short Tracks, Miles, and total GNC Main Events.

Without an Indian to ride in 2025, Mees is hanging up his helmet and retiring from racing. But the sometimes-irascible champ showed gratitude and humility after the Ozarks race.

"I feel like I could have this microphone until tomorrow morning and talk about my career and all the people who were in it to make me successful. I just want to say thank you."





Indian's Herfoss Crowned King of the Baggers Champ

By Hot Bike Staff, September 29, 2024

The S&S/Indian Motorcycle's star from down under, Troy Herfoss, owned the day from Sunday's Mission King Of The Baggers finale at New Jersey Motorsports Park to wrap the MotoAmerica season. Herfoss crossed the finish line on the last lap to take the 2024 Mission King Of The Baggers Championship title.

Although the pair were separated by just two points at the start of Sunday's finale, the winner-take-all thriller between Herfoss and Harley-Davidson Factory Racing's Kyle Wyman never materialized. Wyman got the start he wanted, led briefly and was soon passed by Herfoss. It didn't take Wyman long to realize he didn't have the same pace as his Indian-mounted rival, and it ended up being a tough day at the office for the winningest rider in Mission King Of The Baggers history.

It didn't get any easier for Wyman when he was attacked from behind by RevZilla/Motul/Vance & Hines Harley-Davidson's Rocco Landers with the 19-year-old eventually taking second from the New Yorker. Tucson native, Wyman held on for third and he and Herfoss ended the season just 11 points apart.

For Herfoss it was his seventh win of the year and his 14th trip to the podium out of 18 races and he adds the King Of The Baggers title to his three Australian Superbike Championships. He crossed the line 1.7 seconds ahead of Landers after fist pumping his way through the final set of corners.



Landers late-season burst of speed moved him all the way to fourth in the championship. He actually tied his teammate Hayden Gillim, fifth today, in the points tally, but the spot went to Gillim via the tiebreaker. Fourth place in Sunday's finale went to Herfoss' teammate Tyler O'Hara, just a few tenths ahead of Gillim.

"Firstly, thank you," Herfoss said. "It's been an incredible journey. Seriously, 12 months ago I was in this position in Australia and on top of the world, but didn't know exactly what I wanted from racing moving forward. This incredible opportunity to come and race for a new motorcycle (brand) in King Of The Baggers came up. I wanted to step outside my comfort zone, and that's exactly what it was. I was extremely uncomfortable from the banks of Daytona through the world championship crowds at COTA to the gravel trap at Brainerd, and to here, this moment winning a

championship. It's been a wild ride and an incredible journey. Kyle (Wyman) has been an amazing competitor, just a true professional in every way. He literally just kept himself in there on his bad days, and on the good days he made me pay. It was exciting. It was stressful. It's a real highlight for me. Last year was a huge highlight for me, coming back from a big injury to win a Superbike Championship in Australia. But I don't know if I believed I could do this at the start of the year, so that's why it makes it pretty special for me."





Racing Final Standings

MOTORCYCLE RACING

American Flat Track Super Twins



DAYTONA ST I
 DAYTONA ST II
 Senoia ST
 Texas HM
 Ventura ST
 Silver Dollar ST
 Orange County HM
 Bridgeport HM
 Lima HM
 Du Quoin Mile
 Peoria TT
 Black Hills HM
 Sturgis TT
 Springfield Mile II
 Springfield Mile II
 Lake Ozark S

Pos	Rider(s)	Points	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Wins
1	Jared Mees	311	6	5	1*	2#	3#	1*	5	3#	2	1*#	3	2		1*	1*#	1*	6
2	Brandon Robinson	280	3	1#	3	1*	5	4	6	1*	3	8	5	3	9	4	3	4#	3
3	Dallas Daniels	276	1*	3	2#	3	2	2#	1*#	2	1*#	2				3#	2	2	3
4	Briar Bauman	243	8	4	4	5	1*	5	2	4	5	4	1*#	9#	2	19	17	5	2
5	Davis Fisher	211	4	6	8	4	14	16	10	5	4	5	8	10	4	2	5	7	0
6	Jarod VanDerKooi	205	7	7	5	6	4	6	8	18	7	10	4	6	3	17	6	3	0
7	Brandon Price	194	2	9	7	8	11	13	7	6	6	3		8	10	5	4	11	0
8	Trevor Brunner	173	11	8	9	12	8	12	9	7		7	6	5	7	6	11	9	0
9	Declan Bender	144	16	15	14	10	18	10	12	8	13	6	9	4		7	8	6	0
10	Max Whale	126		10	10	7	10	9				13	7	11	6	8	10	13	0
11	Cameron Smith	120	9	11	16	18	12	14	13	12	10	9	10	18	13	12	9	14	0
12	Dan Bromley	116	10	12	11	15	9	7	15	11	14	16		14	11	11	16	12	0
13	Bronson Bauman	113	15		13	16	6	8	11	9	11	11				10	7	10	0



2024 Mission King Of The Baggers Championship

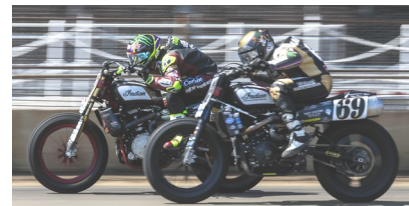
Season: 2024

Pos	No.	Name	Total	Diff	Gap	3/7/2024	3/7/2024	4/12/2024	4/12/2024	4/19/2024	4/19/2024	5/31/2024	5/31/2024	6/14/2024	6/14/2024	7/12/2024	7/12/2024	8/16/2024	8/16/2024	9/9/2024	9/9/2024	9/27/2024	9/27/2024
1	17	Troy Herfoss	358	0	0	20	20	25	20	25	25	25	20	16	9	5	13	25	20	20	25	20	25
2	33	Kyle Wyman	347	11	11	25	25	20	25	20	11	20	25	13	8	25	20	25	13	20	13	20	16
3	1	Hayden Gillim	224	134	123	13	11	11	10	16	13	0	11	25	25	16	25	13	0	11	13	0	11
4	97	Rocco Landers	224	134	0	11	6	10	9	0	6	8	0	20	0	20	16	16	25	16	25	16	20
5	29	Tyler O'Hara	224	134	0	6	13	16	11	13	20	16	16	11	20	9	10	10	11	16	0	13	13
6	43	James Rispoli	196	162	28	16	16	13	16	11	7	0	13	0	16	11	11	13	10	11	11	11	10
7	85	Jake Lewis	134	224	62	0	9	0	0	6	9	13	8	10	13	8	8	9	10	6	8	9	8
8	13	Cory West	125	233	9	0	8	8	6	9	10	11	9	9	11	0	0	7	7	8	9	7	6
9	88	Max Flinders	118	240	7	7	5	6	7	10	11	10	10	8	10	10	0	6	6	x	7	x	x
10	10	Travis Wyman	100	258	18	8	7	5	0	7	8	0	7	x	x	7	9	5	9	7	10	6	5
11	50	Bobby Fong	94	264	6	9	0	9	13	8	5	9	0	x	x	13	0	x	x	9	0	10	9
12	78	Kyle Ohnsorg	50	308	44	10	10	7	8	0	x	x	x	x	x	x	x	x	x	x	x	x	7
13	72	Larry Pegram	16	342	34	x	x	x	x	x	x	x	x	x	x	x	8	8	x	x	x	x	x
14	199	Danny Spina	11	347	5	x	x	x	x	x	x	x	x	x	4	7	x	x	x	x	x	x	x
15	11	Ruben Xaus	7	351	4	0	1	x	x	x	x	x	x	6	0	x	x	x	x	x	x	x	x
16	32	Jesse Janisch	4	354	3	0	4	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
17	90	Zachary Schumacher	3	355	1	0	3	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
18	286	Gunnar Ouellette	2	356	1	0	2	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
19	186	Shane Narbonne	0	358	2	0	0	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Legend 1st place 2nd place 3rd place

- 3/7/2024 Daytona 200
- 3/7/2024 Daytona 200
- 4/12/2024 Mission King of the Baggers at MotoGP
- 4/12/2024 Mission King of the Baggers at MotoGP
- 4/19/2024 MotoAmerica Superbikes at Atlanta
- 4/19/2024 MotoAmerica Superbikes at Atlanta
- 5/31/2024 MotoAmerica Superbikes at Road America
- 5/31/2024 MotoAmerica Superbikes at Road America
- 6/14/2024 MotoAmerica Superbikes at Brainerd
- 6/14/2024 MotoAmerica Superbikes at Brainerd
- 7/12/2024 MotoAmerica Superbikes at Monterey
- 7/12/2024 MotoAmerica Superbikes at Monterey
- 8/16/2024 MotoAmerica Superbikes at Mid Ohio
- 8/16/2024 MotoAmerica Superbikes at Mid Ohio
- 9/9/2024 MotoAmerica Superbikes at Texas
- 9/9/2024 MotoAmerica Superbikes at Texas
- 9/27/2024 MotoAmerica Superbikes at New Jersey
- 9/27/2024 MotoAmerica Superbikes at New Jersey





2024 Flat Track Schedule

RND	DATE	RACE	LOCATION
1	MAR 07	DAYTONA SHORT TRACK I	DAYTONA BEACH, FL
2	MAR 08	DAYTONA SHORT TRACK II	DAYTONA BEACH, FL
3	MAR 23	SENDIA SHORT TRACK	SENDIA, GA
4	APR 27	TEXAS HALF-MILE	FT. WORTH, TX
5	MAY 04	SILVER DOLLAR SHORT TRACK	CHICO, CA
6	MAY 11	VENTURA SHORT TRACK	VENTURA, CA
7	JUN 15	ORANGE COUNTY HALF-MILE	MIDDLETOWN, NY
8	JUN 22	BRIDGEPORT HALF-MILE	SWEDESBORO, NJ
9	JUN 29	LIMA HALF-MILE	LIMA, OH
10	JUL 06	DUQUOIN MILE	DU QUOIN, IL
11	JUL 28	PEORIA TT	PEORIA, IL
12	AUG 06	BLACK HILLS HALF-MILE	RAPID CITY, SD
13	AUG 10	TBA TT	TBA
14	AUG 31	SPRINGFIELD MILE I	SPRINGFIELD, IL
15	SEP 01	SPRINGFIELD MILE II	SPRINGFIELD, IL
16	EARLY SEPTEMBER 2024	TBA HALF-MILE	TBA

2024 Mission King Of The Baggers (2 Races Each Venue)

Mar 7-9	Daytona Int'l, FL
Apr 12-14	COTA, TX
Apr 19-21	Road Atlanta, GA
May 17-19	Barber Motorsports, AL
May 31-Jun 2	Road America, WI
Jun 14-16	Brainerd Int'l, MN
Jun 28-30	Ridge Motorsports, WA
Jul 12-14	Laguna Seca, CA
Aug 16-18	Mid-Ohio, OH
Sep 13-15	COTA, TX
Sep 27-29	NJMP, NJ



Industry News

Harley-Davidson & Indian Motorcycle Sales Down in 2024

By Janaki Jitchotvisut, RideApart.com, October 24, 2024

It's almost Halloween, the most orange-and-black time of the year. It's also quarterly financial report time, which means that Harley-Davidson just dropped its Q3 2024 financial stats on the world.

How did it do? Apparently, folks don't love the orange and black as much as the company probably wishes they did. Or, at least, not according to the shipment and sales numbers.

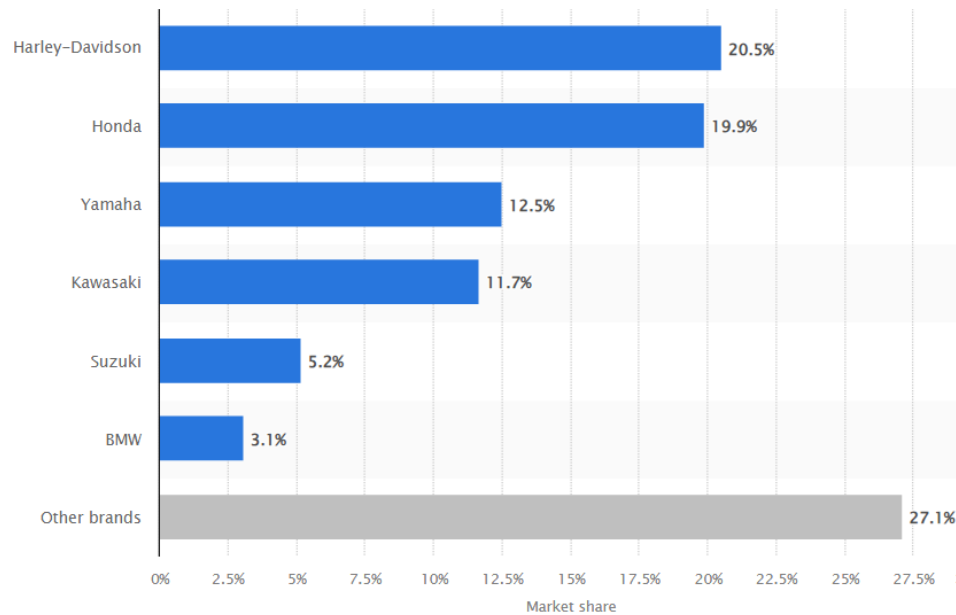
How did Q3 2024 Harley-Davidson Motor Company Motorcycle Shipments go? Not great. In Q3 of 2024, it shipped 27,500 motorcycles, which means it's down 39 percent as compared to the 45,300 it shipped in Q3 of 2023.

What about HDMC Worldwide Motorcycle Sales? Those are down 13 percent in Q3 of 2024, as well. The Motor Company breaks down its worldwide presence into four regional categories: North America, Europe/Middle East/Africa (EMEA), Asia Pacific, and Latin

America. North American sales are down 10 percent, EMEA sales are down 23 percent, and Asia Pacific sales are down 16 percent. Only Latin America sales are slightly up; the number there is a rather anemic 4 percent.

Will this be how the trend continues for the foreseeable future? Given the struggles

that many in the powersport industry are facing, that seems to be the most likely proposition.



Polaris Press Release:

Polaris Inc. has released its third-quarter 2024 results. The company reported worldwide sales of \$1,722 million, down 23 percent from the third quarter of 2023. North American sales of \$1,473 million represented 85 percent of total company sales and decreased 26 percent from \$1,986 million in 2023.

As reported, Q3 net income for the Medina-Minnesota-based brand was \$28 million, a decrease of a whopping 82 percent compared to the third quarter of 2023. The company says they are working with its dealers to reduce network inventory levels, but

it's a complicated process that can't happen overnight.

In July, Polaris announced they were lowering production and shipments to protect its dealer network. As a result, Q3 sales dropped 23%. This included additional shipment cuts during the quarter in response to a lower-than-anticipated retail environment.

In the On Road segment, Polaris says retail in Q3 was driven by softness in heavyweight motorcycles, given recent competitive launches and an overall weak industry. "Despite that, we continue to hold our number one share position in the mid-size segment, we expect On Road retail to remain soft for the remainder of the year," Mike Speetzen, CEO of Polaris Inc, adds.



New Bike Shootout

Indian Challenger vs Harley-Davidson Road Glide

A Perspective from Across the Pond *By Jon Urry. MCN, May 2, 2024*

Here's a sentence I never thought I'd be writing – today we are testing two race reps from Harley-Davidson and Indian. No, seriously we are. Believe it or not, the Indian Challenger and Harley Road Glide form the base (in a very loose sense of the word) for each firm's King of the Baggers race bike for a rip-snorting series in America.

For the uninitiated, King of the Baggers is basically two-wheeled racing insanity. Initially conceived as an invitational one-off race in 2020, the series has grown into a hotly-contested championship that sees heavily modified factory-supported baggers from Harley and Indian go head-to-head on track.



Absurd as the thought of a racing bagger sounds, a quick look on YouTube and you will soon be hooked as the spectacle of a grid full of 280kg bikes, complete with panniers and huge front fairings, ridden by top-level racers is utterly captivating. But the race bikes are so heavily modified that these bikes can barely be labelled as 'race reps'.

So what's the appeal? We grabbed the fobs (they are both keyless) to the updated Road Glide and Challenger, set the satnavs for the British riviera (Hunstanton), cranked up the sound systems and hit the highway. Well, the A47, which is like Route 66 but lined with more cabbage fields.

Dive into the detail: Harley -Davidson Road Glide

£27,295 (plus £500 for paint option)

Engine 1923cc dual-cooled 8v V-twin

Power 105.5 bhp, Torque 129.2 lb.ft

Fuel Capacity 6.0 Gal

Suspension F: 49mm telescopic forks, non-adjustable.

R: Twin Shocks, adjustable preload, one side remote.

Front brake 2 x 320mm discs with four-piston calipers. Cornering ABS

Rear Brake 1x300mm disc with four-piston caliper.

Cornering ABS

Seat Height 28.3", Curb Weight 838 Lbs.



Indian Challenger Dark Horse

£27,195 (plus £700 for paint option)

Engine 1768cc liquid-cooled SOHC 8v V-twin

Power 120 bhp, Torque 131.4 lb.ft

Fuel Capacity 6.0 Gal

Suspension F:43mm inverted forks, non-adjustable. R: Monoshock, adjustable (optional electronically)

Front brake 2 x 320mm discs with four-piston Brembo radial calipers. Cornering ABS

Rear Brake 1x298mm disc with two-piston caliper. Cornering ABS

Seat Height 26.5", Curb Weight 840 Lbs.

New Bike Shootout

Indian Challenger vs Harley-Davidson Road Glide

Riding a bagger, or any big-capacity cruiser for that matter, is a very different experience to a 'normal' bike. For a start you are dealing with a hefty old beast and loaded up with a rider and pillion, both of these bikes are topping half-a-ton. And that's before you add in the effect of a mountain of fish and chips. All of which brings its own issues at low speed.

Anything below walking pace on a bagger is very tricky. While low seat heights allow you to get both feet securely on the ground, which is recommended at every stop, slow speed manoeuvres are perilous not only due to sheer weight but also the laid-back riding position.

With baggers you tend to have long handlebars for a relaxed riding stance, something that is exaggerated even more on the Road Glide with its tall hangers.

Swept back away from the headstock, these tillers disconnect you from what the front is doing and result in a real workout at walking pace as you battle to counteract the weight, something that is noticeably more challenging on the Harley than the lower-barred Indian. U-turns or any slow-speed work is certainly demanding but there is a positive side to this, and that comes when you are cruising. Which is what these bikes do best.

Sitting in a straight line at a constant speed, baggers start to make sense. Tuck in behind their huge front fairings and



the miles drift past in comfort, especially if you are riding the Indian. As well as offering better weather protection, the Challenger comes with an electronically-adjustable screen, something the Road Glide lacks.

I find it odd that on a £28k tourer this fairly obvious necessity is missing on the Harley (both also lack heated grips) and without it I found the small screen (naturally there are taller accessory items) created lots of unwelcome buffeting on the top of my crash helmet, something the Indian's screen on full height noticeably reduced.

Harley claim to have cut buffeting by 60% in the Glide's 2024 update but as a six-foot-two rider I'm not convinced. I'd much rather have seen an adjustable

screen added rather than a 200-watt amplifier for the upgraded speaker system – although Harley have to be commended on their new dash, which is beautifully designed and knocks spots off Indian's effort.

A few less buttons on the switchgear would be nice but owners will soon get to grips with the interface (the display is touchscreen so you can avoid using buttons altogether) and can effortlessly crank up the tunes while riding along.

New Bike Shootout

Indian Challenger vs Harley-Davidson Road Glide

At a constant speed it's easy to see why baggers appeal to the American market. Lolloping along at 60mph, these two massive V-twins are hardly breaking sweat (recording less than 1500rpm) and although the Harley's Milwaukee-Eight is vibrier than the Indian's PowerPlus lump, it's easily explained away as 'character'. Until, that is, you need to shift gear or accelerate smoothly.

I know a huge part of the Harley ownership experience is an old-school feel but I'm always left wishing they would add a bit more refinement to their motors – after all, they have taken the step of going for water-cooled heads (if not the whole engine) so why not go a bit further and iron out some more rough edges?

Changing gear on the Road Glide is accompanied by a massive clonk where the Indian is far smoother and I found the Harley's throttle response quite brutal. You can calm it down by changing the power mode (both bikes have variable power modes as well as angle-responsive TC and ABS) but when that 1923cc V-twin first kicks from a closed throttle, you know about it.

Harley may well argue this thump of power gives the Road Glide a more dynamic nature (well, it is a race rep) but for my money the Indian's engine is smoother, better on the throttle, slicker at changing gear and feels faster to pick-up speed.

'Indian add modern-feeling touches'

But what about their handling when things get twisty? Here is a bit of a shock, both the Challenger and Road Glide are good handling bikes – that said, there is a caveat.

They are sweet handling bikes considering their size, length and weight, which are all rather substantial! Take in some smooth bends on these baggers and yes, they can certainly justify their 'performance' bagger tags and the Indian's twin Brembo radial caliper brakes have lovely power and feel, noticeably more than the Harley's own-brand conventionally-mounted items.

While undeniably taking a bit of effort to get either bike to change direction, you can enjoy corners on these bikes and their weight ensures that they are securely planted to the ground when you're mid-bend. You wouldn't want to take one on track but you can certainly roll along a smooth and twisty B-road at a merry pace.

Introduce a few bumps and the Harley isn't as assured, with its shocks being unpleasantly harsh in their action, which is both a shame and another oversight as they have been upgraded for 2024 with extra travel (and a remote preload adjuster added to one shock while the other is collar-preload adjusted) but I'd say not by enough.



New Bike Shootout

Indian Challenger vs Harley-Davidson Road Glide

Looking at their price, you also wonder why adjustability is lacking on either bike's forks but to be fair the Indian deals fairly well with bumps while the Harley struggles to cope. I rode a Harley with Öhlins suspension recently and it was so much better than stock, why don't they arm the Road Glide with better suspension and maybe stick with just 100W of hi-fi? I assume it's the same argument as with the overly feisty throttle – American riders tend to cruise in straight lines and their buying decision is more down to style, image and comfort than handling or a refined gearbox.

And that's why I tend to admire Indian's products more because they aren't afraid to challenge convention, integrating more modern-feeling touches into their bikes at the expense of old-school character and authenticity.

While it would be great to see Harley or Indian make a bike more closely associated with a King of the Baggers-style machine, their core audience probably wouldn't want one. When you're dropping nearly £30k on a bike, you want that all-American rumble you get with a big old lump of metal and on that score, the Harley ticks all the right boxes, while despite being better to ride, the Indian somehow lacks that distinctive Americana vibe.

Verdict:

'Bagger for modern life'

In terms of performance, comfort and even (arguably...) looks the Challenger is a better motorcycle than the Road Glide... especially if you plan on regularly taking a pillion. It is just more refined and with far fewer of the annoying old-school clunks. The Indian is a bagger that feels built for modern life. Yes, its TFT dash is less impressive than the Harley's but overall it's a more polished product. But there's a battle of head and heart here.

If you buy the Indian you know that every person who comes up to you will say 'is that a Harley?' and you will have to



explain who Indian are. Thankfully, Indian have a rich heritage (they were founded before Harley) but over here they don't have the same brand recognition or cachet. And while they have owners groups with organised events to draw you into the community and all the extras that come with that, they don't have the same scale as Harley. Plus, when you're paying £28k for a bike, depreciation is also a consideration, which is another area where Harley are strong.

So what's the answer? If you want the more accomplished ride, buy the Indian. If you want a bike that comes with an entire life-style in its back pocket, the Harley delivers that effortlessly.



New Bike Shootout

Indian Challenger vs Harley-Davidson Road Glide

Likes:

Torque-laden V-twins
The Indian's adjustable screen and comfort levels

Dislikes:

Intimidating at low speed
Harley's standard pillion provision is a bit sparse

Pillion Opinion:

'Built with solo riding in mind'

Alison Silcox, Office Manager (5ft 10in)

"I've done a lot of pillion riding and, as standard, the Road Glide is the worst bike I have ever been on the back of. Which came as a big surprise because I assumed it would be really good – it's a Harley, aren't they designed for touring? "The Harley's pillion pad (it isn't called a pillion seat, that's an accessory item) is not only very small but is angled backwards, meaning you tend to slide off the tail of the bike (or at least feel like you are) and to counteract this sensation you end up continually tensing your core, which is tiring.

The panniers dig in on the back of your legs as the pillion pegs are very high, which gets uncomfortable after a very short time, and when combined with the harsh shock – which fires you out of the seat when

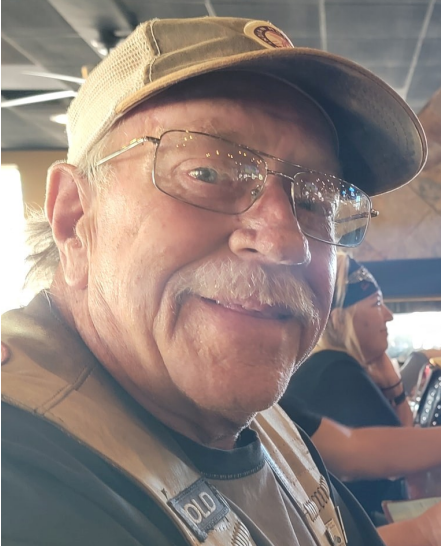


– which fires you out of the seat when you hit a big bump – it's all very disconcerting. I was nervous on the Harley and never happy being a pillion, it was far from a relaxing experience. If you take a pillion, invest in the dedicated pillion seat, which is £644.47 as part of the Day-Tripper package and includes a back rest. "The Indian was much better. Its pillion seat is flat and quite wide, which was reassuring, and the panniers are positioned much better and actually helped me slot into the bike and secure myself, which was good. The Indian's ride quality was also much better than the Harley's with less of a jerk between gear changes and the suspension far more plush. It's just a better pillion bike but in truth, I was disappointed by both bikes, neither is great for passengers. Baggers are clearly designed with solo riding in mind."

Ride In Peace

Remembering Harold Atterberry

By Mike Ostrom



I don't recall when I first met Harold, but we became good friends shortly after he bought his first Indian Vintage in January, 2015. He was one of the charter members of our local Tucson Indian Motorcycle Riders Group. Back then, his bike only had two wheels. Harold was an active rider year-round and many of us have ridden countless miles with him.



Harold was a natural leader and organizer. Everyone loves to ride, but not everyone is interested in organizing the ride meetup, determining the route, picking the destination and then leading the actual ride, like Harold did every week. He was not afraid to contribute to our community in other ways either.

I remember one hot day in July, several years ago, when our Indian dealer was having some promotion that included hamburgers and hotdogs. I showed up at lunchtime and there was Harold standing behind the grill flipping burgers. It hit over 100 degrees that day, but was much hotter over that open flame. He was drenched in sweat and thankful



when I brought him a cold water. He wasn't afraid of hard work.

The guys at the dealer were always happy to see Harold and it wasn't just because he'd bring donuts when he dropped off the bike for service. They were genuine friends. Harold made friends easily and usually kept them a long time. He cared about others and it showed.

Ride In Peace

Remembering Harold Atterberry

Years ago, when Squeak's trike broke down, it was Harold that came to her rescue. You could count on Harold through thick and thin, even when he wasn't feeling 100%.

In his last years, when it seemed he was spending more time at the VA and recovering from his latest surgery than on his trike, he would always ask me how I was doing and how Debbie was doing. Despite his multiple health issues, he was concerned about you.



Harold was a man of character. He believed in doing what he thought was right. If he said he'd do something,



he'd followed through. He had a stubborn streak and wasn't afraid to stick to his guns even if it wasn't popular. We admired man of conviction.

It's hard to say goodbye to a good friend and brother in the wind. It's



hard to explain that special bond and the brotherhood that develops between friends that ride together over the years, but they become family. Our hearts ache now that Harold has gone on to that endless road in the sky. He will live on in our hearts.

Ride In Peace, Brother!



Safety Corner



Safe Group Riding Tips

by Dead Mike Lehnus, Road/Safety Director



After attending the Run to the Rez rally, I thought it might be good to throw out these reminders.

Safety Tips

When riding in a group, you should always follow the same safety procedures you'd use when traveling alone. However, the close proximity of other riders does add to the risk of operating a motorcycle. To stay safe in a group riding situation, remember the following tips:

- Use a staggered riding formation to provide a sufficient space cushion between group members. Each rider must have enough space and time to react to any hazards that you might encounter.
- If you're traveling on a curvy road or visibility is poor, ride in a single-file formation.
- Side-by-side formations should be avoided whenever possible. If you're traveling in this manner, you may not be able to swerve if you encounter an obstacle in your path.
- Riders on the same track should have a distance between them of at least 2 seconds.
- If your group must merge with another group at some point in the trip, let the first group lead.
- Motorcycle operators carrying passengers should ride on the right whenever possible. Novice riders shouldn't carry passengers at all.
- If someone in the group is riding a motorcycle with a sidecar, have him/her ride at the rear or front of the group.

As you're riding, periodically check your review mirror to make sure the person behind you isn't falling behind. If necessary, slow down to allow him/her to catch up. Don't allow anyone to get separated from the group.

Ideally, your group should include people with similar skill levels and riding styles. But, if you are traveling with both new and experienced motorcycle operators, keep the novice riders in the middle of the group to prevent them from falling behind.

Under no circumstances should you mix alcohol and motorcycle riding. Do not allow anyone who has been drinking to travel in your group. A single unsafe rider puts everyone at risk.



Classifieds & History

For Sale: Harold's Indian Hannigan Trike Only \$27,900

REDUCED FOR QUICK SALE! This 2015 Indian Chief Vintage Hannigan Trike with 111 cubic inch (1819cc) engine, 120 lbs. ft. Torque and smooth six-speed transmission, has cruise control, dual-temperature comfort plus heated seats (rider and passenger), auxiliary 12V power socket in front pouch, battery tender and cable are included. Engine guards and oil cooler chrome guard are installed. It has the stock windshield and optional lower adjustable wind deflectors for comfort in the cold and optimal airflow when it's warm. Comfortable Kuryakyn grips are installed.



Award Winning Custom Indian Trike by Hannigan Motorsports!

The features that put this Hannigan ahead of the rest of the pack include the independent suspension with sway bar, which insures almost no lateral forces on the motorcycle seat creating a much healthier, more comfortable ride, even for your passenger. The 51-inch-wide track and CRX sports car stabilizer has made this Hannigan Trike one of the safest and most stable trikes available. It will out-corner other trikes, allowing you to run with your two-wheel companions on twisty roads. This Hannigan Trike has the best combination of sporty handling and a plush ride. IM Mike Ostrom



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 what is now Tucson, although pronunciation has clearly changed since then.





Rides and Events

Devil's Run

By Mike Ostrom



DEVILS RUN

June is a good time to head to the White Mountains. On average, it's about 20 degrees cooler than in Tucson. This year, Debbie and I trailered the bike north to Reed's Lodge in Springerville, AZ for the annual Devil's Ride, charity event, hosted by the American Legion Post 30 in Springerville.

We arrived Thursday afternoon and had dinner with Nancy Ellis and Tom Johnson, who spend the summers at the Gateway RV Park. They had to travel back to Tucson the next day to pick up their Ducati Multistrada at On Any Moto, so they'd have something to ride Saturday for the event.

Friday, Debbie and I mounted up for the 30-minute ride to Alpine for lunch. It's just a beautiful ride south on US 191, past the Nelson Reservoir and up into the tall pines that line the highway. We had planned on going to the former Bear Wallow Café, but it didn't seem as welcoming as the Alpine Grill across the street so we went there for delicious Tuna melts and a cold KiltLifter. Later that night, we stopped in at the American Legion to register for the Devil's Ride and enjoy some Green Chili Stew and cornbread. Yummm!

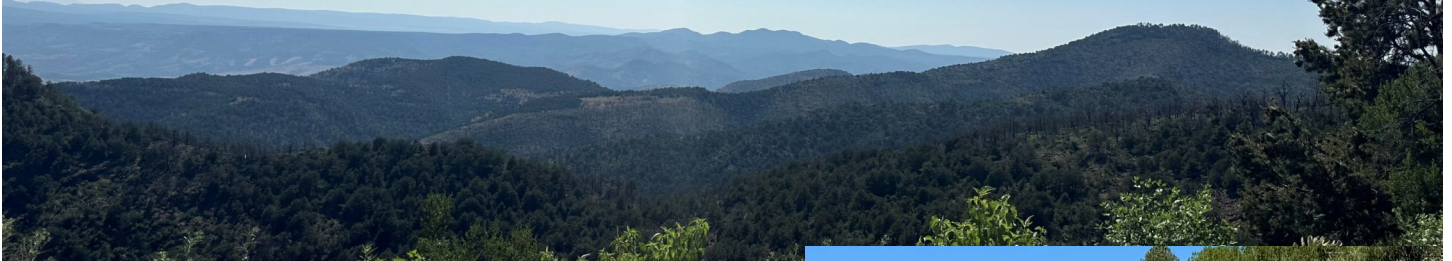
People started rolling in at 7:30 AM Saturday morning at the lodge. Kevin, Paul and Alex had also ridden up from Tucson, camping at Tom and Nancy's RV site. They were up until 1 AM and were in need of a hair of the dog. After a riders meeting, we saddled up for the long 264-mile loop down US 180, across Mule Creek Pass and up Devil's Highway US 191. There was also a short loop around Big Lake.



Just before 9 AM, Gator led the gang of nine bikes south on his Street Glide, stopping in Alpine so the guy on the R1 could top-off his tank. Temps remained in the low 70's as we climbed in elevation. We crossed into New Mexico on US 180 for one of the most scenic sections of the ride. After a brief stop for one-lane traffic at a repaving site along the way, I jumped out front to hit sweeper heaven. Once we passed the 4 or 5 vehicles ahead of us at the stop, we had the road to ourselves down to Glenwood, where we took another break.

Rides and Events

Devil's Run (continued)



The group got separated a little as we went through the last set of curves before turning west on NM 76 towards Mule Creek. Paul was bringing up the rear and missed the turn and found himself in Silver City before he discovered the error. We waited for him at the three-way intersection of US 191 for about 20 minutes then continued to Morenci for gas, where we finally reached him. He said he would ride back up through Mule Creek to Morenci. An hour and a half later he rejoined the gang for the climb up Devil's Highway.

I had continued up Devil's Highway before the group stopped at a gas station beyond the fork in the road, so I ended up riding the 400+ twists and turns to Springerville, 117 miles away, myself. The Devil's Highway has been touted as one of the best motorcycle roads in Arizona, but I disagree. It's chock full of 10 and 15 MPH switchbacks, which are generally choppy and often littered with stones and pebbles. Not a good combination! I was happy to see a 20 MPH curve sign, where the road was almost always smoother and cleaner.

I stopped at Hannagan's Meadow to take a break and recycle fluids. Life is good at 9100 feet in June. Not too long ago the meadow was under a blanket of snow. I tried to call Debbie, but no cell phone service in paradise. I mounted up for the final 45 minute descent to Springerville at 6900 feet. I arrived at the AL lodge around 3 PM to draw my poker hand, but the Commander with the cards wasn't back from the short loop around Big Lake yet.

Debbie and I had lunch and a cold one or two while we waited for the others. We watched the auction and raffle drawings at the post before heading to dinner at Gateway around 7 PM, followed by Karaoke at 8 PM. The event funds that were raised benefited local kids and families in need. We were happy to contribute to another good cause this year.

Some of us got together on Father's Day and did our own loop around Big Lake, stopping at the Ole Tavern in Alpine to whet our whistles, along the way. It was a great weekend and a nice warm up for the White Mountain Rally and Pinetop Hot Air Balloon Fest the following weekend.



Rides and Events

White Mountain Bike Rally and Balloon Fest

By Mike Ostrom

Our 10-day pilgrimage to the White Mountains culminated with the 12th annual White Mountain Bike Rally, hosted by the Hon-Dah Casino in Pinetop, and the White Mountain Balloon Festival. Debbie and I rented a room at The Nook in Pinetop for a week, where daily high temps were in the 80's, beneath the tall pines. We did short rides to Buffalo Bill's Restaurant and Museum in Show Low and to the Alpine Café, about 30 minutes south. We didn't spend much time below 7,000 feet the whole week. It was beautiful.



On Friday morning we headed to Meadow Mountain park for the Balloon ascension, but the event was postponed for a day, due to unfavorable weather conditions. We thought it was nice, but it was quite windy the night before when they made the call. Time for breakfast. Darbi's seems to be everyone's favorite breakfast and lunch spot, but we were seated on the front porch after only a short wait on a gorgeous morning. Yum!

Mark Grosvenor found out his friend's cabin was available in Pinetop for the

weekend and decided to ride up Friday morning. We had forgotten his helmet in Holbrook at the U-Haul rental station on the way back from Utah and he planned to retrieve it after he arrived. It's about a 2-hour round trip from Pinetop to Holbrook, so I volunteered to ride up and get it Thursday afternoon. It was waiting for him when he joined Debbie and I at the Nook around 12:30 PM.



Rides and Events

Gear Shifter Bike Night

By Mike Ostrom

On the second Friday of every month, Gear Shifter hosts a bike night. In August it started at 7 PM, about 15 minutes before sunset. It was still in the lower 90's when I showed up around 8 PM. The place was packed and several bikes were parked outside the gates on Catalina Rd., off Speedway. I managed to wiggle my way in to a spot adjacent to the 3 bay doors of the former Auto Repair Shop. Proprietor, Johnny Speed Morgan helped direct traffic for me.



There was a short line in front of the Coffee Wagon, where several iced drinks were available. Someone was lying face-down on a bench in the Tattoo parlor, as riders milled about. There was no food truck, which would've been nice.

This was the biggest crowd I've witnessed since the place opened and there was an eclectic collection of bikes on display. On Any Moto had the

new Moto Guzzi Stelvio and a couple of Ducati's. Roz Hewitt had the only scooter in attendance, Her little Miss Piggy Vespa. Randy Costilow had his beautiful custom Honda VTX 1800, blasting tunes. The sport bike crowd was well represented and there were a few Indians lurking in the shadows.

By 8:30 an exodus started with guys smokin' rear tires while bouncing off the rev limiters. A short girl dropped her crotch rocket while trying to navigate through the crowd and one guy almost barreled into his buddies at the Stop sign after pulling a hole-shot 100 feet away. No injuries were reported.



When I took off for home, it had cooled off nicely and I had the streets mostly to myself. It was most enjoyable.



Rides and Events

National Charity Ride With IMRG Chandler

By Dead Mike Lehnus

On August 24th Indian Motorcycles held a nation wide charity ride and it seems to have gone well. I decided to play the role of Ambassador and ride with the Chandler IMRG chapter. Since they stated they were going to go KSU from the Chandler dealership at 0730, I decided to go up the night before.

I went through my bike to make sure it was ready and while I was checking my tools I found a small manila envelope from ACE Hardware. Inside was my OEM license plate bolts, not knowing what to do with it I left it in the saddlebag.



The next day I left work, hit the Interstate and proceeded to run into rain and wind of biblical proportions, so traffic was at a crawl. It took me 30 minutes to get from Grant to Marana but at Picacho Peak it was clear sailing.

The next day I arrived at the dealership and no one was there, so I waited then after about 5 minutes our old friend Erik Bezila showed up and we managed to get caught up. Then everyone else arrived.

We departed the dealership and made our way to Jake's Corner. We were on the Beeline when one of the riders (Monty) was having an issue so we pulled over. It turns out his license plate was falling off because he lost one of his mounting

bolts! Well guess who just happened to have one?

We were back on the road in 5 minutes and arrived at our destination. The service was slow but no one seemed to care as we were having fun and the food was good.

Afterwards we split up with a couple of us heading to Globe, where we parted ways and I made my way back to Tucson via Hwy 77. It was a great ride, with each group wanting to do more together, which is the way it should be with a national organization.



Rides and Events

National Charity Ride Black Mountain Chapter

By John Fucci

August 24, 2024 was the first ever Indian Motorcycle Riders Group National Charity Ride. The charity for this inaugural event was Folds of Honor Minnesota, which is a charity that provides scholarships to spouses and children of America's fallen and disabled service members, and are expanding their mission to incorporate America's first responders, including police, fire fighters, EMTs, and paramedics.

IMRG chapters all across the country participated by planning rides



and soliciting donations for the charity. And of course, IMRG Tucson Black Mountain Chapter #1955 was there to do our part.

Our group was Ed King, our road captain, Cindy and Steve Sweet, Randy

Williams, Bob Britton, and myself. We rode a variety of bikes, and even a pickup truck, as Bob Britton had recent knee surgery, and while not being comfortable enough to ride, still wanted to participate and show support.

We met at the Indian Motorcycle Tucson dealership, where coffee and donuts were provided by the dealer to get us going. The weather was cooperating for us in the morning with cooler temperatures and a bit of cloud cover to protect us from the sun.



Rides and Events

National Charity Ride Black Mountain Chapter (continued)



Our destination was River Bottom Grill in Florence, AZ, a favorite hangout for our chapter. We took a straight-forward route there, going up SR 77, with a gas stop in Catalina, and then continuing further north on SR 77 until changing over to SR 79 which took us to our destination.

The scenery was beautiful, especially on SR 79. Many birds had taken to the sky, with ravens, hawks, and even turkey vultures being spotted winging through the air.

Food and service was great as always at River Bottom Grill. Conversations ranged from different areas where everyone has ridden, to the different bikes we have owned, comparisons of those bikes, and even what careers people had before retiring.

And as happens with all good things, our time together had come to an end. The sun was starting to really shine and we wanted to get on the road before it was too hot, so we said our good-byes, got our gear on and all headed to our homes. It was a great ride and for a



good cause. We were able to raise \$330 for the charity, and looking forward to doing it again next year, hopefully with a bigger turnout.



Rides and Events

Across the Pond to the Isle of Man

By Mike Ostrom

Bucket List items are not all created equally. One of the prominent ones on my list was to visit the Isle of Man (IOM) for the motorcycle races. My friend Colin Ellse and I worked together at Raytheon Aircraft/Hawker Beechcraft in Wichita about 20 years ago and he'd tell tales of visiting the IOM every year when he lived in England. We vowed to visit it together some day and it went on the bucket list.

This August, I was able to cross it off as we attended the Manx Grand Prix. Our plan was to spend about three full days on the Isle, sailing in on Monday evening and returning



Thursday evening on the Manxman ferry, sailing out of Heysham, England. I arrived in Manchester on August 15th and spent some time riding and visiting the local sights as I acclimated to the new time zone, 8 hours ahead of Tucson's.

Colin and Caroline live in the lovely Peak District



National Park, in Hartington, England, south-east of Manchester. My friend Keith Ogden and his wife, Samantha, members of the IMRG MCO Chapter, live in Manchester, over an hour away. Colin and Keith coordinated a meetup somewhere in the middle and we rode together



on Friday for Fish and Chips. Other members of the MCO Chapter joined us as well. It was a great way to kick off my visit.

On Monday we rode Colin's Ducatis two hours up to Heysham to catch the ferry to IOM. Colin's friend, Trevor, joined us on the three and a half hour ferry ride and later at the cottage we rented for the visit. There was a light drizzle rolling in as we pulled into the cottage with some fixin's for the pasta and meatball dinner that night.

Rides and Events

Across the Pond to the Isle of Man (continued)

After breakfast on Tuesday, we began to explore the Isle. I had brought my Insta 360 X4 camera with me and mounted it to the back of the Ducati ST4s, Colin had loaned me. We mostly rode the actual mountain race course, but at a much slower pace, especially for the frequent little charming towns along the way. Colin led most of the time and Trevor usually rode tail gunner. Riding on the left side takes concentration at intersections and roundabouts. Following Colin helped a lot. The secondary (A) roads and tertiary (B) roads are narrower than our roads and often have a stone wall or hedgerow along both sides, creating blind curves. If a road doesn't have a designation, it's usually very tight for two-way traffic. Even on motorcycles, we found ourselves near the edge of the road when passing oncoming traffic.



When you get out of town the speed limit climbs to 50 or 60 MPH. Unlike stateside, there aren't recommended speeds for corners. There are sporadic chevrons pointing in the direction of the curve and frequently the word SLOW is painted on the road, but you don't know how slow! The markings aren't consistently applied and a 10-MPH switchback is marked the same as a 45-MPH sweeper.



With all the blind corners you must enter every corner at a cautious speed until you can assess the radius.

Things change on the open mountain section of the course. Much of the road has good visibility ahead unless it's foggy. We stretched the legs of the bikes as soon as we saw open road. There was a little pent up frustration going so slowly on the world's most notorious race course. It felt good to run through the gears! We stopped at the Victory Café for tea and a cake, near the Bungalow. There is a statue of legendary Joey Dunlop atop his Honda, surrounded by a wall that has each of his 26 TT victories carved into bricks. There are dramatic vista views of the coastline along some of the race course, as well.

Rides and Events

Across the Pond to the Isle of Man (continued)

We continued on the course into the capitol, Douglas, and strolled through the paddock adjacent to the Start/Finish Line. Crews were busily prepping a wide variety of race bikes. The beauty of the Manx GP is the plethora of old-school classic bikes. That's why Colin and I chose this race instead of the TT in June. We can relate to these old guys and their old bikes. They race 250cc two-strokes, Honda 350s and 400s, old 500cc one-lunger Norton and Matchless, 600cc in-line fours to wide-open Classic Superbikes, including Ducati 916s, 750cc in-line fours from all the Japanese makes and even old-school Suzuki 1100s, (kinda) like one I used to have.

Qualifying was scheduled each night at 6:30 PM, Monday through Thursday, but the chance of rain or wet roads cancelled each of the sessions Monday—Wednesday. The race course roads close a half hour beforehand. For the most part, we made good use of the open roads all day to explore more of the Isle.

Each day we hit a pub or two and checked out the local brews and food. We stopped by the Fairy Bridge for good luck and visited Murray's Motorcycle Museum with over 100 classic bikes. Murray gave us a handful of fairy trinkets, which Debbie will use to craft earrings.

After buying lunch in Douglas one day, we were walking down to the benches along the shoreline and from afar I recognized statues of the Bee Gees, who were born on the Isle of Man! I posed next to them doing my best John Travolta from Saturday Night Fever.



Rides and Events

Across the Pond to the Isle of Man (continued)



When there are postponements in the qualifying or race schedule, the powers that be invoke the contingency schedule and modify the durations as they see fit. On Thursday, they scheduled one such session, closing the roads at 12:30 for a 1-4 PM Qualifying session. It would be the only racing Colin and I would see before catching a ferry back to Heysham, England that night.

There is a cool spot on the course by the Ballaugh Glen Bridge in Kirk Michael. Racers have to gear down to second for the curve right before the bridge and then catch air when they hit the jump. We wandered by there on Tuesday



before the qualifying was postponed and a lady who had just bought the property next to the bridge, invited us to join her family on the two-level grassy knoll that provides a nice view of the approach and landing of the jump.

When I posted a picture from our vantage point, Bert Shetler circled a front door across the street and said if you see the old guy that lives there, Kim, tell him I said Hello.

Tuesday was a bust, but we returned Thursday at noon and were welcomed back. I saw two old guys standing in front of Kim's place so I walked up and asked if either of them were Kim? Nope. Do you know if he lives here? Yes he does. My buddy Bert from the US told me to look him up. Finally the guy confessed that he was indeed Kim. When I shared this later with Bert he just laughed.

Kim had a good view of the jump and landing from his place but I rejoined Colin and Trevor across the street, where they even provided lawn chairs and served tea three times during the afternoon! IOM hospitality at its finest! We saw all the classes compete and often saw different classes with similar performance, racing in packs. I took several pictures and videos and posted them on my Facebook page.



Rides and Events

Across the Pond to the Isle of Man (continued)

Poor weather cancelled the regular 6 PM session and put our return ferry trip in jeopardy. The Steam Packet Company that has a monopoly on the ferry trade to IOM, announced a delayed departure of two hours. Trevor would be staying until Monday so he headed back to the cottage ahead of the rain. Colin and I weren't so lucky. We waited on our bikes for over an hour in a light drizzle before riding on board. We would not disembark until 2 AM, so we paid \$30 for fully reclinable seat in the Exclusive Lounge,



with complimentary snacks and beverages. Well worth it!

When we docked it was raining in Heysham. Colin had the foresight to book a B and B right next to the port. It was the end to a long and memorable day.

The next morning was sunny! We loaded our bikes and headed to the



Lake District. After about an hour or so we stopped at the Utopia Café in Windermere for some brunch. It hit the spot. We rode down to one of the Lakes and took another ferry across the lake. No reclinable seats on this one for the 10-minute cruise to the other side. We stopped for

scenic views of other lakes and wound our way down to a hotel and café in Patterdale for tea and a scone with strawberry jam and clotted cream. So good!

We had some daylight left and it wasn't raining yet so we road to Aira Force waterfall in Penrith, about 10 minutes from our night's lodging at another B and B. It was a good half-mile hike down to the falls, but seemed longer on the way up, but so worth it!

Our host for the night even gave us a ride to Hardwick Inn and beer garden about a mile away. Every Friday is Pie and Pint night. Order a pot pie for about \$18 and get a free pint of beer. The place was packed! Unfortunately, a light rain fell on our long walk back. We certainly got our exercise for the day.



Rides and Events

Across the Pond to the Isle of Man (continued)



Saturday, we had a full English breakfast to start the day and a few drizzles as we loaded the bikes, but we soon out rode them. We road into Scotland and were greeted with sunshine and nice roads. The highlight of the day was a visit to Bamburgh Castle on the Northumberland overlooking the eastern coastline. It's amazing history dates back 3,000 years of countless battles and rebellions. It has been painstakingly



restored to its former grandeur.

We headed south along the eastern coastline back to merry Ol' England for a night's stay at the Sun Hotel in Warkworth. Delicious Fish and Chips and a cool pint were had at the Castle Brew house on the ground floor.

Sunday we kept with the ancient theme by visiting Roman town in Corbridge. In 1906, they discovered the northern most settlement of the Roman Empire almost

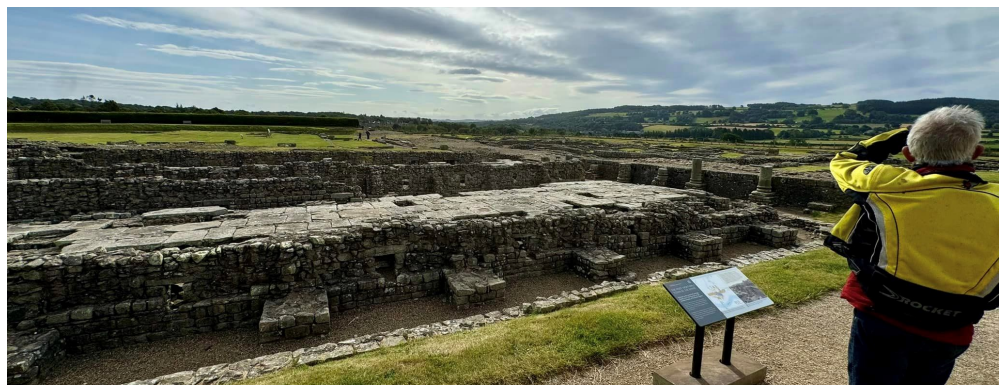
2,000 years ago. There is a nice museum of artifacts and archeological remains of the town center, dating back to 100 AD.

Afterward, we rode down to the current Corbridge town center for some lunch. We made our way through the English countryside to the Old Hall Inn in Skipton-Threshfield for our last night on the road.

We awoke the next morning to our first mechanical issue. The Hydraulic fluid reservoir was empty on the 916 and Colin had no clutch! I ran a quarter mile down the road for some Dot 4 and we got partial clutch travel but the system needed to be bled. Colin managed to nurse it through roundabouts to the next town where we borrowed an 8mm wrench and a bleeding canister, at a tyre store, to remedy the problem...and it wasn't raining...until we finished!



Most of the trek south to Manchester was on major Motorways and uneventful. We had one more stop in Monyash for the Bank Holiday gathering of motorcyclists and some interesting bikes. We celebrated a great week with a cold...er...cool one as we mingled with like-minded fellows, before the long journey home to Tucson.



Rides and Events

More Across the Pond to the Isle of Man Pictures (continued)



Rides and Events

Harold Atterberry Memorial Ride and Celebration of Life

By Mike Ostrom



Thursday, September 12th, on what would have been Harold's 73rd birthday, over 40 biker's gathered at Marana Mortuary for a short procession to his final resting place at Marana Veteran's Memorial Cemetery.

I actually picked up Harold's trike a couple days before to prep it for the Memorial ride on the 12th and a Celebration of Life on Saturday the 14th. When I picked it up, the reverse engagement lever had become unseated from the bracket. After jockeying it back and forth trying to engage it, Whitney asked me, "I thought you'd ridden this before?" I did my best Fred Flintstone to back it out of the shed!

Harold kept it on a battery tender and it started right up for the ride to my place.

Later that afternoon after fixing the reverse, topping off the oil, putting more than 15 psi in the front tire and giving it a bath, the battery barely had enough juice to blink at me before going dark. Really?! I called our local Indian dealer and they had one in stock. \$200 later, Harold's trike was ready to roll.

The Thursday Breakfast club used to be run by Harold and many of the gang planed on participating in the Memorial ride at 8 AM so Dean posted to meetup at Sky Rider Café for 7 AM as our Thursday breakfast. The Mortuary was con-



veniently only five minutes away.

At Harold's daughter, Whitney's request, The Patriot Guard led the procession, followed by the hearse and then

Debbie and me aboard Harold's beloved Indian Hannigan trike. The family drove behind us followed by a long procession of motorcycles. Harold put the first 72,000 miles on his trike and we were honored to put on the last 100 with 50 of his closest friends.

The flag at the Veterans Memorial Cemetery was flying at half mast, as we approached. A fitting tribute to a man who served his country honorably, during a tumultuous time in our history. Some Patriot Guards and friends lined the walkway to the chapel with US flags, as Harold's remains were carried to the front, where two honor guards stood at attention. Rev said a few words and led the gathering in prayer.



Rides and Events

Harold Atterberry Memorial Ride and Celebration of Life



Soldiers from Ft. Huachuca, folded and presented the flag to Whitney while Taps was played. It was quite emotional. A small group of family and friends proceeded to the block of Harold's final interment.

About 20 people went to the Luna Café for brunch afterwards. Debbie and I just had Iced Tea, before riding the trike back to our place.

Saturday, September 14th's Celebration of Life was originally planned for folks who couldn't take off work or had other conflicts on Thursday. Several of us did both events for a total of 30 riders and friends, who met at Harold's default meetup, the Circle K at Cortaro Farms and I-10.

We also took Har-

old's favorite scenic route along the Catalina mountains to one of Harold's favorite breakfast destinations, the Mountainview restaurant in Saddlebrook II.

I had stopped by the restaurant the day before to give them a heads up that we could have between 20-30 people. I really had no idea but took a wild guess. They had us set up on the back patio, with the misters going. It was pleasant at 8:30 AM when we arrived, with a nice breeze too. The servers did a good job of taking our orders and getting the food out to us in record time.

Because this was a Celebration of Life, a few of us shared memories of Harold after breakfast. I shared the Tribute that I included above, followed by Lupita Martinez, Mark Grosvenor and Rob "Gunner" Silver. It was a nice celebration. Danny Burkholder posted a partial video of it up

on Facebook. Thanks Danny!

I took Harold's trike back to his place and showed Whitney some useful information for when potential buyers show up. Whitney will be listing it for a reasonable \$27,900, but friends of Harold can expect a couple grand off. If you're interested, Facebook Message Whit Elaine.



Rides and Events

Tortilla Flat and Beyond

By eD King and Mike Ostrom

Ed King had to take a brief hiatus from riding while his shoulder mended, but in September he was back! He picked an absolutely gorgeous Saturday for a ride to Tortilla Flat. eD: On September 21, 2024, nine riders from our Quail Creek and Indian Motorcycle riding group embarked on a memorable journey from Catalina to Tortilla Flat. The crew—Mike Ostrom, Nick Jeffers, Mark Grosvenor, Kwau Kuntu, Clarence (Dean) Hurt, Noreen Smith, Tom Gasser, and myself, eD King—rallied at the Valero Station in Catalina, where we fueled up and prepared for our 95-mile ride. We kicked off the adventure on High-



way 77, savoring the crisp desert air in the early morning hours. Soon, we transitioned onto Highway 79, with an early stop at the Speedway Station in Florence, AZ, offering a moment to stretch and refuel. After the break, we hit Highway 60 West, which provided wide-open views and smooth riding. As we approached AZ 88 East, the route became a little more demanding, with some



curves that kept us engaged. The final stretch down Mountain View Road to Apache Trail was a true test of patience, as we navigated winding roads while trailing behind pickup-driving cowboys. This segment re-



warded us with breathtaking vistas of the Superstition Mountains and Canyon Lake. Upon reaching Tortilla Flat, we made our way to the iconic Superstition Saloon for a much-anticipated lunch. With its Old West charm and quirky décor, the saloon was the ideal place to relax and swap stories from the ride.

Rides and Events

Tortilla Flat and Beyond (Continued)

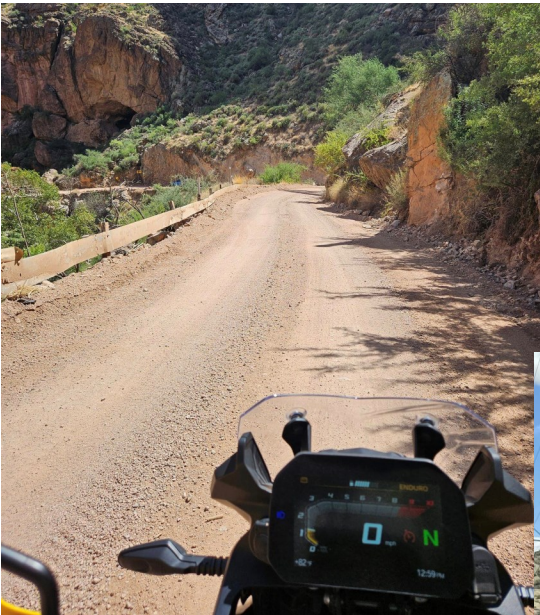
After a hearty meal and a single celebratory beer, we each headed back to our homes, concluding another successful group ride, except Mark and Mike.

Mark Grosvenor had read that the Apache Trail was now open between Tortilla Flat and Lake Roosevelt so he rode his BMW F750GS to check it out. Mike decided to follow him into the dirt on his Indian Chief Vintage and Dean considered following on his Goldwing trike but he or Noreen decided against it. The twisty pavement along the Salt River



continues for a few miles and then turns to a freshly graded dirt road with light sand. After about a mile, there is more sand and some steeper hills, featuring 15-MPH sandy switchbacks. A man needs to know his, and his machine's limitations.

Mike did a careful U-turn as Mark disappeared around the next turn and took some photos. It's beautiful country and is even more scenic along Fish Creek Hill and Apache Lake. Mark reports that there was some loose



gravel and fresh pavement on the route and a new bridge (finally). There were also quite a few four-wheelers making their maiden voyage on the newly opened cut-through, during the weekend.

By the time Mike got back down to Tortilla Flat the rest of the gang was long gone.



Mike pulled off the curvy road to snap some more photos on the way back. Then retraced the route through Florence on the way home, but this time stopped at River Bottom Saloon for a cold Kilt-Lifter, to wash the dust out of his mouth and rehydrate, of course. The back patio was like a Ghost Town on this gorgeous Saturday afternoon. Surprising. We'll have to ride back there, once the live music starts in October. The ride was a perfect blend of smooth highways, scenic mountain roads, and camaraderie—everything that makes riding in the Southwest such a unique experience. Here's to our next adventure!



Rides and Events

Taco Sunday & Sundae

By Mike Ostrom

I think we were on a Wednesday Breakfast ride, commenting about the refreshingly cooler weather, when somebody, and it might have been me, mentioned we should do a Taco Sunday run to Circle S Saloon. Everyone agreed but nobody posted anything. On Friday Pat DeZor sent me a note asking if we were doing Taco Sunday. Thanks for the reminder Pat!



Some of us gathered at the QT on Ina Rd for KSU at 10:45 AM. We rode down Ina and over bumpy Picture Rocks pass to Sandario, where Mark Grosvenor and Tom Gasser were waiting to join in. We rolled in with just 10 folks, but Moose and Squirrel greeted us in the parking lot, and Bill and Andi Mooney were just leaving on their Triumph T120, having read my post!



After we were seated, people kept filtering in and we kept pulling more table and chairs over until we had more than 20 folks gathered around one very long set of tables! Debbie got up to hug everyone, including, Poblano, Debbie and Nick Shoop, Alex and Lynne Ross, who finally got their Venom trike back on the road, who showed up as our orders came out.

They did a good job getting the late-comers food out to them in a hurry, as we fin-



ished up. The tacos are always good and still the best deal in town at \$2.69 for three ground beef tacos. We had a great time chatting with everyone before leaving in small groups.

Debbie and I took the Indian home the direct route as it was heating up by 1 PM. The direct route goes right by McDonald's and a strawberry sundae was calling my name, from afar it turns out. They were out of strawberry and hot fudge, so we both settled for caramel sundaes, which hit the spot and took down our internal temperatures a couple of degrees!



Rides and Events

Patagonia Fall Festival and Pena Blanca Lake Picnic

By eD King

The day started early, with nine riders gathering at the Madera Clubhouse in Quail Creek at 8:30 AM, ready for a full day of riding, festival fun, and a scenic picnic. Our initial group rode out to the Roadrunner Market Grill at the intersection of Houghton and Sahuarita Roads. There four more riders joined us. Altogether, 15 people on 11 vehicles—motorcycles, trikes, and Can-Ams—were part of the caravan. With one trike and one motorcycle pulling trailers, our convoy stretched out nearly a quarter-mile.

Not long after leaving the Roadrunner, we had a brief hiccup—a rider's helmet came loose and fell off his bike.



Fortunately it was not attached to his head so it only became a minor incident causing a little disarray until we all got back together at the east end of the Sahuarita Hwy. From there, we turned south on Hwy 83 to Sonoita. We breezed through Sonoita where we turned west onto Patagonia Hwy (Hwy 82) toward our destination: the Patagonia Fall Festival.

Upon arrival, it was clear the festival was a big draw, with packed streets and limited parking, even for motorcycles. After some creative parking solutions, we were free to explore. Some of us found our way to the beer garden for a refreshing break, while others browsed the countless vendors selling art, crafts, and local goods. The festival was lively and full of music and the excited energy of the festival goers.



Rides and Events

Patagonia Fall Festival and Pena Blanca Lake Picnic



The plan for departure to the lake was to meet on the west end of town at 11:30. Like all plans it was fraught with confusion and some one-off decisions from the participants but finally only about 15 minutes late we departed Patagonia. Three riders opted out of the rest of the trip—by choice, not by mishap! I think they are still in the beer garden.

The remaining group headed west on Hwy 82 to S. River Rd, then turning onto Ruby Rd, which led us to our final destination the Upper Thumb Rock Parking Area of Peña Blanca Lake. Once there, it was time to unpack and enjoy our picnic by the scenic lake. Though Phil brought a grill in his trailer, we were too eager to dig into our pre-packed food, so the grill never got any action. Maybe next time, Phil!



Gradually we finished our meals and wandered about the park for a bit, before repacking and beginning the hugs and good byes to our friends and fellow riders. All in all, it was a fantastic ride, blending the best of fall festivals, open roads, and a relaxing lakeside meal.



Rides and Events

Gear Shifters 520 Moto Curated Bike Show

By Mike Ostrom



Presented by



Sunday
Oct. 13, 2024
8 a.m. to 2 p.m.

free admission • espresso bar • food & drink • give-aways • fun

Join the crew from 520 Moto Alliance & Iron Horse Motorcycles at Gear Shifters AZ for a curated show of some of Southern Arizona's hidden motorcycle treasures.

Hosted by



1045 N. Catalina Ave.
Tucson, AZ 85711

520 Moto and Iron Horse BMW host a semi-annual curated bike show at Gear Shifters and the latest such event was Sunday, October 13, 8-2 PM. There were over 40 entrants and everyone who showed up got a ballot for People's Choice award. Quite a few of my friends had at least one bike in the mix and there were several categories, but only one best of show people's choice winner. And that went to host, Johnny "Speed" Morgan for his nice 1947 BSA, B33 500cc



Thumper. Peter Levine's 1947 HRD Vincent Series B Rapide tied with one of Nils Menten's two Honda CBX 6-cylinder bikes entered, for runner up.

There were some choppers and Randy had his custom Honda VTX on display. Some nice vintage Japanese hardware, made the scene, including a Honda CB77 Super Hawk 305 and Yamaha RD400. Ben built a beautiful custom Yamaha Seca 750. One of Evel Knevel's XR750 Jump bikes was there! There was a little bit of something for everyone, unless you were an Indian Motorcycle aficionado. No Indians were in this show.



Iron Horse had a tent set up in the corner with a sampling of their new bikes on display. Law Tigers had a booth and 520 Moto was selling Event tee-shirts for \$12. Desert Dogs had a cart that featured a mean Chili Cheese Dog for \$4. Melanie Morgan was behind



the counter, minding the store while Johnny ran around. Chris and Mike Black showed up, but not to work the Espresso Wagon, which was dishing out iced versions of the specialties. It was a great gathering. If you missed it, there will likely be another one in Spring 2025.



Rides and Events

Run to the Rez

By Dead Mike Lehnus



IMRG Tucson Black Mountain Chapter was represented by myself, Anita, Bonita, Julie, Phil and Jim. Also in attendance was Greg from the Chandler IMRG, and later we were joined for lunch by The President of IMRG Chandler, Jeff, and his VP, Floyd.

Anita and I brought our RV and stayed in it, which we found was a little more convenient. The events were



mainly assorted bands but Indian had their Demo truck there and was doing demo rides. The host, Dr. John Bush aka John Rezrider, was everywhere and made himself accessible to all, he is a true leader.



There were also drawings for assorted prizes at just about every event.

There was a blessing of the riders dance, that was given in authentic Apache garb that was spectacular. Friday was about the worst day, weather wise as a cold front blew through and dropped the temps significantly. We were coming back from the Casino to Casino ride when we got hit with strong winds and rain but it didn't last long for most of us. Anita kept going to Safford so she could ride back with Julie and they got hit even harder by the inclement weather.

The actual Run to the Rez ride was impressive. We were given a full police escort and deviated from previous runs, where we got off US 70 and filled with plenty of twisties. The residents were lined up all along the

entered San Carlos by way of BIA 6, which was way giving waves, salutes and the some of the riders threw candy to the children as we rode slowly through town. There was a ceremony to honor all veterans at their veterans memorial hall, and the national anthem was sung in the Apache language. We did not attend the poker run, but chose to relax before the nights events.

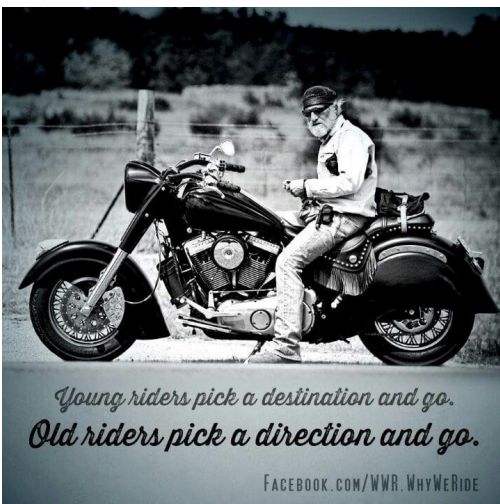
The rally was concluded by Los Lonely Boys concert on Saturday night followed by two drawings for two Indian motorcycles. All in all it was a great time and we will attend next year, barring any scheduling conflicts.



Rat Bikes!



Odds & Ends



Credits Captions & Events

Thanks to our contributing authors and photographers:

Debbie Ostrom

Mike Ostrom

John Fucci

Mike Lehnus

Jon Urry. MCN

eD King

American Rider Staff

Hot Bike Staff

Arizona Daily Star

Janaki Jitchotvisut, RideApart.com



Amusing captions submitted for this picture:

“Here, hold my beer”

“Did you remember to fill the propane tank?”

“Honda VTX In Tow”

“Hey, is that one of those Slingshots I’ve heard so much about?”



Just for Fun—Caption Contest

Please email your amusing captions for this picture to: mdo-strom@gmail.com

The best will be featured in the next newsletter!



Upcoming Events:

- Nov 7-10, Rocky Point Rally RC: Bonita
- Nov 8, 7-9 PM Gear Shifters Bike Night
- Nov 10, 12:30 PM, River Bottom Grill, Florence RC: Mike Ostrom
- Nov 17 Monthly Membership Meeting & Nominations, Rudy’s BBQ 10AM
- Sat Dec 14, 5-10 PM Annual Holiday Party, Desert Diamond Casino
- Arizona Bike Week April 2-6, 2025
- Tucson Rundezvous 4, April 9-13, 2025
- Tucson Bike Week April 9 – 12, 2025



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