



Indian Motorcycle Riders Group Tucson Black Mountain Chapter

Newsletter #24 - Spring 2022

In This Issue	Page
Motorcycle News	2-8
Racing News	9-12
Safety Corner & Stuff	13
Biography & Name	14
Rides and Features	15-41
Indian History	42
Customs	43
Odds & Ends	44
Credits & Captions	45



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Activities Director: Bonita Reiter
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Editor's Note

By Debbie Ostrom

Welcome to our Spring 2022 Newsletter. We have several pages for your reading pleasure this quarter! Thanks to everyone who contributed!

We have the latest Indian new-model news, and a huge collection of ride articles and pictures. Read about the latest King of Baggers and Super Twins Wrecking Crew in Racing News.

Several pages are dedicated to our first Southern Arizona Rendezvous, from the Ride Captains.

We feature a new-member bio from Dennis Wise and more Indian history, as well as, Odds and Ends, credits 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

Spring is a great time to live and ride in Southern Arizona, so we shared it by inviting riders from the southwest region, and PA to join us for a rendezvous!

Chelsea Hennen from IMRG supported the Rendezvous and joined us for our dealer event, a ride up Mt Lemmon and our reception at Desert Diamond Resort. Thanks to Chelsea, Allen Salden at Indian Motorcycle Tucson, Frank Leadley, Dean Hurt, Anita and Mike Lehnus, Bonita and Phil Reiter, Sherryl and Ron Anctil, and everyone that helped make it a success!

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

Black Mountain Chapter dues are \$24/year/member, and were due in July, prorated at \$2/month, through PayPal.

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

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

News

Lane Filtering Law Passed in Arizona Takes Effect In September

Reprinted in part from CycleNews, March 28, 2022

Arizona Governor Doug Ducey has signed a law legalizing lane filtering after the bill cruised through both the Senate and House chambers with strong bipartisan support. The law now puts the state in the company of Utah and Montana.

The passage of Senate Bill 1273, sponsored by Sen. Tyler Pace (R-Mesa District 23) and championed by ABATE of Arizona, allows riders to cruise slowly between lanes at speeds no faster than 15 mph if the other vehicles are stopped. Modeled off Utah's legislation, the practice can only be done on roads posted at 45 mph or less. It does not allow riders to pass on the shoulder or on the median.

"This law has been four years in the making," said Michael Infanzon, legislative director for ABATE of Arizona. "But we had a really great sponsor for the bill this year with Senator Pace. He is an active motorcycle rider and it was key to have someone who understood the danger of being rear-ended. This is all about safety and nothing more than part of the plan to reduce motorcycle fatalities in Arizona."

With the law set to be in effect 90 days after adjournment, likely to be mid-September, ABATE of Arizona and the Arizona Motorcycle Awareness and Safety Foundation will be working with the Governor's Office of Highway Safety and the Department of Public Safety to educate riders and the public on the new legislation. "Once the legislation was sent to the Governor's desk, we started collaborating with the government to get PSAs and TV spots moving," said Infanzon.

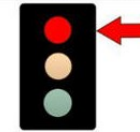


Speed limit on road is 45 mph or less

Never on freeways



Road must have 2 or more adjacent traffic lanes in the same direction of travel



Motorcycles can only lane filter between STOPPED vehicles



Motorcycle speed cannot be more than 15 mph when filtering



The movement may be made SAFELY



According to the Arizona Department of Transportation's most recent data, 30 percent of all motorcycle crashes in 2020, including 11 out of 106 fatal motorcycle collisions, were the result of rear-end collisions.

"ABATE of Arizona put up a strong showing to successfully get this law signed," said the American Motorcyclist Association's (AMA) Western States Representative Nicholas Haris. "It is a welcome sight to see more states adopting commonsense safety laws that protect motorcyclists when they are most vulnerable to a collision. The AMA is committed to working with riders nationwide on efforts to pass similar legislation and educating the public about its benefits."

The AMA endorses lane splitting, given the long-term success in California and the University of California-Berkeley research study showing that the practice enhances motorcycle safety. The AMA will assist groups and individuals working to bring legal lane splitting and/or filtering to their state.

"As lane-splitting support continues to gain traction across the country," the AMA's Cipoletti said, "we are eager to help more motorcyclists engage their state legislatures on this issue."

Currently, the AMA is actively engaged in supporting a lane filtering bill in Oklahoma (H.B. 2667), too.

News

New Scout Rogue Series Released

Reprinted in part from WomenRidersNow.com (WRN)

Women riders and those who ride with them have been big fans of the Scout since the new Indian Motorcycle was revived in 2015 which we first reviewed on WomenRidersNow.com (WRN) here. The Scout's classic but modern sporty cruiser design, confidence-inspiring handling, low seat height, manageable wheelbase, and low center of gravity appeals to riders of various abilities. Since its debut, Indian has released a number of versions based on the original 1133cc, \$11,999 Scout platform, including the 999cc Scout Sixty (\$9,999), Scout Bobber (\$10,999), Scout Bobber Sixty (\$8,999), and Scout Bobber Twenty (\$11,999).

Scout Rogue Versus Scout Rogue Sixty

Like all the Scouts and their Sixty siblings, visual differences between the two Rogue models are subtle and barely noticeable. Most buyers will make the choice between the two based on cost versus desired power. The Rogue Sixty's smaller bore offers a bit less horsepower than its big sister (78 hp versus 100 hp). That additional muscle costs about \$1,500—\$2,000, but you also get a sixth gear with the bigger bike, while the Sixty has a five gear transmission. Top gear is the same ratio on both models, so you do less shifting on the Sixty models.

Available in six options, the \$11,999 Scout Rogue base model is Black Metallic and the only version without ABS. Black Metallic with ABS is \$12,399, Black Smoke, Sagebrush Smoke, and Storm Blue are \$12,899, and Stealth Gray is \$13,399.

The Scout Rogue Sixty is offered in four options. Again, Black Metallic is the only one without ABS and costs \$9,999. Black Metallic with ABS is \$10,899, and Bronze Smoke and Titanium Smoke are \$11,399.

Customize your Scout Rogue with a catalog of optional accessories for the Rogue and Rogue Sixty. Choose from a two-into-one exhaust, increased travel suspension, comfort seat, luggage rack, bags, adaptive LED headlight, and more. Indian also has a new line of Scout Rogue lifestyle apparel and accessories ready to go.

Expect to find Scout Rogue and Scout Rogue Sixty at Indian Motorcycle dealerships early this spring. For more information, visit IndianMotorcycle.com.

Specs At A Glance: 2022 Indian Motorcycle Rogue / Rogue Sixty

Engine Size: 1133cc / 999cc

Seat Height: 25.6 inches

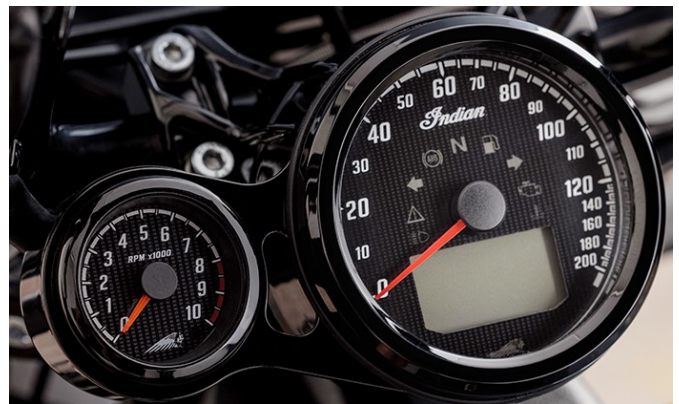
Fuel Capacity: 3.3 gallons

Dry Weight: 520 pounds / 525 pounds

Colors/MSRP: (Rogue) Black Metallic \$11,499; Black Metallic ABS \$12,399; Black Smoke, Sagebrush Smoke, and Storm Blue \$12,899; Stealth Gray \$13,399; (Rogue Sixty) Black Metallic \$9,999; Black Metallic ABS \$10,899; Bronze Smoke, Titanium Smoke \$11,399.



Scout Rogue and Rogue Sixty



News

2022 Indian Pursuit Limited and Dark Horse | First Look Review

Reprinted in part from Rider Magazine, February 22, 2022



Indian Motorcycle defied the bagger status quo when it released the liquid-cooled Challenger in 2020. The firm wasted little time proving the PowerPlus V-Twin's performance potential with a victory at the inaugural King of the Baggers Invitational. In 2022, Indian is back for a second helping, but this time, the company takes the Challenger's winning formula and adds a dash of grand-touring pedigree with its new Indian Pursuit models for 2022.

Powered by the same 108 cubic-inch, liquid-cooled PowerPlus V-Twin found in the Challenger, the new Pursuit Limited and Pursuit Dark Horse pump out 122 horsepower and 128 lb-ft of torque (at the crank). While the Pursuit and



Challenger share the same power figures, Indian engineers have refined the power delivery for improved low-speed drivability.

The similarities don't end there though. The Pursuit's frame-mounted fairing carries over the same blocky design language that made the Challenger such an eye-catcher. However, Indian's design team adds extra wind protection to the new long-distance tourer in the form of lower leg fairings and a tall, adjustable windscreen. The team further enhances that cushy cockpit with a Touring Comfort seat and heated grips. Combined with the Pursuit's new power-locking cargo trunk, total storage capacity (with saddlebags) increases to 35 gallons of capacity, enabling long-haul travelers to embark on far-flung adventures.

Tech also improves cockpit accommodations, with a 7-inch TFT display and Indian's Ride Command+ system putting Apple CarPlay and turn-by-turn GPS navigation at riders' fingertips. Both the Pursuit Dark Horse and Pursuit Limited come with complimentary one-year Ride Command+ access, including live traffic and weather map overlays, and the brand's new vehicle locator.

For customers fully committed to pounding the pavement, Indian also offers a Premium Package for both Pursuit variants. The top-of-the-line trim adds an electronically adjustable Fox rear shock, enabling riders to adapt the suspension to various loads directly from the infotainment control system. The electronic preload system is standard on all Premium-trim Pursuits, and the feature can be added as an upgrade to any Challenger from Indian's parts and accessories catalog.



Along with the up-spec Fox monoshock, the Premium Package includes a Bosch six-axis IMU that manages cornering traction control and lean-sensitive ABS, as well as a heated seat and integrated lower fairing driver lights.

With chrome finishes, the Pursuit Limited retails for \$29,999, while the Pursuit Dark Horse's satin black accents raise the MSRP to \$30,999. In Premium Package form, the Limited jumps to \$32,999, while the Pursuit Dark Horse's sticker price increases to \$33,999.



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News

2022 Indian Pursuit and Rogue Demo Road Test

By Mike Ostrom

After hearing about the new Indian Pursuit and Rogue (see previous two pages), I was anxious to take them for a spin.



Pursuit

When the Challenger was released, I was pleasantly surprised by the performance and touring capability, but it was missing a key ingredient for Debbie, a backrest. As predicted here, we knew it was just a matter of time before the Challenger got a trunk, so Debbie was excited to check out the new Pursuit too. The Demo truck pulled in to the Tucson dealer a day early while we happened to be there. Erik Bezila was the first to take it for a spin as soon as Pat unloaded it. He loved it! Debbie and I sat on it when he got back and initial impressions were favorable. We had to wait until Saturday to actually test ride it.

The wrap-around backrests found on many touring trunks can be a problem for vertically-challenged Debbie because they are too high, but she fit inside the Pursuit's without any problem. She loved the plushness of the passenger perch and the rider's seat felt comfortable on the short 20-minute test loop.

The taller shield on the Pursuit almost seemed too tall for the warm weather we had. I tried lowering it before I realized it was already in the low position. I could comfortably look over it, but had to look through it in the medium and high positions. A shorter rider might have to swap it out for the lower Challenger shield.

The improvement in low-rpm throttle response is noticeable. Power comes on smooth and effortlessly, and the transmission shifts like butter. The test loop includes a brief sprint to 75 mph on I-10 and the Pursuit made easy work of it, rolling on the throttle in 4th gear. We were both happy to see that the premium-package suspension soaked up all but the bumps on Prince Ave. without complaint from Debbie. At \$33k+ it might be worth every penny!

Next, I jumped on the new **Scout Rogue** with a café racer fairing and a solo seat. At \$11,499, it costs almost a third of the Pursuit! Ergonomically, the bike is more comfortable than it looks for my 6'2" frame. The seat is comfortable and the ape bars had my hands lower than my shoulders and my arms almost straight. The 1133cc twin pumps out 100 HP at the crank and about 85 HP at the rear wheel. It is responsive and accelerates well all the way to red line, which I tested while jumping on the freeway in second gear. And the slammed look is Bad Ass!

Unfortunately, its pleasing form comes at a cost. The test loop has its share of bumps and the Rogue was able to handle the road seams, minor cracks and tar snakes with aplomb. But the chuck holes and rumble strips, that the Pursuit soaked right up, sent shock waves up my spine. The twin shocks only have 2.0 inches of travel and some of that was consumed when I plopped my 260-pound-ass in the seat. The regular Scout has 50% more travel at 3.0 inches, which is still a far cry from the 4.5 inches the mono-shock on the Pursuit has at the rear. For comparison, the new Harley Sportster S also has a paltry 2.0 inches of rear wheel travel. Other Harleys, like the Fat Bob have 4.4" inches of rear wheel travel and increased cornering clearance, while the new Indian Chiefs have gone from 5" to only 3" on the rear. In the constant battle between form and function, the Rogue and Chief have tipped the scales toward form.



Scout Rogue

News

Indian FTR S Tops Scout and Harley Sportster S 1250

Conclusion Reprinted in part from Rider Magazine, February 2022

Both the Scout and Sportster carry historic nameplates originally associated with speed, but more recently have come to represent smaller, more affordable cruisers in their respective lineups. The Scout Bobber, a darker, lower variation of the standard Scout, best represents cruiser tradition. Its styling is more elemental than the Sportster or FTR, appearing old-school even though its engine architecture, cast-aluminum frame, and optional ABS are contemporary. The Bobber delivers more performance than most typical cruisers, yet its no-frills spec sheet helps keep its base price to just \$10,999 – \$4,000 less than the others. That’s a trade-off plenty of buyers are more than happy to make.



There is, at best, a tenuous connection between the Sportster S and the iconic XL line, but H-D hopes its instantly recognizable name will help it succeed in the marketplace. Its fat tires, high pipes, bulldog stance, and mash-up of styling influences won’t appeal to everyone, but there’s no denying the performance of its engine or the capability of its chassis. The Revolution Max V-Twin is the Sportster S’ greatest

attribute. Limited rear suspension travel, on the other hand, is its greatest limitation.

As a motorcycle we’d want to live with every day, the Indian FTR S is the clear winner here. Its streettracker styling either appeals to you or it doesn’t (count us as fans), but from the standpoint of functionality and rider engagement, the FTR S checks all the right boxes. Compared to the Sportster S, the Indian’s engine is weaker in the midrange and feels rougher around the edges, but the FTR handles better, has the best brakes, is the most comfortable, and has standard passenger accommodations. Like the Sportster S, it has ride modes, modern electronic rider aids, cruise control, a USB charging port, Bluetooth connectivity, and a color TFT display, with the added convenience of a touchscreen.



Indian FTR S

These motorcycles redefine what it means to be an American-made V-Twin, and they’re taking Harley and Indian into the future. They’ve helped to reinvigorate a historic brand rivalry that is being played out on racetracks and in show-

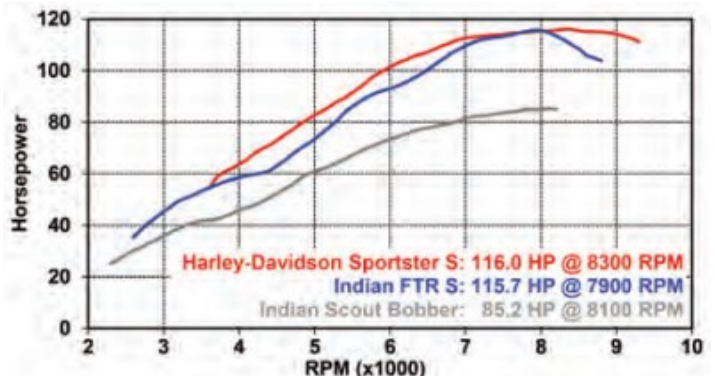


Indian Scout Bobber



Harley Sportster S 1250

rooms nationwide. And they are well-designed, solidly built motorcycles that are fun to ride. With the FTR platform’s recent update, Indian has had a few years to work out the kinks, and the current iteration is a much better streetbike than the original. In addition to the FTR S tested here, there are three other variants to choose from: the base-model FTR (\$12,999), the scrambler-styled FTR Rally (\$13,999), and the top-of-the-line FTR R Carbon (\$16,999).



News

Indian Motorcycle Announces FTR Championship Edition

Reprinted in part from *motorcycle.com*, March 10, 2022

MINNEAPOLIS, MN – March 10, 2022 – Indian Motorcycle, America’s First Motorcycle Company, today celebrates its flat track racing legacy with the launch of the FTR Championship Edition. With **only 400 available globally**, the limited-edition FTR allows race fans from around the world to join the Indian Wrecking Crew in celebration of the team’s five-consecutive American Flat Track championships.

Inspired by the sport’s preeminent flat track race machine, the FTR750, the FTR Championship Edition touts an authentic race paint scheme and a commemorative Indian Motorcycle Racing bezel with each championship season on display. But more than a show piece, the limited-edition FTR features premium components, including a titanium Akrapovič Exhaust and fully adjustable front forks and piggyback shock. Carbon fiber parts, including a seat cowl, front fender, airbox covers and headlight nacelle, complete the bike’s premium design.

“Since the FTR’s debut in 2019, riders around the world have expressed their passion and enthusiasm for the FTR’s flat track-inspired design,” said Aaron Jax, Indian Motorcycle Vice President. “While the 2022 FTR lineup optimizes the FTR’s on-road performance, the FTR Championship Edition reignites our flat track racing legacy and celebrates the Wrecking Crew’s historic success. Although this limited-edition bike is a commemorative show piece, it’s also an on-road ripper that performs in the twisties as well as turns heads on city streets.”

Adding to its flat track-inspired design are a host of premium features and ride-enhancing technologies, including three ride modes, wheelie control with rear lift mitigation, stability control, traction control and cornering ABS. The FTR Championship Edition also touts a 4.3-inch digital touchscreen display and a 1203cc liquid-cooled V-twin engine that produces 120 horsepower and 87 ft-lbs of torque. The limited-edition FTR is equipped with a race-inspired wheel combination of a 19-inch front and 18-inch rear wheel – wrapped in Dunlop® street tires with flat track-inspired tread. Radially mounted dual front disc Brembo brakes offer exceptional control and



Shayna Texter-Bauman, Indian FTR CE



Mees, Indian FTR Championship Edition



stopping power, while ProTaper® flat tracker aluminum handlebars complete the race bike look.

Indian Motorcycle Racing, the winner of the last five Manufacturer’s Championships, returned to professional flat track racing in 2017. Since the debut of the FTR750, an Indian Motorcycle Racing factory rider has won the championship every year in the sport’s premiere class. The 2022 Indian Wrecking Crew, consisting of 2021 SuperTwins Champion Jared Mees, two-time champion Briar Bauman and the team’s newest member, the winningest rider in American Flat Track Singles history, Shayna Texter-Bauman, defended its title at the season opener on March 10 at the Volusia Half-Mile.

News

Indian Partners With Super73 For The eFTR Hooligan 1.2 E-Bike

Reprinted in part from RideApart, March 4, 2022 By: Dustin Wheelen



Motorcycle manufacturers have started dipping their toes into the e-bike market in recent years. From Harley's Serial 1 city bikes to Ducati's Futa road bike to Yamaha's YDX Torc e-MTB, brands are appealing to a broad fanbase. Indian Motorcycle prefers a more laid-back approach, though. Partnering with electric bicycle specialists Super73, Indian presents eFTR Hooligan 1.2 e-bike.

While the firm's competitors chase performance and practicality, Indian's eFTR favors fun. The new e-bike leverages Super 73's S2 platform but adds some style and attitude to match the Hooligan moniker. An inverted front fork, distinctive LED headlight, and flyscreen cite the eFTR's motorcycle roots. However, the Hooligan 1.2 also draws from Super73's design language.

Long-time Indian collaborator Roland Sands Design (RSD) previously partnered with Super73 for the RX Malibu model, and the tricked-out e-bike certainly inspires the eFTR Hooligan. Similar to the RSD variant, Indian's e-bike features an extended bench seat and a mid-mounted battery to lower the bicycle's center of gravity. Indian and Super73 also ditch the front and rear fenders, showing off the aggressive semi-knob tires.

"No other electric bicycle brand has defined itself as vividly as SUPER73," claimed Indian Parts & Accessories VP Ross Clifford. "Its moto-culture DNA and outgoing, adventure-seeking passion for two-wheels make them the ideal partner for Indian Motorcycle."

Styling aside, the eFTR Hooligan 1.2's removable, 960-watt-hour battery nets users 75 in ECO pedal-assist mode. When riders solely rely on their right wrist, however, that range drops to 40 miles (at 20 mph). The Hooligan's surprisingly sensible ride modes also help owners conserve range when necessary.

In Class 1 mode, the e-bike restricts speed to 20 mph with pedal-assist. Class 2 enables throttle operation and pedal-assist but maintains the 20-mph top speed and Class 3 bump max speed to 28 mph with pedal assist. Once off the beaten path, the eFTR's Off-Road mode cranks the power up to 2,000 watts and delivers speeds above 28 mph.



The Indian eFTR Hooligan 1.2 e-bike will start shipping in Spring 2022 and retail for \$3,999.99. While the Indian-branded bike is more than \$1,000 more than Super73's \$2,995 S2 e-bike, the Hooligan 1.2 has an attitude and style all its own.



Mees Edges Bauman in Spectacular Inaugural I-70 Half-Mile Race

April 24, 2022, By Cycle News staff, in part

Progressive American Flat Track superstar Jared Mees (No. 1 Indian Motorcycle/Progressive Insurance FTR750) added to his legend in a thrilling inaugural I-70 Half-Mile presented by Indian Motorcycle of Kansas City on Saturday evening in Odessa, Missouri.

The Kansas City-area fans who waited 17 years plus one long day of largely inclement weather to see the world's greatest motorcycle dirt track racers do battle, were rewarded for their patience with an instant classic featuring the Mission SuperTwins presented by S&S Cycle class' modern-day titans.

Briar Bauman (No. 3 Indian Motorcycle/Progressive Insurance FTR750) powered into the lead at the start, followed closely by JD Beach (No. 95 Estenson Racing Yamaha MT-07 DT). Mees didn't waste any time dispatching Beach to prevent Bauman from getting any thoughts of running away out front, and then used that momentum to rail his way into the lead for good measure.

Bauman seemed happy enough to let Mees lead; he spent the bulk of the race sizing his rival up and trying out some lines in advance of the inevitable late-race confrontation.

And Bauman's studies nearly paid off with a win. In the race's final laps, he attempted inside and outside maneuvers, pulling up alongside Mees more than once. However, his final shot was foiled as Mees expertly positioned a lapper between them in the race's final corner, providing Bauman no realistic path to steal away the victory at the flag.

As a result, I-70 Motorsports Park stands as the 32nd venue conquered by Mees, tying him with the iconic Chris Carr for most in premier-class history. Mees leads the 2022 series with 64 points, followed by Briar with 60.

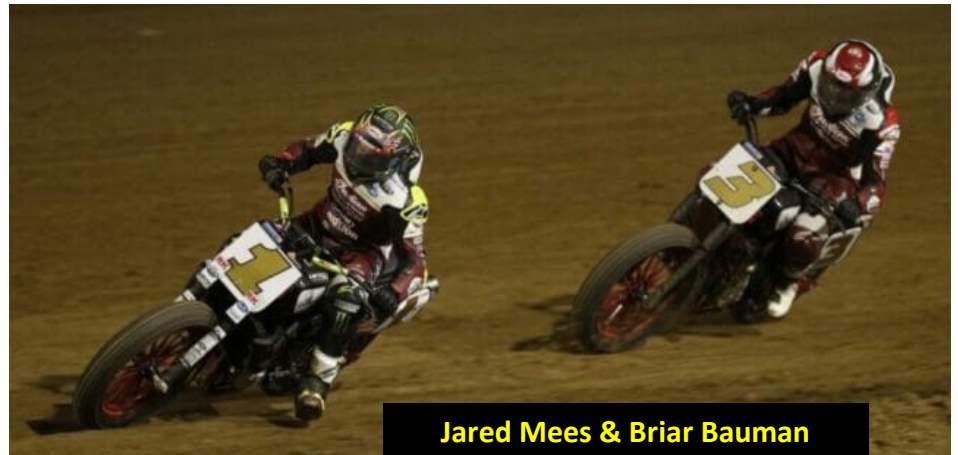
Mees: "What a hectic Main Event with Briar. I felt him breathing down my neck the entire time. A track like this makes for a lot of tiny little mistakes, but everybody has their fair share of them, and we stuck it out and got to the checkered flag first."

Despite enjoying a quick start, Beach was also ultimately overhauled by Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750) and Dallas Daniels (No. 32 Estenson Racing Yamaha MT-07 DT) before ending his slide in fifth. Beach is currently third in the point standings with 51 followed by Daniels at 47 and Bronson Bauman at 44.

Once through, Robinson teased the potential to turn the race into a three-way affair before finally settling into third to secure his first podium of the '22 season. Robinson is sixth in the standings at 43 points.

Daniels came home fourth, which means the heralded rookie stands as the only rider other than two-time champion Bauman to have finished fourth or better in every race this season.

Newest Wrecking Crew member Shayna Texter-Bauman, and the only women in the Super Twins class, finished 12th and is 13th in the standings at 16, after dominating the Singles.





Indian's Tyler O'Hara Holds Lead in King of Baggers Series

Indian won the first two races in King of the Bagger Series at Daytona. After a third place finish behind Kyle Wyman and James Rispoli at Road Atlanta on April 24th, Tyler O'Hara is the points leader, with 61, after three races.

Tyler O'Hara won race 1 and placed 2nd behind Jeremy McWilliams in race 2. McWilliams led an Indian podium sweep

with Bobby Fong finishing 3rd at Daytona. Drafting and strategy were huge at Daytona, but not Atlanta where the top speed was 150 MPH with an average speed around 100.

Bobby Fong won \$5,000 at Road Atlanta in the Challenge Race, but low-sided his Indian Challenger to a DNF in the KOTB 8-lap Final. Jeremy McWilliams' solid 4th place finish allowed him to remain in second place in the standings with 51 points. The Wyman brothers, riding Screamin' Eagle Harleys, are tied at 41 points each. The series seems very competitive this year with both teams improving their bikes since last year.



McWilliams holds off O'Hara in Race 2

King of the Baggers 2022 Results and Standings

Pos	No.	Name	Make	Total	Race 1	Race 2	Race 3
1	29	Tyler O'Hara	Indian	61	25	20	16
2	99	Jeremy McWilliams	Indian	51	13	25	13
3	1	Kyle Wyman	Harley	41	16	DNF	25
4	10	Travis Wyman	Harley	41	20	11	10
5	43	James Rispoli	Harley	33	DNF	13	20
6	44	Taylor Knapp	Harley	32	11	10	11
7	50	Bobby Fong	Indian	25	9	16	DNF
8	108	Andrew Lee	Harley	23	8	8	7
9	14	Frankie Garcia	Indian	22	7	7	8



Bobby Fong's Indian



2022 King Of The Baggers 7-Race Schedule

2022 MotoAmerica King Of The Baggers Championship:

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



2022 AMA American Flat Track Schedule

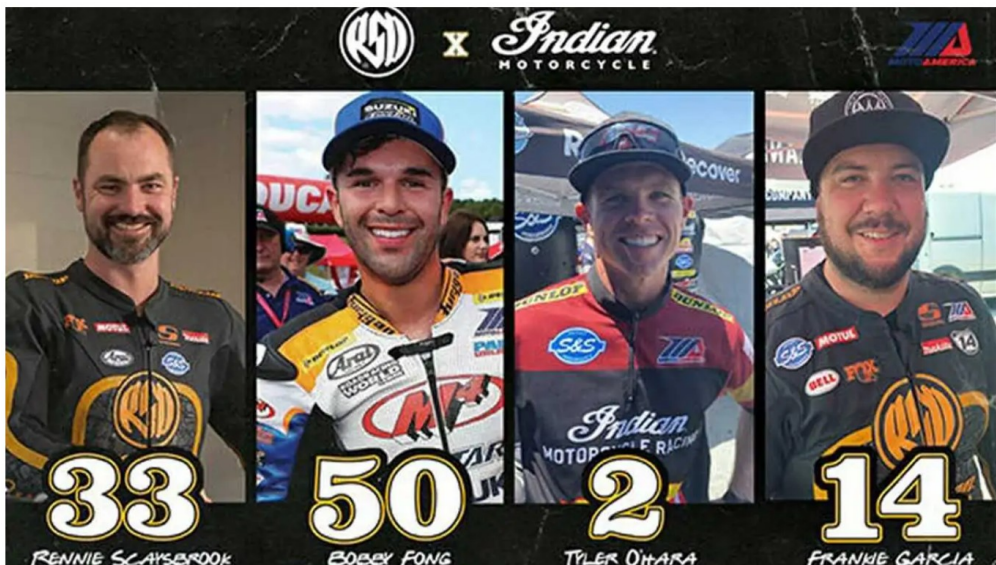
Date	Event	Location
10-Mar	Volusia Half-Mile IDOUBLE HEADER	Volusia Speedway Park – Barberville, FL
11-Mar	Volusia Half-Mile IIDOUBLE HEADER	Volusia Speedway Park – Barberville, FL
19-Mar	Texas Half-Mile	Texas Motor Speedway – Fort Worth, TX
23-Apr	I-70 Half-Mile	I-70 Motorsports Park – Odessa, MO
28-May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

Indian Fields 6 Riders For 2022 King Of The Baggers

Reprinted in part from RideApart, March 4, 2022 By: Dustin Wheelen

The 2022 MotoAmerica season is upon us and teams are rolling out their lineups ahead of the opening races at the Daytona International Speedway. Indian Motorcycle let the cat out of the bag on March 2, 2022, announcing a six-rider King of the Baggers roster. Hot on the heels of the Factory and privateer team unveilings, Roland Sands Design (RSD) reveals its 2022 KotB and Super Hooligan riders.

Thanks to Indian’s press release, we already know that fan-favorite and KotB podium finisher Frankie Garcia will return to the satellite



Indian squad for 2022. However, the brand also notes that the RSD Indian Challenger underwent numerous updates during the offseason, including a new engine supplied by V-twin specialists S&S Cycle.

Joining Garcia, MotoAmerica Supersport and Superbike rider Bobby Fong will make his KotB debut on the high-banked walls of Daytona. Number 50 got a sneak peek of the project late last year and the 2019 Daytona 200 podium finisher has similar ambitions for the 2022 KotB season.

In 2021, the RSD-sponsored Super Hooligan series took to the asphalt for the first time at the iconic Laguna Seca Raceway. The event’s success led the series to add even more road races to the 2022 calendar, and the RSD team

will field two Indian FTR race machines in the series. RSD tapped Indian KotB Factory rider Tyler O’Hara to pilot the number 2 Indian FTR will RSD Indian KotB rider Frankie Garcia will man the number 14 FTR.

Defending champ Kyle Wyman and his brother Travis, of Tucson, will be the only Harley factory riders on their Road Glide 131 c.i. racers.



Safety Corner with Phil



Phil Reiter, Safety/Road Director

Summertime Breakfast Ride: Out of the Frying Pan, Into the Fire!

It's getting warm out there, and 100 plus degree days are just down the road. How can you continue to ride safely and survive the next 6 months of Arizona summer? We all adapt to the heat, and in general, the more heat we are exposed to heat, the more effective our physiological adaptation will be. Your body gradually adjusts hormone levels to cause the kidneys to conserve salt and water, while our vascular system shifts blood flow closer to the surface.

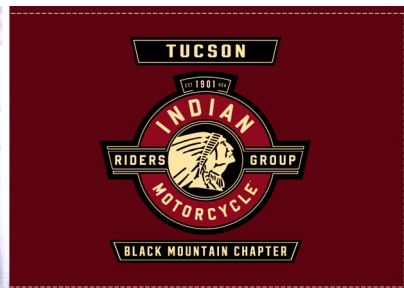
We radiate more heat, and produce more sweat to cool by evaporation. So, what can you do to help keep yourself from becoming dehydrated and overheated while riding on a hot day?

1. Choice of clothing. Wear a base layer of wicking material, like Heat Out, under your riding jacket and pants. A base layer can be long sleeved, and have full length leggings, which fit closely against the skin. It may seem counterintuitive to be covered head to toe on a hot day, but it makes cooling by sweat evaporation more efficient. Wearing full coverage clothing will also decrease sun exposure to your skin and help prevent sunburn.
2. Wear a cooling vest, which contains a water absorbent polymer. It can be soaked in cool water, and should offer some extended cooling as it evaporates.
3. Wear a cooling neck wrap. These can be soaked with water, but also absorb sweat and cool by evaporation.
4. Try to avoid alcohol and caffeine, which can promote dehydration.
5. Drink, drink, drink! You must replace the fluid you are losing, or you'll become dehydrated and overheat, possibly resulting in heat stroke (a dangerous and possibly fatal condition). Drink plenty of water, and supplement with an occasional sports drink to replace electrolytes. Drink while you are riding, if at all possible. Take a big swig every few minutes, and refill your bottle at every stop.

For an average person outside on a 100 degree day, at least a quart an hour is recommended. However, when riding at highway speeds, you will perspire at a significantly greater rate, and may not even be aware of it because the evaporation is so efficient. You may need as much as 2 quarts an hour to actually retain fluid balance and prevent dehydration. If you have to ride during the hot time of the day and can't drink while riding, then stop as frequently as every half hour and drink at least a bottle of water. If you still feel thirsty even after drinking, then it is time to find some shade and take a rest and cool down. Constant thirst, dry eyes, lightheadedness, dizziness, muscle cramping are all reasons to get off the road as soon as possible and re-hydrate.

6. Schedule your ride time during the cooler parts of the day. Ride in the early morning and late afternoon or evening to avoid the maximum heat of the day.
7. Tow your bike and ride in an air conditioned truck?...nah! Just follow some simple recommendations and enjoy the heat, and stay safe. Remember, winter will be here again before you know it!

Black Mountain Apparel, Merchandise and Collectables!



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

Biographies

Dennis Wise



I have been riding for 51 years. I started in the dirt, like most folks my age. I stay in shape now by hiking and exploring on my mountain bike.

At one point I became a Motorcycle Safety Foundation (MSF) Rider Coach. Work at Electrospace Systems, Inc, my primary job, took precedence and I stopped Coaching.



Previously, I have been President, Vice-President and Head Road Captain for another riding association, STAR, Chapter 108 in Tucson.

Currently I ride dirt and adventure type bikes, like my Kawasaki KLR650 and Yamaha Super Tenere'. I had a Star Raider, (pictured) and big Road Star cruiser style bike with over 170k miles on it. Evidence that I just like to ride and have a good time. I'm looking forward to future rides.

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

Reprinted from Arizona Daily Star, Oct 21, 2021

Lying just west of Interstate 10 near the far west end of Congress Street, "A" Mountain, more formally known as Sentinel Peak, stands as one of Tucson's most well-known natural landmarks. (It's the peak with the famous white "A" on its side.)

In the valley below the 2,900-foot peak, the Hohokam people lived along the Santa Cruz River as far back as 1,220 years ago, according to the City of Tucson.

One Native American settlement was named Stjukshon, 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 "Tookson," leaving us with what is now Tucson, although the pronunciation has clearly changed since then.



Rides and Events

Thursday Breakfast/Brunch Club

By Mike Ostrom

As a working stiff, as was only able to join the Thursday Breakfast Club riders when I was off work and in town, so that meant two or three times a year. Now that I am a retired slug, I make it just about every week all year long and really look forward to it. Dean Hurt inherited the administrative role somehow after charter member, Brian Bender went to that endless motorcycle road in the sky. A couple of the regulars, like VP, Mark Grosvenor, Road/Safety Director, Phil Reiter, Tom Gasser, Ed King and I, share posting duties with Dean. We see other charter members like Mark Stratton, Julio Alvarado, Warner Wettestad and Charlie Broder every now and then. During snowbird season, Road Byrd, Jim Frost, Jon Jenson, Ron and Chris Terrien join us.



During the winter months we meet a little later for brunch. Most of the regulars don't mind leaving home when it's in the 40's as long as the sun warms things to at least the 50's by Kick Stands Up (KSU)



time. Likewise, we like an early departure time in the summer, to get back home before it hits 90, if possible.

With weekly rides, we hit most of the good breakfast places in town and within an hour and a half or so out of town. That covers a lot of greasy spoons! We are always looking for new places to try out and occasionally will ride relatively long distance for good grub. If the destination is close to our usual meetup at the QT on Ina just west of I-10, we'll take the scenic route so we are in the saddle at least a half hour or thereabouts. We don't cancel very often, but nobody likes riding when it is frigid or in the rain and we usually don't ride on Thanksgiving.



Rides and Events

Thursday Breakfast/Brunch Club (continued)

We welcomed February with a chilly ride to Taco Giro on Grande that Phil led. Dean reported a morning temp of 38 when he left his place by Mile Wide and Sandario. We were thankful it made it to 56 for the ride home. The following week we rode to Lupe's in Catalina with Snowbirds Jim Frost (no pun), Ron and Chris Terrien and it was in the 60's by 10:30 AM KSU! Chris loved the Triumph Trident 660. It was a great ride across Park Link but the food got mixed reviews.



On the first Thursday in March, I thought we were going to El Patio in Green Valley, but the destination was El Rodeo! When Dean led the gang down Continental at the fork in the road, I continued to El Patio, convinced he would see the error of his ways. After helping the waitress pull tables together for our party of ten, I wandered out to the empty parking lot and checked my phone for the desti-

nation. Oops! I had to sheepishly admit that I was the one that was lost (...er...on an adventure) and promise her we would come back on a future Thursday. She didn't charge me for the coffee I'd ordered.



Rides and Events

River Bottom and Super Superior Blast

By Mike Ostrom



It was kind of a spur of the moment thing. Some of us were reminiscing about our last ride to the River Bottom Grill in Florence and someone said we should do it again. After checking the weather I posted a ride there the following day. One of our favorites, the RJ Band was scheduled to play at 2 PM but after our last experience, we decided to beat the rush with a 11 AM KSU from Catalina. With the short notice, only one guy RSVP'd he was going, and he canceled that morning. Ron Terrien was in town for the month of February, flocking down from frigid Green Bay, and sent

me a text, asking if I wanted to ride anywhere. As a matter of fact...

Ron was in and TJ Moose Johnson joined us for the ride north up AZ 79. Moose has been getting regular shots in his right eye to thwart macular degeneration and has cataracts in his left eye, so he was happy just to be riding. He rode sweep on his Roadmaster, I was lead on the Vintage and Ron was in the rocking chair on his loaner Ducati Multistrada. I told the guys my plan was to set cruise at 69 or 70 in the 65 zone and let it ride. They did the same, on the deserted highway. We only had one car pass us and didn't to pass anyone on the gorgeous morning.



Rides and Events

River Bottom and Super Superior Blast (continued)

Our strategy worked. Only a few tables were occupied when we arrived at 11:50 AM and we found a nice one in the shade. I might be in a rut, but I love there Road King 1/2 pound cheese burger with roasted green chili and bacon. I commented that if it was any better, they'd have to name it after an Indian. Robert, of the RJ Band was starting to set up as we finished, so I went over and chatted about the Super Bowl, later that day. We agreed, it was nice to see under dogs in the game. They were kind of the pre-game entertainment.

Ron asked if we cared to take the scenic ride home, by continuing north to US 60 through Superior and south on AZ 177 to Winkelman.

Moose declined, but it sounded good to me. I had not ridden that stretch of four-lane between 79 and 177 in quite some time, and had forgotten how pretty it is as you climb through the hills heading east. I will occasionally pass slower traffic through the curves on

177, but a guy in a Camry, of all things, was setting a very spirited pace, as if he was late for a Super Bowl party. Ron commented, that he obviously knew the road, and so did we. It provided the only adrenalin of the day. After making the turn at Winkelman, we were back on cruise to the Old Pueblo. Ron followed me back to the stable and swapped the Ducati for his new favorite, the Kawasaki Z900RS. We met the girls, who'd been shopping at the Gem Show, at the Barrio Brewery during the first half of the Super Bowl and supper.



Rides and Events

Moto Sonora Bike Night

By Mike Ostrom

Every Monday, Moto Sonora Brewery opens the back gate of their courtyard to motorcycles. If you are wearing Moto Sonora apparel, they offer a 10% discount to their selection of home and guest brews. They mix the menu up a little so there's usually an opportunity to try something different. Ron and Chris Terrien had never been to MS, having lived in Green Bay for the last six years. The weather promised to be beautiful one Monday during their month-long visit in February, so we planned a ride in. Moto Sonora doesn't have a restaurant and the Vegan Food Truck that camps out front can have a long wait, that isn't always worth it. Once aware of this, Ron and Chris invited us over to their RV site for some supper before riding across town on 22nd Street in rush hour.



Chris, who rides her own bike, hopped on the back of the Kawasaki Z900 RS that Ron had ridden back to the RV Park after our ride to River Bottom the day before. Debbie and I followed until we got to the back alley that leads to Moto Sonora's back entrance, then I took the lead navigating the pot-hole strewn road.

A few folks beat us there and had already gathered around the fire pit table. It was still a little warm as the sun was still shining for another half hour or so. There were only a few bikes inside when we arrived and Phil's was outside by Bonita's Jeep. Jerry and Dean were parked by us, while Mark and Nancy had caged it.

There were several IPA's on tap but Ambers were in short supply, as usual. Debbie liked the Raspberry flavored pilsner I surprised her with and later I tried one. Jerry had an un-burger from the Tomine truck with Vegan fries. He finished with a Vegan banana split. He thought everything was almost as good as non-vegan equivalent.

We never did lite the fire pit but as it cooled off folks began to filter out. Debbie and I took Park north through town for a beautiful ride home which made us forget about rush hour.

Our anniversary fell on the last Monday in February this year, so after some Chianti and Chicken Marsala, Debbie and I rode down to MS on the Big Chief for a night cap and to spend some time with 520 Moto friends. The Tucson Adventure Riders were passing out tee shirts so I picked up mine and so did Mark when he rolled in. After swapping bikes multiple times, Ron and Chris rolled in on the Z900 RS again, to help us celebrate on their final MS Motorcycle Monday, for this year.



Rides and Events

Saguaro Corners Lunch

By Mike Ostrom



After the February membership meeting, 16 bikes made their way to Saguaro Corners for lunch. But it wasn't easy. I had advertised a nice scenic twisty route down Old Spanish Trail, but missed a turn and instead did redlight to redlight down Houghton to Escalante. Getting a large group through city traffic is never easy, so we had to pull over twice to wait for the tail end of the group to catch up. We weren't lost; we were on an adventure! Nobody even mentioned it, because it was a gorgeous afternoon to be on a bike.

We pulled in Saguaro Corners and the parking lot was packed! Uh-oh. Being on a bike had its advantages as we were all able to squeeze in to half spaces and double up on a couple of open full spaces. Debbie and I found a spot near the door and were amazed to see a 3-wheeled Niken like ours adjacent to us. Reportedly there were only two in the whole state and we had met at the same restaurant at the same time. What are the odds? Well, actually a lot higher than we thought. Snowbirds, Ron & Chris Terrien, had surprised us by riding our Niken directly to Saguaro Corners to meet us.

Some of the group left after hearing it would be at least 20 minutes until we could be seated, but the rest of us took advantage of the open seating, and standing, at the bar to enjoy a cold one with Ron and Chris, while we waited. A table and a couple of booths opened up inside and we ordered lunch. Three of us ordered Cuban sandwiches and were unanimously disappointed. Others were luckier with their choices and we all enjoyed the conversation.



The weather was perfect for the ride home. We all left separately and some actually rode Old Spanish Trail back into town.



Rides and Events

Snowbird Salt River Canyon

By Mike Ostrom

One of the main attractions of Ron's visit was the 6th annual Snowbird Ride to the Salt River Canyon on the last Friday of February. The weather was going to be in the 50's most of the day, so to Ron's way of thinking, a heat wave! With a bright sun all day it seemed even warmer. Ron had driven me to OAM to pick up the Moto Guzzi Stelvio, with new fork seals, the day before and chose it for the SRC ride. He had ridden the big adventure bike in Mexico and knew it was all-day comfortable. I was anxious to scrub in new Metzeler Roadtec tires on the R1100RT and want-



ed to assess its long-distant comfort on the 300-mile loop, as well. Seven of us met in Catalina in for the initial trek north. Big Tom Medl, on his Indian Roadmaster, and Oliver, on his Harley, joined us to say hi to Ron and ride the first leg to Winkelman, but both had other commitments that precluded riding further.

One of our favorite stretches of scenic road lies between Winkelman and Globe. There are plenty of sweeping curves, changes in elevation and some breathtaking vista

views along the 25-mile two-lane. Mark jump ahead and shot some video of the rest of us riding by at one such vista, here: [Facebook](#). For most of us, it's the first real fun of the day and a nice warm up for some canyon carving to come.



Rides and Events

Snowbird Salt River Canyon (continued)

Betty McCormack rode over from Phoenix on her Harley Heritage Softail to meet us in Globe around 11 AM. She fell in behind the gang for a spirited ride through the canyon on her lowered HD and admitted leaving some chrome behind in a couple of the switch backs. She really earned her stripes when she and Mark led the charge back to Globe, and try as we might, the rest of us couldn't catch them! None of us offered the excuse that we had traded bikes, as we do every year.

The beautiful sunny day brought out a good crowd to Porter's Saloon in Superior when we arrived around 1 PM. It was our 6th annual visit to Porter's, as well, even



though they moved down the street a couple of years ago. The Superior Burger was again reaffirmed as one of the best anywhere, and washing it down with cold Kilt-Lifter doesn't hurt its ranking each year either.

Betty headed west on US 60 for home and the rest of us shuffled bikes again for the ride down AZ 177 and the last curves of the day. Ron rode the R1100RT, so he could reminisce about his Blue 2004 R1150RT, Mark hoisted up on the Stelvio and rode Mark's K1600GTL

Beemer. Ron commented that you only need two gears on the six-cylinder behemoth; first and sixth! He's mostly right, but I had a blast using the gearbox for a couple fast maneuvers, on the final leg home.



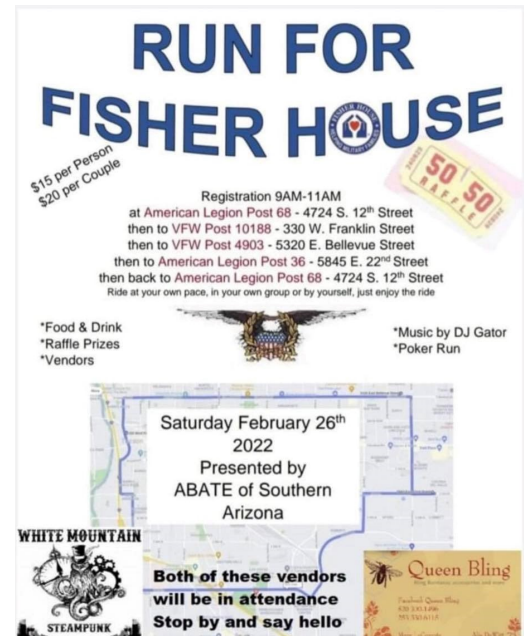
Rides and Events

Run For Fisher House Foundation

By Jim Frost

Members of the IMRG Tucson Black Mountain Chapter, including Dean Hurt, Frank Leadley, Dobe Vick, Natvman and myself, participated in a Fun Poker Run for Fisher House presented by ABATE of Southern Arizona and hosted by American Legion Post 68. Registration was \$15 per person or \$20 per couple and about 75 riders participated.

Fisher House Foundation is a charity and foundation that builds comfort homes where military & veterans families can stay free of charge, while a loved one is in the hospital. Fisher Houses are located at major military and VA medical centers nationwide, and, in Europe, close to the medical center or hospital it serves. Fisher House Foundation ensures that there is never a lodging fee.



RUN FOR FISHER HOUSE

\$15 per Person
\$20 per Couple

Registration 9AM-11AM
at American Legion Post 68 - 4724 S. 12th Street
then to VFW Post 10188 - 330 W. Franklin Street
then to VFW Post 4903 - 5320 E. Bellevue Street
then to American Legion Post 36 - 5845 E. 22nd Street
then back to American Legion Post 68 - 4724 S. 12th Street
Ride at your own pace, in your own group or by yourself. Just enjoy the ride

*Food & Drink
*Raffle Prizes
*Vendors

*Music by DJ Gator
*Poker Run

Saturday February 26th
2022
Presented by
ABATE of Southern
Arizona

WHITE MOUNTAIN
STEAMPUNK

Both of these vendors
will be in attendance
Stop by and say hello

Queen Bling



The ride started at Post 68 on South 12th Street, went to Legion Post 7 on Franklin Street, then to VFW Post 4903 on Bellevue Street, on to Legion Post 36 on East 22nd Street and then back to Post 68. Everyone traveled in small groups, which started at staggered times, so each of the stops was not crowded by every-



one arriving at the same time. It allowed time to meet with members of the different groups participating, like the NW Moose Riders.



At the end of the ride back at Post 68 there were vendors, music provided by DJ Gator, and great hamburgers. Once everyone rolled in, they had poker hand payoff, a 50/50 worth almost \$100 and 25 items raffled off!

It was a beautiful day for a nice ride and for a great cause.



Rides and Events

Former VP Big Tom's (Second) Last Ride

By Mike Ostrom

The Tucson Black Mountain chapter has had many colorful characters in its storied history. Certainly, one of the most colorful has been Big Tom Medl. Big Tom joined us in 2015 and has been providing smiles ever since. Once, returning from Mt. Graham, his Indian Chieftain ran out of gas after 278 miles, if I recall. Pretty good mileage from a 5-gallon tank, but we got better mileage kidding him about it over the years.



Tom has been one of a handful of contributors in the club, who not only schedules rides but also writes entertaining articles for our newsletter, afterwards. We all appreciate his contributions to our collective enjoyment. After accepting a new position in McKinney, Texas, Tom scheduled one last ride for mid-March, but actually rode the following Friday as well before packing up his



10-gallon hat. Where we were going exactly wasn't determined until 10 minutes before Kick Stands Up (KSU), but he knew he wanted to ride up Kitt Peak, if the road was open, and then head south, somewhere near Tubac or Arivaca, with lunch at the Longhorn Grill in Amado. Close enough, for an adventure.

I suggested a route from the meetup to Kitt Peak and through Arivaca to the Longhorn and Tom said, "Great! Do you mind leading?" Why not. Tom agreed to ride sweep. As luck would have it, the early morning meetup was a bit nippy. Most of us were dressed for it. Tom Lorenzini, who was on a rare kitchen pass and a borrowed Kawasaki Z900RS with little wind protection, chose a mesh jacket with three shirts underneath. Perfect, before factoring in windchill!



Rides and Events

Former VP Big Tom's (Second) Last Ride (continued)



We were pleasantly surprised to find the gates open at Kitt Peak and another hour of sunshine had warmed things up considerably...at the bottom. I recognized Neil Hejny on his BMW R1250RT and Allen Martini on his Kawasaki H2, bouncing in behind me on the long straight before the first of ten miles of

curves to the top. After a long slog down Sandario and AZ 86, they were ready to have some fun! Close behind were Tom Johnson and Nancy Ellis on the Triumph Tiger 1200 and Vince Gantz on his HD Road Glide 114. The road was surprisingly clean, even near the top, where snow was piled up on the roadside in the shade. I was aboard my ancient BMW 1100RT, but one of the guys with a temperature gauge on his Indian reported that it dropped to 32 degrees, near the top. Lorenzini arrived with his teeth chattering! When I asked how he liked the bike, he relied, "It was f#@&n' cold"!



The ride back down provided spectacular vista views of the warm Tohono O'odham Nation below. Carl Sheets on his BMW R1200GS, Nathan Ford on his Bandit 1200, Oliver Schepelmann on his HD Electra Glide and Big Tom on his Indian Roadmaster, savored the Sonoran splendor the most.

The 30 miles south on AZ 286 provides for some rolling hills, a few dips at washes and some sweepers before turning on newly-paved Arivaca-Sasabe Road. The road was well-marked and in the best shape it had ever been. As we approached the best part of road, we caught up to a Border Patrol truck following a Jeep. I passed them in time for the twisties. Most of the others soon followed suit. On the north side of Arivaca,

they had finally swept all the post-construction debris from the road and it was simply amazing! When a thawed Lorenzini rolled into the Longhorn parking lot, he exclaimed, "Wow, this is the perfect bike for that road"! I recalled a century-old truism; you can't appreciate a good bike or a good road, when you're freezing your ass off.

Rides and Events

Former VP Big Tom's Last Ride (continued)



We had arrived on the back end of the lunch-hour rush, but there was open seating in the empty bar as we waited for our table. That'll work. The conversation was lively and lunch was worth the wait. Being a steakhouse, they cook their burgers to order over an open flame. Their Poblano burger had a couple guys suggesting it would give Porter's Superior burger a run for the money.

Big Tom led the group north for one final bash in his backyard Man Cave. He exited I-19 at Ajo and after a brief stop for beer, took us down Kinney Road and over Gates Pass. I shot some video of the gang riding the Camino De Oeste roller coaster a couple miles from his house: R-Team Riders Club | Facebook.

Tom's wife, Janie, joined us to reminisce and talk about their new home buying experience. People were lined up to see new homes and they just beat another couple to the finish line on committing to buy theirs. It was great sitting in the Man Cave one last time. There were plenty of laughs, including one last jab at our host for running out of gas years ago! We're nothing if not gracious.

The RTEAM Riders will miss Big Tom! He earned his Iron Butt certification last year, so now he's only a day-ride away from the Dallas area. Here's hoping we see him again, several times, before his Cowboys make it to another Superbowl!



Rides and Events

Wagon Wheel Blitz and Run to the Border

By Mike Ostrom



The weather was perfect for a Sunday ride in March. I even managed to get it posted to our Facebook page with more than 48 hours notice. So I was a little surprised when just Jim Frost and Doug Sheets joined me at the meetup for our 11:15 AM departure. Jim had warned me about the construction that turned the Wilmot-Sahuarita intersection into a dirt war zone, but I didn't recognize it a rode right through, instead of turning left. Doh! When you have to do U-turns, it's good to have a small group behind you.

Things improved from there. I locked cruise in at 60 MPH on the Big Chief all the way to the AZ 83 T-bone and just enjoyed the sights on a gorgeous day. Shortly after turning on AZ 83 a Squid on a crotch rocket twin blasted by us. Uncharacteristically, I didn't recognize the bike, but I'd seen this before. Any idiot can buy a crotch rocket, but it takes skill and a lot of crotch to ride them through the twisties well. I soon found myself on his tail as the "Reduced Speed Ahead" sign signaled the only real curves of the route would soon be upon us. After he neglected to pass slower traffic when the first opportunities arose, I seized the next opportunity on a long ribbon of ascending curves with good visibility.



I dropped the Indian into 4th and ran her to redline, shifting up just after I passed him so he could hear and feel all the thunder blasting from the Thunderstroke's double-barrel cannons, in all their glory! I had to bend the old girl over pretty good as I shifted to sixth for a sweeping right hander. I glanced in the mirror to see his sheepish headlight disappear from sight. Later, I told the boys I couldn't help it. The Big Chief considered the Squid spanking a matter of pride. Who was I to pull in the reigns on her?

Rides and Events

Wagon Wheel Blitz and Run to the Border (continued)

Most of the Adrenalin had subsided by the time I turned on AZ 82 for the last 12 miles to Patagonia. After an oncoming truck flashed his lights at us, it was another good time to lock in cruise and enjoy the sights and the open road. We never did see a LEO, but they have been known to sit on the outskirts of town where the speed limit drops. We didn't need anyone raining on our parade.

There was a nice Indian Chieftain Elite 116 parked in front of The Wagon Wheel when we rolled up. Ron and Pam Carl had ridden in from Sierra Vista to meet us there. We all grabbed a



round table outside in the shade and had fun chatting while we waited for the busy one-armed chef to kick out our orders. The place doesn't serve lunch until noon. We arrived at 12:20 and already we were behind the curve. The locals start filing in at 11:55. The Wheel does a good job and dishes out plenty to eat.

Afterwards, Doug, Ron and Pam headed back east, the way we came, while Jim Frost and I continued southwest on AZ 82 to River Road. It was a great afternoon to cruise down the road and beneath the filtered sun along the river. Ahhh.

Alas, all good things must come to an end. Jumping on I-19 at Ruby Road, just north of the border means 90 kilometers of 75-MPH interstate to Tucson. That still works out to...um...a lot of miles, even with cruise control locked on once again. Jim exited in Green Valley as I motored on, realizing it was just a great day to be on a motorcycle. Teaching a Squid to respect an Old Fart on an Indian, was just icing on the cake!



Rides and Events

Southern Arizona Rendezvous Calendar of Events



MARCH 31ST - APRIL 4TH, 2022



1st Annual IMRG Southern Arizona Rendezvous

Tucson, Arizona, March 31 – April 3, 2022

Desert Diamond Casino & Hotel

7350 S Nogales Hwy, Tucson, AZ (877) 777-4212

Reserve before March 14th for IMRG Discount

Ride the Old West in Spring!

Join Us for Rides to Sonoita, Tombstone, Bisbee and More!

Mt. Lemmon: 27 Miles of Turns to 9,000 ft.

Dealer Event 20% Off Apparel

Event Tee-Shirts

Raffles and Prizes



Everyone is Welcome!

See ride details on Facebook:

[Southern Arizona Rendezvous | Facebook](#)

Southern Arizona Rendezvous Calendar of Organized Events

Day, Date	Event Description	Time	Meetup Location	Notes
Thu 3/31	Register at Desert Diamond IMRG SAR Hospitality Suite #441		Desert Diamond Hotel, 7350 S Nogales Hwy, Tucson, Hospitality Suite #441	
Thu 3/31	Sign Release, Pick up SAR shirts, 6 Raffle tickets \$5	2-8 PM		Free Snacks & Refreshments
Thu 3/31	Dinner ride to El Charro	6:00 PM	Desert Diamond South lot	Ride Captain: Mike Ostrom
Fri 4/1	Register at Desert Diamond IMRG SAR Hospitality Suite #441	8-10 AM &		
Fri 4/1	Sign Release, Pick up SAR shirts, 6 Raffle tickets \$5	2-6 PM	DD Hotel 4th Floor #441	Snacks & Refreshments
Fri 4/1	Indian Dealer event 10-11 AM Leave DD South Lot 9:30 AM	9:30, 10AM	Indian Dealer, 4037 N Oracle Rd	Coffee & donuts. 20% off Apparel
Fri 4/1	Ride up Mt Lemmon to lunch at Sawmill Run	11:00 AM	Indian Dealer, 4037 N Oracle Rd	RC: Mike Ostrom
Fri 4/1	Ride to Copper Brothel Brewery in Sonoita	11:15 AM	Indian Dealer, 4037 N Oracle Rd	RC: Frank Leadley
Fri 4/1	IMRG SAR Reception at Desert Diamond Pool	6-8 PM	Hospitality Suite & Hotel #1-3 by Pool Area	Free Hors d'Oeuvres and Cash Bar
Fri 4/1	50-50 "Grand Prize" and Raffle prize Drawings	7:30 PM	Hospitality Suite & Hotel #1-3 by Pool Area	50-50 winner receives Cash in #441
Sat 4/2	Register at Desert Diamond IMRG SAR Hospitality Suite #441			
Sat 4/2	Sign Release, Pick up SAR shirts, 6 Raffle tickets \$5	7:30-9 AM	DD Hotel 4th Floor #441	Free Coffee and snacks
Sat 4/2	200-mile Ride to Bisbee & Tombstone, RC: Mike Ostrom	9:15 AM	Desert Diamond Hotel south lot	1 hour in Bisbee lunch in Tombstone
Sat 4/2	185-mile Ride to Amado, Arivaca & Kitt Peak, RC: Phil Reiter	9:45 AM	Desert Diamond Hotel south lot	Brunch at Longhorn Grill in Amado
Sat 4/2	Motorcycle Group Sign up for Players card for \$20 Free Play	6-9 PM	Desert Diamond Casino Buffet	IMRG \$5 Discount coupons for DD buffet
Sat 4/2	Dinner Barrio Brewery then 4th Ave Downtown	6:00 PM	BARRIO BREWING, 800 E 16th St, Tucson	4th Ave Street Fair Parking limited
Sun 4/3	Hospitality Suite Ride home safe or enjoy another day!	8-9 AM	DD Hotel 4th Floor #441	Coffee
	OTHER RIDE OPTIONS			
	Black (A) Mountain (Sentinel Peak)			Scenic view of Tucson
	Sonoita/Patagonia			Wagon Wheel in Patagonia
	Mission Rd to Green Valley or Arivaca			La Gitana Cantina in Arivaca
	Globe/Superior loop			Porter's Saloon in Superior
	River Bottom Grill in Florence			Nice back Patio with live music

Rides and Events

Black Mountain Chapter Hosts 1st Southern Arizona Rendezvous

By Mike Ostrom



The Black Mountain Chapter hosted the **First Annual Southern Arizona Rendezvous, March 31 through April 3, 2022**. With our Indian Motorcycle Tucson dealer's support, along with IMRG SW coordinators' and IMRG National's help, we pulled off a great event. The weather cooperated with morning lows in the 50's and daily highs in the 80's in Tucson. It's hard to get an accurate count on total attendance, but we ended up filling 27 rooms at Desert Diamond Hotel, and had a few folks take advantage of RV parking in the east lot by Ron and Sherryl as well as at a local KOA.

We advertised Thursday, 3/31, as Ride in day but some folks rode in Wednesday, so Dean Hurt post the Thursday Breakfast Club ride on the Black Mountain page and four folks showed up. Manny and Stella were in from Las Cruces, NM and Nick and Ellie were along for a scenic ride through Saguaro National Park. Dean led us through Picture Rocks, Down Kinney, including the McCain Loop, and over Gates Pass on the way to Coyote Pause for brunch. It was a great way to unofficially kick off the Rendezvous!



I had posted a dinner ride to the original El Charro, downtown for Thursday at 6PM leaving from the Desert Diamond hotel. Some guys showed up at El Charro at 6 PM and were told an hour and a half wait. By the time we showed up it was 2 hours for our party of 13. Plan B was a 10-minute run to the



Barrio Brewery, where we walk right in and pulled a few tables together for immediate seating! Well that worked out. The food was good and they actually had Rojo on tap this time. Rojo had been out of stock at a couple places recently. We had a great evening, even though Chelsea's body clock told her it was after 11 PM by the time we left.



Rides and Events

Southern Arizona Rendezvous (continued)



Friday morning we had about 12 bikes ride from the hotel to the Dealer Event. Many of the Tucson clan met us there to take advantage of the 20% off apparel sale for Rendezvous participants. Our IMRG Nation Rep, Chelsea Hennen drove there in her rental car to pick up the FTR that Demo truck driver, Pat Murphy, left for her. Allen had brought donuts for brunch. Chelsea had provided donuts in the Hospitality suite earlier for breakfast, so it's safe to assume most people were riding a sugar high by the time we left the dealer for Mt. Lemmon or Sonoita. Before we departed I pulled the huge group inside to thank the Planning Committee of Bonita Reiter and Anita Lehnus. I also thanked the dealer for their unwavering support, including Allen for the logo and shirt design, and Chelsea for IMRG National support.

We had about 24 people join Debbie and I for the ride across town to the Catalina Highway and Mt. Lemmon. I chose Grant Road and was surprised by the relatively light traffic most of the way. The large parade got separated at a light, but we waited for the "Cool Kids" group before heading up.



We had clear road ahead of us in sections, as slower traffic used the pullouts, but we mostly followed rubber-neckers up to Windy Point. It was already a little cooler there and some folks added a layer before continuing to Summerhaven. Promises of snow for any homesick snowbirds were fulfilled as we rode through shaded canyons and hillsides on the way up. Bonita had called ahead to reserve 30 seats on the deck of the Sawmill Run Restaurant and it paid off. The new system of ordering at the counter when you walk in had a line of hungry folks out to the parking lot. The good news is your food shows up at your table about 10 minutes after ordering it and it's delicious.

Some folks had never been up Mt. Lemmon and wanted to see Ski Valley, which rises to

9,000 feet. Chelsea was only wearing a mesh jacket and was a little chilly at Sawmill, so I talked her into wearing my sweatshirt on the way up. It fit her like a glove, after she zipped up her mesh over it, with the exception of the excess material that squeezed out the bottom. She looked Pop-n-fresh! There was lighter traffic on the way down. We stopped at Windy Point again to shed a layer. Chelsea had to return her FTR and Gayleen volunteered to escort her back to the dealer, while the rest of us endured rush-hour traffic back to the hotel. It seemed like a long ride as the Chief's temp gage hit 90 at lights.



Rides and Events

Southern Arizona Rendezvous (continued)



Frank Leadley led a group down to Sonoita for lunch at the Copper Brothel. Frank hadn't ridden the loop back through Rio Rico, so he asked Phil Reiter to lead from the brothel. Frank ended up leading from the brothel with Phil still mid-pack. When Frank missed the turn on S River Road, Phil turned and half the group followed him. Eventually everyone made it back safely.



Friday, 6-8 pm, was our IMRG Reception at Desert Diamond and "Door Prize" drawing. We learned a couple lessons on this 1st event and one had to do with how many hors d'ouvers to order for hungry bikers at dinner time. Our DD catering guru suggested 3 pieces per attendee. We order 6 pieces per attendee and by 6:10, Bonita called me and said we were running out of food! I walked in to see

plates heaped with food. Uh-oh! The guys from Vegas hadn't even checked in yet so I ordered more food. Everyone seemed to get their fill, even if it wasn't on bacon wrapped scallops. The cheeseburger sliders were like eating a hockey puck and everyone could tell by looking at them. Unfortunately, by the time I went to grab a bite, they were one of the few options left.

Bonita did a great job of soliciting donations and on setting up the raffle. Molly and Chelsea helped her with the drawing. I kicked things off to a packed house with another round of thanks and welcoming everyone. Chelsea said a few words, mentioning what a success the rendezvous was. Everyone seemed to agree, even the Vegas guys scrounging leftovers. We spent \$500 on raffle prizes and sold \$380 in raffle prize tickets, so another lesson learned. The 50-50 door prize paid \$125 to lucky winner, Hans "Salty" Amador, with



an equal share going to our Black Mountain Chapter, so we made a \$5 profit on raffles. To celebrate, a few of us gathered on our porch for a night-cap, to which Ed and Connie King donated a big bottle of Hornito's. Dean loves Hornito's, but couldn't make it, so we raised our glasses to him. Ron and Julie were happy to join in.

Rides and Events

Southern Arizona Rendezvous (continued)



Saturday was long ride day, at least for those of us that didn't ride 2600 miles from Pennsylvania in three days, like James. I led the 200-mile ride down to Bisbee and Tombstone, while new Road Captain, Mike Lehnus, led a group just to Tombstone. Phil Reiter led a group down to the Longhorn Grill in Amado for brunch, then rode freshly paved Arivaca Road to AZ 286 and Kitt Peak.

It was a gorgeous morning for a ride somewhere. The long riders pulled out around 9:20 AM and headed south to Sahuarita Road. Traffic was light and we just cruised past the

harvested pecan orchards to AZ 83. I locked cruise in at 60 and enjoyed to scenery. I guy on a Supper Moto Aprilia ruined our serenity by passing the whole line of us before the curves. After a brief stop in Sonoita we



continued across the golden prairie to Whetstone and rode through Sierra Vista on AZ 90, which T-bones into one of the prettiest stretches of AZ 80. After riding through the tunnel that introduces Bisbee to first-time visitors, I took the first right to give them the full main-drag tour of the historic mining town. We found parking spots at the other end of town across from the copper queen and mining museum. Parked out in front was another familiar 2014 Vintage that looked a hell of a lot better than mine. It was Fellow Buckeye, Ron Courey's. He and some fellow Iron Indian Rid-

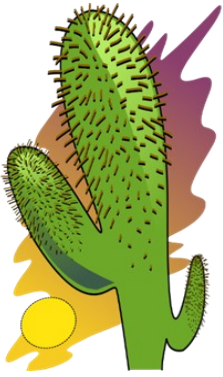
ers were there on a ride. They met us in Lowell, down the street for some photos in front of the old Indian and Harley storefronts.

Tombstone seems to have some special event every weekend, especially during Snowbird season and this weekend was no exception. As we came up on 5th street, there was a partial barricade and a sign that read, "Street Closed." we squeezed by and found some parking. We also found the other group of Tombstone-only riders at the Crystal Palace after checking out Big Nose Kates and the longhorn steakhouse. They were just finishing up lunch when we grabbed a seat. They went off to explore Allen Street and met up at 2:30 for a group ride back to the hotel. We spent less time prowling the boardwalks and actually headed back sooner. Tom and George headed back the way we came while the rest of us rode down to Benson and dii battle with 18-wheelers. Should of stuck with Tom and George.



Rides and Events

Southern Arizona Rendezvous (continued)



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Some of the gang hit the pool or at least hot tub after the long day. Some people had spent most of their day at the pool and casino. Debbie spent time video conferencing with family and friends. I had suggested dinner at the Barrio Brewery for Saturday night and those that didn't go there Thursday, showed up for the rendezvous' final event. Debbie and I had a romantic dinner at the Casino's Diamond Café, where we convinced them we were still celebrating our 47th anniversary.



Most riders got an early start on the ride home Sunday morning. James Hogan was riding out to Organ Pipe National Monument, close to Lukeville, AZ on the Mexican border, on Sunday and staying another night before returning home to Pennsylvania. A few guys added another day to their stay, making us think it all ended too soon. We heard plenty of positive feedback and there was plenty of talk about doing it again next year. If we do, we might have to add another day.



Rides and Events

Longhorn Grill, Arivaca and Kitt Peak Rendezvous



By Phil Reiter

I had been looking forward to this ride for weeks. The route would cover some of the twistier roads in the Tucson area, which would be new to at least a few of the riders. We headed from the Desert Diamond Casino to Mission Road, and kept the speed down to 5 to 10 over through the twists and turns all the way to Continental Rd. The tentative plan had been to have lunch in Arivaca, but a quick call to La Gitana restaurant revealed that there was a large group of Veteran riders jammed into every corner. We decided to have our lunch at the Longhorn in Amado. Unfortunately, a large group of Javalina riders had been seated just before our group. The up side was that we had an extended amount of time for visiting and getting to know each other.



Back on the road after lunch, we enjoyed the roller coaster like twists and turns of Arivaca road. The recently repaved road was great, but every couple of miles or so another 25mph speed limit sign appeared, which seemed to have been left over from the road resurfacing process, and so were easily and safely overlooked. We cruised slowly through the business district of Arivaca, as Vet bikers and their bikes were everywhere, including on and around the road. Leaving town, I kept glancing in the mirror, trying to insure that all 15 of us had made it through town. It was only after few miles, and many twists and turns down the road that I was able to see that we had a much smaller group, and no sweep. I pulled over at the next wide spot in the road to find out what had happened. Apparently, several of the older locals in our group had temporarily left the group to commune with fellow Vets. By the time we had merged with Hwy 286, and ridden most of the 33 miles of non-twisty road, the whole group had re-formed.



After a quick stop for refreshments and gas at the Three Points store, most of the group decided to head back to town, leaving only myself, two younger riders from Phoenix and their passengers, and our trusty sweep Ed, to head for Kitt Peak. The sign on the Kitt Peak road's gate warned that the road was closed, but the pair of bikes returning from the peak indicated otherwise. The ride up to the top is always fun and safe, when approached in a reasonable manner, and given that it was the first time up that hill for everyone but me, we kept it that way. They were a little disappointed that, as they had been cautioned, the observatories were closed to the public. However, we were all pleased with the ride up and with our sweeping views from the top. Thank goodness, everyone stayed awake on our 40 mile ride back to Mission Rd!



Instead of heading straight back to the Desert Diamond, I treated our visitors to a promised detour to San Xavier mission. Unfortunately, they had closed the church's doors for the day just 20 minutes before our arrival. After walking around the mission grounds and seeing what they could see, one of our guests visited the only remaining fry bread vendor and obtained an Indian Taco, which they all shared. Minutes later, after arriving back at the Casino, we parted ways, hot and tired, but all of us satisfied with a good day of riding.

Rides and Events

Cave Creek Arizona Bike Week

By Bonita and Phil Reiter



I knew it was going to be a good day, I woke up I could just feel it. This was going to be one of those fun days. A clean and shined up kind of day. Spectators from all over would be checking out our bikes. Hey, we might even end up on someone's post!



By the time we arrived at the meetup it was a bit crowded. There must have been around 40 bikes, with riders from at least 6 separate groups. Among the other groups, the Old Pueblo Riders and a Veterans group were well represented. Everyone was excited and looking forward to getting up to Cave Creek for some Arizona Bike Week fun. The other groups all seemed to take off toward different routes. Our Tucson IMRG group was small, and we decided to let Cy Sneed lead the group due to his familiarity with the route. We seemed to be the only group that had decided to take the direct route up I-10. We hit the freeway with excitement tempered by a bit of caution. I thought, "Sharing a passion with others who feel the same as you, is an awesome feeling." The ride up to Phoenix was uneventful, though we had to employ all of our freeway group-riding tactics to move safely through the traffic. Whether I'm listening to music or just reflecting on the word of the day, I just remember to relax and enjoy the ride, and I can trust that our group has got our back.

We arrived at Cave Creek about noon and parking was scarce, but we circled around and found some convenient parking spaces. All I could see was smiling faces. We grouped together and briefly discussed our own plans for the day before splitting up.



Rides and Events

Cave Creek Arizona Bike Week (continued)



You know me: my camera immediately came out. So many beautiful bikes! Craig Edwards Phil and I looked at all of the highly customized bikes, and remarked, "There's a lot of money out here". Phil and I were reminded of our trips to the Rocky Point Rally, and the many beautiful bikes we have seen there. We made a lunch stop at the Hideaway Bar and Grill, where music, laughter, and loud conversation filled the air in a cacophony of noise. As we ate, Craig bragged about his skill at smoking brisket, and every other kind of meat. We picked up a few smokin' tips from him. By this time, it was starting to get warm, and we were thankful for the misters which helped keep everyone cool. I was looking around, like yes, this is my kind of weekend.

After cooling off with some refreshments, Craig, Phil and I walked around checking out the vendors and the bikes. We saw shiny ones, glitter ones, loud ones, rat ones, and some beautiful

custom paint jobs. And there were vendors who had everything you'd need to make your bike more fabulous (and also incredibly expensive).

As we walked, we met up with a few other Tucson IMRG folks who had just arrived, as well as a few Old Pueblo and Javalinas members.

I don't like to ride on the Freeway at night, so as the afternoon waned we decided to



get an early start back to Tucson. We followed Craig to JP Cycles store, and examined their event sale goods. We then headed back to the freeway and relatively light traffic back to I-10. By this time, the wind had picked up, making the trip home a little more fatiguing. And, on a positive note, thankfully most everyone else minded their freeway manners. Overall, it was a fun and eventful day, which left me looking forward to Bike Week 2023!

Rides and Events

Indians in the Superstitions

By Mark Grosvenor

Reading the title of this article makes one think of the old west in Arizona. After all, the Apache and Yavapai tribes have been occupying the Superstition Mountains for thousands of years. However, this submission concerns Indians with a bit more than one horsepower. Bonita Reiter, the Activities Director for the Indian Motorcycle Riders Group (IMRG) Tucson Black Mountain Chapter, called for a ride on one of her rare days off. She coordinated with the IMRG Chapter in Chandler Arizona to meet us in Tortilla Flat, Arizona, at about high noon, on one of those gorgeous Saturdays in April for which Arizona is famous.



On this day the Tucson chapter representatives included Bonita and her hubby Phil Reiter, Dean Hurt on his newly purchased Indian Chieftain Classic, Claus and Sandy Russel, Mike and Anita Lehnus, Tim Kouris and his better half, Jim Frost and Ed King on their Roadmasters. I joined the group on my BMW F750GS, thinking I might play on some dirt road before the day was out. We were to meet up with the Chandler IMRG group at approximately 11:30, so KSU occurred promptly at 09:00 from the Valero gas station on the corner of Oracle and East Golder Ranch Road. Dean volunteered to lead the group, with Phil and I riding sweep on our BMWs.

Tortilla Flat lies along Arizona highway 88, nestled in the valley at the base of a mountain pass used by native Americans for centuries to traverse into the Salt River Valley. AZ 88 could not be called a "road" prior to 1904, when it was built to allow access to the Roosevelt Lake dam construction site. It is also known as the Apache Trail, and winds through some of the most stunning formations and valleys in the Superstition Mountains. Prior to 1904, the route was known as the Yavapai, or Tonto trail. It was difficult to traverse, primarily due to the daunting Fish Creek Mountain and canyon it passed over. One legend has it Tortilla Flat got its name from Mr. John Cline and a band of cowboys who used the area to rest their horses and to camp. On one such trip, they imbibed in a little too much drink while in Phoenix and forgot to purchase supplies for their trip back across the mountains to Tonto Basin. Thus, they ended up in the flats below the pass, with only enough flour to make Tortillas for supper. Thus the name Tortilla Flat.



Rides and Events

Indians in the Superstitions (continued)



Dean led us all at a decent pace up Arizona 79 to Florence, where we took a short break. We then proceeded to the Superstition Freeway, going west for a bit to North Mountain View Road. Mountain View Road tee's into Arizona 88. Here we turned east onto highway 88, we were now on Apache Trail. AZ 88 corkscrews through the hills and valleys and across single lane, one-way bridges, providing constant entertainment for the eyes, and thrilling twists and turns on our bikes. At this point I jumped ahead on my lighter ride to bypass some of the slower traffic and hopefully to get some shots of the group coming down into the valley where Canyon Lake parallels the trail. The lake was a beautiful indigo blue, full to the top, and brushed with white strokes where the many boats and wave runners crisscrossed its surface. The Phoenicians were making full use of this gorgeous recreational gem on this Easter weekend, and we were thoroughly enjoying our trip there too!

I had the group in my camera lens as they thundered across the Boulder Creek bridge. There were only a few more miles to Tortilla Flat from there, and we were right on time for the meet up with the Chandler riders. We arrived and within 5 minutes from dis-



mounting, the Chandler boys and girls roared in behind us. There was plenty of seating at the outdoor venue of the local watering hole, and the group made good use of it. Tolerance was well observed, lest Mr. John Clines experience was to be repeated!



Rides and Events

Indians in the Superstitions (continued)

I decided to probe further down the trail beyond Tortilla Flat. The trail is paved for about 9 more miles past Tortilla Flat, then turns to hard packed dirt and light sand, with hairpin switchbacks making it an adrenaline pumping ride. AZ 88 at one time was open all the way to Roosevelt Lake, enjoyed by off-road enthusiasts, and restricted to 4 wheel drive vehicles only and off-road bikes, which of course I just happen to be riding! Unfortunately the 2019 Washburn fire denuded the hills and heavy rains after caused massive slides which now block the trail between Fish Hill and the Lake



Apache Marina. It is virtually impassable for any vehicle other than a jet pack or a helicopter! ADOT is waiting for the hillside vegetation to recover before investing in road repairs. I rode to the top of Fish Hill where the closed gates prevent further passage. The views are spectacular there!

Tortilla Flat and the surrounding Superstition Mountains are jewels we Arizonans are privileged to call our own. A visit there provides sights that



will be etched in your mind for years, a thrilling ride, and memories with friends that will last a lifetime. The Indians from history have known this, and Indian riders appreciate that heritage, and on this day were thankful to be able to partake.



Rides and Events

Taco Sunday at Circle S Saloon

By Mike Ostrom

Frank Leadley had a late night in Phoenix at the Jeff Dunham show, so he only provided some beverages at our April membership meeting. Bonita surprised us with some Banana nut bread, but by the time the meeting wrapped up, ten of us thought it was time for tacos, including some new members. Manny and Stella were in town for a week or so from Las Cruces, New Mexico so they joined us with Tim Kouris, Nick and Elaine Jeffers. Jim Frost and Phil Reiter rode sweep behind Byrd and ahead of Bonita in her Jeep.

Frank had Sherry Fritz on the back of his Vintage, as we tag teamed the lead out to Grant. It was a gorgeous day and the green-light gods were cooperating as we made our way west to Silverbell, where traffic was lighter. The group spread out a little on Twin Peaks and Avra Valley once the speed limit hit 55 and some cross winds blew across the freshly plowed fields. Elaine has a batwing fairing on her Scout and had



a handful when the winds kicked up.



We arrived after noon, about the same time as trikers, Paula Funkhouser, Wyatt and Leanne O'Rear. They sat on the patio and we grabbed the long table inside that had been reserved for us. We were there at the perfect time for relatively quick service, given our group size. We had joked that inflation had driven up the cost of three tacos to \$2.49, but they seemed to be stuffed with more stuff. That wasn't the case with Elaine's Nachos. They came out with just cheese the first time, but she asked for the works and they brought out the mother of all Nachos! She had to take most of it home with her.

We talked and laughed until the place was a ghost town. We left in small groups and split off on different roads to home. Nick and Elaine took Sandario out to the Bopp neighborhood, Frank and Sherry jumped on the freeway at Avra Valley Road and I meandered to Twin Peaks and Debbie's favorite, Camino de Marana, even though she was up in Michigan visiting a friend. It was a great afternoon to just meander.



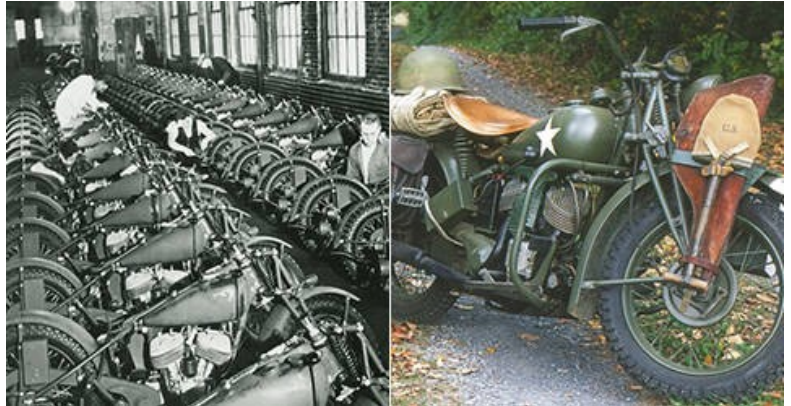
Indian History

Springfield, Brockhouse, Gilroy and Stellican Production

Reprinted from: Indianmotorcycle.com

WAR-TIME PRODUCTION

The U.S. Army began using Indian Motorcycles in 1913, and with the arrival of World War I, Indian Motorcycle dedicated a majority of its production to the war effort once the U.S. entered the field in 1917. As a result of this shift to meet war-time demand from the military, dealers had limited inventory and retail sales dropped significantly. Overall, the company contributed nearly 50,000 motorcycles from 1917 to 1919, most of them based on the Indian Powerplus model.



Two decades later, the U.S. was entangled in yet another cataclysmic global conflict: World War II. Yet again, Indian Motorcycle stepped up as they focused virtually the entirety of their production from 1940 to 1945 to the Allied cause in WWII. Indian Motorcycle first produced bikes primarily for the French government and built the Model 841 bike for the U.S. Army in 1941. Over the span of WWII, Indian Motorcycle delivered \$24 million worth of motorcycles and spare parts for the war effort, culminating in over 35,000 bikes sent to Allied troops.

THE BROCKHOUSE ERA

In 1950, then-Indian Motorcycle president Ralph B. Rogers resigned from his position and was replaced by English businessman John Brockhouse. In 1953, the Indian Motorcycle Manufacturing Company ceased operations and discontinued production of all models, and the brand name was purchased two years later by Brockhouse Engineering, which began selling imported Royal Enfield motorcycles branded as Indian Motorcycles. In 1960, John Brockhouse sold the dwindling remains of the Indian Business to the Associated Motorcycle Company, and the brand died out soon after.



Industry leader Floyd Clymer bought the rights to the brand name in 1963, and again tried rebranding British bikes with the 'Indian Motorcycle' badge until his passing in 1970, when his attorney took ownership of the trademark. Under Clymer's attorney's direction, sales sharply declined and operations ceased yet again in 1977.

THE GILROY AND STELLICAN ERAS

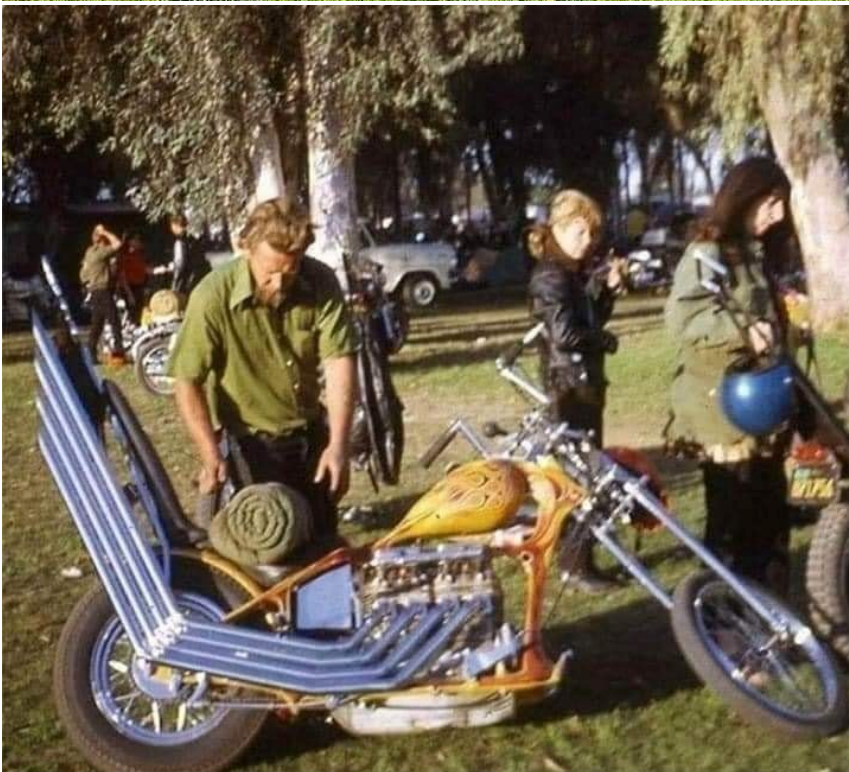


Brand-exclusive production of Indian Motorcycles resumed in 1998. A merger of nine companies formed the Indian Motorcycle Company of America (IMCA), which opened a production facility in Gilroy, CA. The IMCA produced modified versions of some of Indian's successful early models like the Chief and Scout models, before going bankrupt in 2003.

Following the end of the IMCA, London-based private equity firm Stellican Ltd. purchased the Indian Motorcycle assets and established an Indian Motorcycle Company manufacturing facility in King's Mountain, North Carolina. The facility produced a modest number of bikes before Stellican sold Indian Motorcycle to Polaris Industries in 2011.



Customs



Odds & Ends

The first motorcycle race began when the second motorcycle was built.
—Anonymous



Credits and Captions

Thanks to our contributing authors and photographers:

Mike Ostrom	Dustin Wheelen
Mark Grosvenor	Jim Frost
Bonita Reiter	Dennis Wise
Phil Reiter	Frank Leadley



Amusing captions submitted for this picture:

“Can you hear me now”?
“Stop moving your head or ride me to the Dentist”!
“ I love these new Cardo’s”
“OK perfect! Now don’t move, we only have 400 miles to go”!
“This is an improvement over your 2 soup cans and a string invention, honey”.
“Please warn me next time you check for traffic in your blind spot!”



Just for Fun—Caption Contest

Please email your amusing captions for this picture to:

mdestrom@gmail.com

The best will be featured in the next newsletter.



QR Code for IMRG Tucson PayPal

