



Indian Motorcycle Riders Group Tucson Black Mountain Chapter

Newsletter #28 - Spring 2023

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Editor's Note By Debbie Ostrom

Welcome to our 34-page Spring 2023 Newsletter. Thanks to all the contributors this month!

Read the latest motorcycle and racing news, including the King of the Baggers, Flat Track schedules and early-season results.

Phil Reiter provides some valuable safety tips for hot-weather riding on page 11. Thanks to Alfred McDonald for his Bio on page 12 and this quarter's contributing authors: Mike Ostrom, eD King and Molly Norman. We wrap it up with Lifelong-Passion pictures, 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

The Tucson Rundezvous 2, April 12-16, 2023 was a huge success! We had about twice as many riders as last year's inaugural event.

Thanks to everyone who contributed, including: Treasurer/Web Director, John Fucci, for developing our Tucson Rundezvous website, VP eD King for providing the event tee-shirts and leading rides and Teresa Squirrel Davidson for securing donations and conducting the Habitat for Humanity charity raffle! Special thanks to Road Captains, Phil Reiter, Molly Norman, Vic Settergren, Bill Mountain, and Road Byrd, as well as, Debbie Ostrom for anchoring the TR2 check-in process and hospitality suite.

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

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

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

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



News

New 2023 Indian Sport Chief

Indian Motorcycle press Release February 21, 2023

Indian Motorcycle, America's First Motorcycle Company, unleashes its most aggressive iteration of the iconic Indian Chief with the launch of Sport Chief. Building upon one of the most historic and influential motorcycle namesakes of all time, the 2023 Sport Chief raises the bar for American V-Twin performance cruisers through premium performance-oriented componentry and timeless, American styling.

When designing Sport Chief, Indian Motorcycle set its sights on performance by way of premium components from proven brands. By utilizing KYB inverted front forks, also featured on Indian Challenger models, Sport Chief offers superior handling and ride performance. Instead of a single disc, the Sport Chief's dual-disc, four-piston, semi-floating caliper, radial-mounted Brembo® brakes



deliver confidence-inspiring stopping power, while piggy-back rear FOX shocks increase travel to four inches from 3" and increases lean angle from 28.5 to 29.5-degrees. Still shy of the full 5" front and rear on the original 2014 Chief.

The Sport Chief is available in Black Smoke, Ruby Smoke, Stealth Gray, and Spirit Blue Smoke. Sport Chief will begin shipping to Indian Motorcycle dealers throughout the U.S. and Canada in March 2023. Riders can learn more at their local Indian Motorcycle dealership or by visiting IndianMotorcycle.com.

The new and stylish retro-styled quarter fairing gives the Sport Chief a distinct look. The new moto-style bars with machined triple clamps and six-inch risers set the Sport Chief apart from the rest of the Indian Chief lineup and give riders a commanding, yet comfortable riding position.

At the heart of Sport Chief is a blacked-out Thunderstroke 116 engine. The air-cooled motor produces 120 ft-lbs of raw torque for passing power in all six gears. Class-leading ride-enhancing technology comes standard with Indian Motorcycle's 4-Inch touchscreen powered by RIDE COMMAND. The 4-Inch Touchscreen maintains a classic aesthetic by disguising itself as an analog gauge. Riders can cycle through multiple interfaces, including two different gauge configurations, bike and ride information, and turn-by-turn navigation with connected features like weather and traffic overlays.

The Sport Chief features cast wheels (19 inches in the front, 16 in the rear) wrapped in Pirelli Night Dragon tires, a 4-gallon fuel tank, LED lighting, keyless ignition, and three selectable ride modes: Sport, Standard, and Tour.

Prices start at \$18,999 plus a \$600 logistics surcharge, destination charge, set up and dealer fees. There will be a wide range of accessories available to make it your own.



News

Polaris Launches Online Marketplace For New & Used Vehicles

Buy and sell Indian motorcycles on Polaris Xchange

By Dennis Chung, Motorcycle.com , March 28, 2023



Polaris has launched a new online marketplace for buying and selling Indian motorcycles and other Polaris products. The Polaris Xchange portal allows customers to do all of their shopping online, with access to thousands of powersports vehicles across a network of participating dealerships. The Xchange also includes products from across the company's powersports portfolio, including Indian, plus Polaris' ATVs, side-by-sides, snowmobiles, and Slingshot auto-cycles.

The marketplace reflects evolving shopping habits that sees consumers do more and more of their research online. Through the Polaris Xchange, customers can search for a vehicle, pull up history and condition reports on pre-owned models, shop for accessories, determine trade-in value, and prequalify for a loan, all online without having to set foot in a dealership. All that needs to be done in person is signing the paperwork. Customers can then arrange for the vehicles to be picked up at the dealership, or have it delivered (though the delivery option is dependent on local laws and dealer participation).

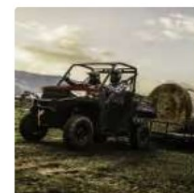
Polaris' marketplace differs is in offering both pre-owned vehicles as well as brand new ones. Polaris also offers a three-day return program on pre-owned vehicles. If customers are not satisfied with their Polaris Xchange purchase, they may submit a return request online within three days, and return the product to a dealership within the next 24 hours. Polaris will then provide a full refund, minus delivery fees and a \$199 restocking fee.

People can also sell their vehicles through the Polaris Xchange. After submitting a description of the used vehicle along with a few photos, sellers can then receive an estimated trade-in price range, as well as an upfront offer. After agreeing to a deal, sellers can then drop their vehicles off at a dealer or have it picked up (again, dependent on dealer participation.) Check it out here: <https://polarisxchange.com/>



Sport SXS

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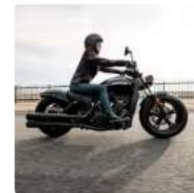
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News

Indian's Offering An Ultra-Limited Challenger RR Race Bike

Indian Motorcycle press release , March 9, 2023

An Homage to Tyler O'Hara's #29, Only 29 Indian Challenger Race Bikes Offer a Rare Opportunity for Riders & Collectors to Own the Undisputed King of the Baggers.

MINNEAPOLIS, MN – March 9, 2023 – In celebration of Indian Motorcycle Racing and S&S Cycle's 2022 King of the Baggers championship season, America's First Motorcycle Company today announced the retail availability of 29 highly exclusive Indian Challenger RR motorcycles.

Built to 2022 race spec by the same S&S hands that wrenched Tyler O'Hara's #29 championship-winning bike, each purpose-built Indian Challenger RR is available for die-hard track riders and collectors for a premium price of \$92,229.

The Indian Challenger RR marks the first-time fans can purchase a purpose-built race bagger. Hand crafted and race-tuned with the same setup that won O'Hara's second King of the Baggers championship, Indian Motorcycle, and S&S are offering fans and collectors the unique opportunity to own a piece of history.

"Originally, the thought of road racing baggers was perplexing to many and even downright offensive to some road racing purists. But in just three short years, King of the Baggers has

emerged as the hottest thing in motorcycle racing as these bikes have rapidly evolved in their sophistication, and we thought it would be awesome to give people the opportunity to own the bike that holds the crown," said Gary Gray, Vice President – Racing, Technology and Service for Indian Motorcycle. "We're excited to embrace the fandom of bagger racing and celebrate our second title with this highly exclusive, special run of Indian Challenger RR motorcycles.



This bike is the real deal, much like when we released the venerable FTR750, the Challenger RR is a true race bike and is not street-legal. Put in the right hands, it will reach the podium in MotoAmerica's Mission King of the Baggers race series."

Racing, and winning, has long been a core element within the Indian Motorcycle brand DNA. Founded by racers, driven to innovate by a desire to go faster and win races, Indian Motorcycle has been racing, and winning, for 122 years. From Oscar Hedstrom's endurance racing dominance at the turn of the century to O.C. Godfrey winning at the famed Isle of Man in 1911, to Burt Munro's land-speed records, to the original Wrecking Crew's dominance in the '50s and the modern Wrecking Crew's six consecutive American Flat Track Cham-

pionships from 2017-2022, to the 2022 Super Hooligan Championship on the FTR, and the brand's two King of the Baggers Championships in 2020 and 2022 – the list of history-making racing milestones for Indian Motorcycle is unparalleled. Riders can learn more by visiting IndianMotorcycle.com



News

Buell's New Super Cruiser Is A 175-HP Beast

Story by *Punya Sharma, Top Speed, February 14, 2023*

Buell is one of the few genuinely American motorcycle brands without cruisers in its portfolio. But this is about to change, as the bike maker has joined forces with Roland Sands Design to take the wraps off the Buell Super Cruiser. This is Buell's first modern cruiser, and the company claims it is "the hottest motorcycle in the segment". Now, we rarely believe such claims without proper evidence, but thanks to the data provided, it seems like a pretty solid remark. Let's dive in.

The Super Cruiser Looks Minimalistic And Sporty

The Buell Super Cruiser is no average Joe, and has a minimalistic aesthetic, unlike the usual lot of American cruisers. The front end consists of a round headlight with a sporty mini-fairing, followed by a teardrop fuel tank and scooped single-piece seat. Though unexciting by itself, pair this with the raised rear fender, exposed chassis, and bespoke 17-inch Buell wheels, and you're looking at a stripped-back cruiser that means business.



This also trickles down to ergonomics. You rest your hands and feet on a flat handlebar and high mid-set footrests (respectively), coupled with a low seat, creating an aggressive yet comfy rider triangle (as seen in the pictures). Once on top, you're also greeted by a TFT instrument cluster from EBR (Eric Buell Racing), likely equipped with a suite of electronic rider aids.

The Buell Belts Out 175 Horsepower

Giving the Super Cruiser its superpowers is a V-twin engine - likely 1,190cc - that produces a whopping 175 horsepower - over 50 ponies more than Harley-Davidson's most powerful cruiser, the Sportster S. The engine is housed in a custom-built

tubular chassis by Roland Sands, and pairs that with adjustable upside-down forks and monoshock rear suspension. These components, along with the carbon fiber fender, all help limit the Super Cruiser's weight to just 450 pounds (claimed). The underpinnings are brought together by Buell's staple perimeter disc brake up top, a steering damper, and uber-sticky Dunlop rubber. All this sounds like a recipe for a corner-carving cruiser, one that can lure the younger audience, which doesn't necessarily associate with the current crop of bulky, traditional cruisers.

It Will Make Its Debut Next Year

Convinced to take the Super Cruiser home? Well, you'll have to wait for that. You see, the Super Cruiser is a concept (read taster) that will birth the production motorcycle next year, as a 2025 model. Buell will obviously leave out a few goodies to make it road-legal - the full-system SC-Project exhaust for instance - and the cruiser will likely gain a few pounds too. That said, as long as the performance and components remain largely unchanged, the Super Cruiser will be more than capable to make waves in the 1,200cc cruiser segment. Speaking of which, we expect it to lock horns with the Harley-Davidson Sportster S and the new Ducati Diavel V4.



Demo Ride Review

Taking the Sport Chief and FTR Carbon R for a Spin

By Mike Ostrom

The Indian Motorcycle Demo truck paid Tucson another visit in March with the latest 2023 models. There weren't enough active riders to fill all the available bikes when I arrived around 11:30 AM on Friday, St. Paddy's day. After a lunch break, I was able to ride a couple new models for the first time.

I started with the new 116 cid Sport Chief (see page 2 for Indian's Press release) fitted with tall 10" Risers under the Ape hanger handlebars. I was not a fan of this tallest option, but Indian provides a couple lower options as well. The new bikes all feature ride modes and the default is set to Standard. Depending on the type of ride you want, it's a good starting point.

On the new Sport Chief, Fox provided new adjustable forks and four inches of travel on the single rear shock, up from three inches on the regular Chief, but still an inch less than the original Polaris Chief. I was on a mission to assess suspension performance and the increased



cornering clearance. The ride was nicely compliant in Standard mode but was surprisingly plush in Touring mode! Fox has done a great job of maximizing the compression and rebound damping of the suspension in both ride modes.



Demo Ride Review

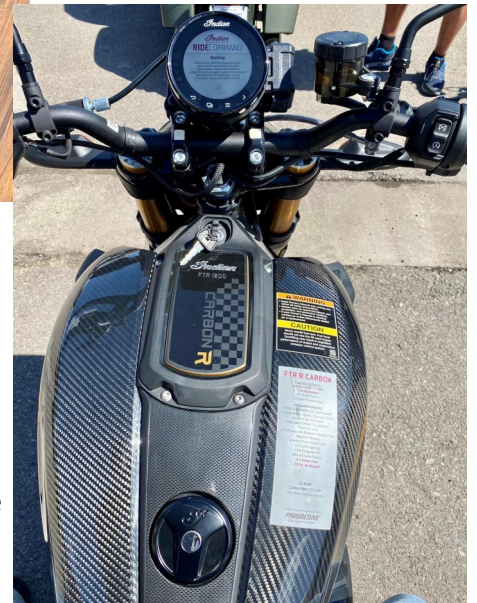
Taking the Sport Chief and FTR Carbon R for a Spin (continued)

The extra degree of cornering clearance, wasn't that noticeable. I purposely took the right turn onto the I-10 frontage road aggressively and put a hard grind on the peg feeler. The bike will now lean to a full 30 degrees on the right, thanks to my peg modification! Admittedly, I corner more aggressively than the average bear, so this won't be a limitation to most riders. Not sure how the Sport Chief compares to Harley's Low



Rider S, its direct competitor, but the "sport" designation is defined differently at other manufacturers. The 2023 Indian Sport Chief comes in Black Smoke for \$18,999, Ruby Smoke for \$19,499, Stealth Gray at \$19,499, and Spirit Blue Smoke at \$19,999.

I didn't drag any pegs on the FTR 1200 Carbon R test ride. With its new street-optimized 17" wheels and decent tires, the FTR is truly the sportiest model in the Indian line up. Switching ride mode to the most aggressive unleashes a good dose of adrenalin to the high-revving 120-hp motor. The suspension is also well controlled, although sportier than the Sport Chief. The ergonomics suited me better, primarily due to the handlebars that are at a natural height and forward just enough for a slight lean into the wind. A 2022 FTR 1200 Carbon R was on the showroom floor marked down from \$16,995 to \$13,995 plus all the fees. The gang sold four bikes during the event, but this was still available.





AMA Flat Track Racing 2023 Schedule

January 9, 2023, By AFT

AMA Pro Racing has finalized the 18-round schedule for the upcoming 2023 Progressive American Flat Track season. The final schedule features five Miles, five Half-Miles, four Short Tracks, and four TTs, including the return of the **Arizona Super TT** during the weekend of the 29th annual Arizona Bike Week on April 1.

2023 Progressive American Flat Track schedule

March 9, 2023 - DAYTONA Short Track I, Daytona International Speedway, Daytona Beach, FL

March 10, 2023 - DAYTONA Short Track II, Daytona International Speedway, Daytona Beach, FL

March 25, 2023 - Senoia Short Track, Senoia Raceway, Senoia, GA

April 1, 2023 - Arizona Super TT, Chandler, AZ

April 22, 2023 – Mission Dallas Half-Mile, Devil’s Bowl Speedway, Mesquite, TX

May 6, 2023 - Ventura Short Track, Ventura Raceway, Ventura, CA

May 13, 2023 - Sacramento Mile, Cal Expo, Sacramento, CA

May 27, 2023 - Red Mile, The Red Mile, Lexington, KY

June 17, 2023 - DuQuoin Mile, Du Quoin State Fairgrounds, Du Quoin, IL

June 24, 2023 - Lima Half-Mile, Allen County Fairgrounds, Lima, OH

July 1, 2023 - West Virginia Half-Mile, West Virginia Motor Speedway, Mineral Wells, WV

July 8, 2023 - Orange County Half-Mile, Orange County Fair Speedway, Middletown, NY

July 22, 2023 - Bridgeport Half-Mile, Bridgeport Speedway, Swedesboro, NJ

July 30, 2023 - Peoria TT, Peoria Motorcycle Club, Peoria, IL

August 6, 2023 - Buffalo Chip TT, Sturgis Buffalo Chip, Sturgis, SD

August 12, 2023 - Castle Rock TT, Castle Rock Race Park, Castle Rock, WA

September 2, 2023 - Springfield Mile I, Illinois State Fairgrounds, Springfield, IL

September 3, 2023 - Springfield Mile II, Illinois State Fairgrounds, Springfield, IL



2023 MotoAmerica King Of The Baggers 14-Race Championship:

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



Livestreaming coverage of every Progressive AFT round and King of the Baggers at <http://www.FansChoice.tv>.

Safety Corner

Summer Riding Tips by Phil Reiter, Safety Director



It's starting to warm up out there, and the inevitable 100+ degree days are just around the corner. Time to start thinking about strategies for dealing with the heat, so you stay safe and comfortable while riding. We have all hopefully already learned a few strategies for summer riding.

For example, riding in the early morning hours, or even after sunset is one of the most effective ways of avoiding the excessive heat and direct sun of the hottest hours of the

day. A few other basic strategies include:

Always carry water, ideally within reach, so that you can drink while riding. A large capacity thermos or a Camelback type system are good choices. If you are only drinking when you stop for a break, you will very quickly fall behind the curve in re-hydration. Carry more water than you think you will need for yourself. You never know who might not have prepared as well as you have. Cool or even warm water isn't as pleasing, but drinking very cold water too quickly can cause stomach upset. Avoid caffeine or alcohol containing liquids, as they

have some diuretic effect which can cause you to effectively lose more water.



You should be stopping to **rest more frequently** than during cooler weather. You should have to urinate, at least every other stop. Watch the volume and color of your urine, which should ideally be light yellow. Darker colored, and low volume urine is an indicator of dehydration, and should signal that a longer rest stop and more water consumption are necessary. If you stop sweating, become headachy and eyes dry out, then you are in trouble, and are well on your way to heat exhaustion, which can be fatal. In that case, you must stop riding, seek shade or shelter, rest, keep drinking water until you recover. This is a time when a sports drink can be helpful.

Be sure to keep in mind that the required hourly water replacement may be between 20 and 40 oz per hour, depending on the air temperature, direct sun heating, and the type of clothing you are wearing. So,

Wear appropriate clothing. Your body cools by the evaporation of sweat, which carries heat out of your body. Excess heat is lost to the surrounding

air as the sweat evaporates. A mesh jacket and short sleeve shirt work well when the air temp is below the 90's. Above that, the warm air can transfer more heat to your body than can be lost through evaporation. On hotter days, it is better to wear a windbreaker jacket, and a light, long sleeve tight fitting exercise shirt made of moisture wicking material. As long as air is moving over these clothes, evaporation and cooling will occur. As noted previously, wearing clothing that allows moving air to directly contact your skin can result in a water replacement volume of up to 40 oz or more per hour. Wearing more protective and moisture wicking clothing may reduce that to about 20 oz per hour. Of course, you can supplement your evaporation potential by wetting your clothing or even by wearing a wicking skull cap and by pouring water in your helmet.



Biographies

Alfred McDonald

I am and have been a criminal defense attorney and former part time judge here in Tucson for nearly thirty years. I was born in Las Vegas, Nevada but moved to Tucson in 1992 to attend law school at the University of Arizona.

I have always liked motorcycles but was first really introduced to bikes through my next door neighbor, Terry Cash. Having never ridden before, I decided to take a safety course for beginners to see if riding was for me. Boy was it ever! I had more fun during that weekend class than I had had in several years.



I immediately went out and bought a used Suzuki Intruder 800. Within a couple of months, I wanted a bigger bike and bought a brand new 2006 HD Fatboy. I rode that bike all over the Country and Mexico. It keeps me sane and melts away the stress I get from work. Last summer while doing a motorcycle tour of New Mexico with my wife, my Fatboy gave out on me in Albuquerque. It was 16 years old and I had put 136,746 miles on it. My wife and the HD dealer conspired to have me trade it in for a new one. I didn't want a new bike, but I explained to them both, if I ever got another one it would be an Indian.



I fell in love with Indians as soon as I saw my first one at an ABATE Too Broke for Sturgis event in 2006. I have coveted them ever since. So we ended up renting a truck and hauling the Fatboy back.

The next week, I bought my very first Indian. I picked up a 2022 Springfield and I love it. It is such a beautiful piece of art and a much better built bike than what I was used to. So now I am excited to put some miles on her. I enjoyed meeting some of you at the Rendezvous. Let's Ride!



The Origin of Our Tucson Black Mountain Chapter Name



Reprinted from Arizona Daily Star, Oct 21, 2021

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

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



Feature

Custom Electric Bikes Take After Vintage Board Trackers

By: Dustin Wheelen, RideApart, March 28, 2023

Romanian-born customizer and tinkerer extraordinaire Robert Godri doesn't walk the conventional path. Though Godri now lives in Brianza, Italy, a town just outside Milan, he maintains a unique blend of artistic eclecticism and blue-collar workmanship.

"In Romania, I started working at the age of 16 in a bearing factory. Then I opened my own auto parts shop," Godri revealed to *Motociclismo*. "Finally, at the invitation of a friend, I came to Italy. It was 2003 and I was 30 years old. Here I worked as a bricklayer, carpenter, and tiler. Now I'm a metalworker at an air-conditioning company."

Affectionately nicknamed Mr. GoRo,

Godri puts that laundry list of skills to good use with his latest endeavor: building custom electric bicycles. The multi-faceted customizer doesn't draw inspiration from any newfangled e-bikes, either. Instead, he looks to the past, favoring Harley-Davidson and Indian Motorcycle board trackers of the early 20th century.

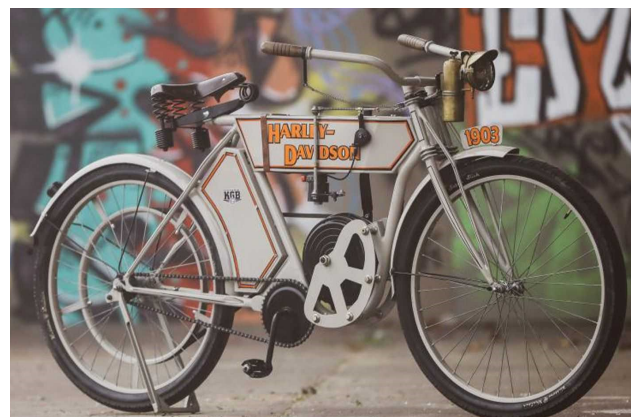
Godri may spare no detail in his quest to replicate the by-gone racers, but he certainly spares some expenses by scavenging components and crafting his own parts.

"For me, it's a hobby, I do it in my spare time, or in the evening and on weekends. The first step, however, is research," Godri explained. "It can happen that for a month I'm locked up in the cellar looking for photos, information on the internet, drawings, stories, projects, measurements. Then the search for components begins. I frequent

markets and exchange exhibitions, but also landfills."

While the builder's resourcefulness helps him capture the authenticity of the board tracking era, the electric drivetrains are technically sound as well. Within his Harley-branded bike, a one-kilowatt electric motor powers the throwback two-wheeler to a 25-kilometer-per-hour (15.5-mile-per-hour) top speed. The Indian-styled model only boasts a 750-watt Bafang drive unit, but its max speed reaches 50 km/h (31 mph).

Despite Godri's passion for building motorcycle-inspired bicycles, he remains reluctant to turn the project into a career. "Here in my small workshop, I find my dimension," admitted Godri. "Some go fishing, some relax by doing yoga; for me, designing and building specials is relaxing, almost Zen." If that isn't walking the unconventional path, we don't know what is.



Rides and Events

River Bottom Grill Run

By Mike Ostrom



The River Bottom Grill in Florence is one of our favorite destinations. Over the last couple of years they have expanded and improved their back patio, providing more seating and more shade. The last Sunday in January was forecasted to hit 70 degrees so I posted a late lunch ride there, leaving Catalina at 12:30 PM. Ron rode Chris to our place on the Z900RS where she picked up the Trident 660 for the ride. She loved the bike.

We had a good turn out for the 40-minute ride up AZ 79. Before we left, I told everyone I planned on locking in cruise on the Big Chief at 69 in the 65 zone and only passing if someone was going below the speed limit. About three miles after turning on AZ 79 we came up on a minivan doing 60 MPH. Well, that didn't take long. It was the only pass we executed for the rest of the trip for us, but some guy decided 69 was too slow for him and passed the entire group. Mark and Nancy Grosvenor were



waiting for us at Park Link in their Honda S2000 and followed us into Florence.

We weren't the only ones who thought it was a good day for a ride to River Bottom. The place was packed! Plenty of bikers, including a group of friends from Old Pueblo Riders were already there. I had invited Harold to join us but he was worried we wouldn't find a table, leaving so late, but our second-shift strategy worked again. Folks that showed up around 11-11:30 were done eating and started to free up tables. We found two tables near OPR in the back. Fred Alleva rode in from Mesa and was holding down one 6-top table, waiting for us. Thanks Fred!

Rides and Events

River Bottom Grill Run (continued)



The band, Identity Crisis, was doing sound checks as we ordered drinks and lunch. They kicked off their first set just before 2 PM and sounded pretty good. They played a nice mix of Pop/Rock/Oldies. They asked if anybody

remembered the Beatles, before playing, I Want to Hold Your Hand. Uh, no. The Eagles-Forty-niners game was on the big screen by the outdoor bar and Mark was keeping an eye on his favorite team, when he wasn't dancing on tables.

They had both Kiltlifter and Alaskan Amber on draught and Poblano was sharing the Margaritas



he brought, which Nancy loved. They always seem short handed and in a state of chaos when the place is busy. We managed to get our drinks delivered, but had to re-enter our food order as the first order never made it from the server's tablet to the kitchen. Later when we went to pay our bills, the system was down. Not sure how many people skipped, but we hung around to eventually

pay. Debbie and Bonita made good use of the delay by hitting the dance floor.

Tom and Nancy suggested a stop at one of their favorite dive-bars, the Players Club in Catalina on the way home. We were able to catch the Eagles celebrating their NFC championship, while we waited for Debbie and Bonita. Bonita's Jeep had been blocked in at the crowded RBG parking lot. Tom had some sticker shock when we got the bills for the pitchers of Dos Equis Amber @ \$20 each. He remembered \$3 pints from his pre-inflation days at the RV park just up the road. It was still a nice final toast to a great day. Ron and Chris dropped off the Z900RS at our place and rode off into the sunset on the Trident 660 together.



Rides and Events

Winter Wonderland Atop Mt Lemmon

By Mike Ostrom

Warm days in Summerhaven during February are infrequent. I keep constant vigil on the 10-day weather forecast and the first Sunday in February promised a high of 79 in the Old Pueblo and a balmy 57 at the Sawmill Run Restaurant in Summerhaven on Mt Lemmon. The white peaks still visible from below guaranteed families would be frolicking on the hillsides above 6,000 feet.



Eleven of us met at the bottom for a departure time of noon, planning to spend the warmest part of the day at the highest elevation. We saw very heavy traffic, just trying to exit McDonald's parking lot. It would be a crowded day on the hill. Dirk Schneider jumped to the front of the pack, but the long parades of cars precluded any passing most of the way to Geology Vista Point for a break. Dirk and Mark

Grosvenor weren't planning on having lunch on the hill and continued up. We waited for Ron and Chris Terrien, who were borrowing Tom Johnson's Ducati Multistrada, and got a text from Chris saying they'd meet us at the top. What? They got a low-fuel light on the thirsty V4 as they started up and thought it wise to top off the tank before the 60-mile round trip. We snapped a few pictures, including one of Roger's ancient toaster-tank BMW and eD King's snow-colored Roadmaster.

As predicted, congestion got worse as we climbed into snow country. Kids were sledding down hills toward traffic and snow piled above the guardrails was melting into cold streams across the



Rides and Events

Winter Wonderland Atop Mt Lemmon (continued)



road in several places. Nick and Ellie had done a scouting run on Friday so we knew what expect. We rode through two distinctly different ecosystems as we ascended from warm Saguaros to cool pines and snow. Parking was scarce in the winter wonderland, with cars pulling to the side of the road and back into traffic, with limited sight to oncoming motorcycles. Road Byrd decided he'd seen enough of that and headed back down.

The Sawmill's lot was full, so we squeezed in where we could. Six bikes crowded next to the entrance steps. The restaurant was full too, causing some of us to grab the only open seats at the bar while we waited for tables to



open up. The Patio Deck was empty, but closed due to some remnant snow. Really? Let me borrow a shovel, I work for free beer! By the time everyone had ordered at the front counter a table opened



up and eD King claimed it and then, as luck

would have it, the one right next to it opened it up and we slid them together. The food was good but we noticed smaller portions and higher prices than the pre-inflation days. We were just finishing up, when Ron and Chris arrived.

We followed a slow parade of vehicles back down. We'd seen Deputy Aga pull in and out of the parking lot earlier, so we knew she was on patrol. With all the congestion and Debbie on the back, it was the

prudent thing to do. It's such a beautiful ride, it's nice just to soak it in and enjoy it now and then. At the bottom Neil Hejny and Tyler Stranik continued home as Debbie and I stopped for some refreshment. Chris and Ron invited us to their RV Park for a C&R Brew Haus cold one or two before we literally rode into the sunset on a perfect evening.



Rides and Events

Goldfield Ghost Town and Tortilla Flat

By Mike Ostrom



eD King had a great idea to post a ride to the Goldfield Ghost Town and Tortilla Flat on the last Tuesday in February. What better way to beat the crowds? Six of us met in Catalina at 10 AM-ish for a ride up AZ 79. eD led the way on his white Roadmaster and I rode wing on the Indian Vintage. Rick was on his Harley, followed by Larry Thomas on his Triumph Sport 660 and Steve Colton on his CanAm Spyder. Jim Frost agreed to ride sweep on his snowbird bike, Indian Chieftain. Jim has a beautiful Indian, a red and cream Roadmaster up in Toledo for the summer.

It was a gorgeous day for a ride, already in the 50's when we left and it hit 60 in Florence when we stopped for a break. eD keeps the speed right around the



speed limit most of the time and uses cruise control on the highway, which we all appreciate. He also plugged the route into his GPS, which we all know can have a mind of its own. The map eD had shown us at the pre-ride briefing had us taking US 60 west to Mountain View Road and north to AZ 88. The GPS took us the scenic route to Goldfield Ghost Town, off AZ 88. No worries. We were on another adventure on a perfect day to be on a motorcycle.



We were initially surprised by the crowded parking lot at Goldfield for a Tuesday, but then noticed all the out-of-state plates. It was the height of snowbird season and we were just a few miles east of the sprawling metropolis of Phoenix. Some of us had never been there before and enjoyed strolling through the old gold mining town, turned tourist attraction. It got its start in 1892, but 5 years later the gold ran out. It had a brief revival in 1910 but had become a ghost town by 1943, when most of the vacant buildings burned down. In 1984 Bob Schoose and partners reconstructed the historic site. There was an old engine lathe under an awning that had me reminiscing about my early days as a machinist and tool maker.

Rides and Events

Goldfield Ghost Town and Tortilla Flat (continued)

Tortilla flat is only about 10 miles up the Apache Trail from Goldfield, but it was one of the most scenic sections of the ride. The curvy two-lane road snakes through Lost Dutchman Park and over a couple of one-lane bridges along Canyon Lake. Some of the vista view from above the lake are just spectacular!

Traffic was backed up as we descended into Tortilla Flat. RV's and cars were



parked everywhere! We scattered and found spots to park with the help of parking attendants, who wore hi-vis vests. The wait at the Saloon for inside seating was over an hour, but the outdoor BBQ patio next door had walk up food and beverage with no wait and live music on a Tuesday afternoon. Several of us ordered

Pulled-Pork salad, consisting of layered pork and coleslaw in a large cup. Delicious! Four of us found a seat near the band, while Jim and Larry sat just outside.

One guy was playing guitar, banging a base drum and singing and the other was playing base. They were asking the crowd for requests after every song, and knew each one. Only once did I see the lead scrolling his mounted tablet for the words to one song they hadn't played in a long time.

eD suggested a scenic loop through Superior and down AZ 177 to Winkelman on the way home and we all agreed. We retraced our scenic route back to Mountain View Rd. and past Superstition Mountain to US 60 east. When we got to Superior, I jumped ahead for the twisties on AZ 177 and shot some pictures of the guys approaching the Ray Mine. We stopped in Winkelman to top off the tanks, before eD led us south on AZ 77 for the final leg of an awesome day!



Rides and Events

Tucson Rundezvous 2

By Mike Ostrom

By all accounts, this year's Tucson Rundezvous 2 was a huge success! The official dates were April 12-16, but some folks made a week out of it, while some just stopped by for a day or two, before continuing on their cross-country ride. By the numbers, we had 81 riders register and many other local folks participated in a ride or event. We sold 74 shirts, including four from last year and had about 58 folks at our banquet on Saturday. We raised \$698 for Habitat for Humanity and Molly won half of the \$170 raised in the 50-50 raffle.



Again this year, Desert Diamond Casino and hotel was the home base and starting place for rides. We ended up with organized rides up Mt. Lemmon on Thursday, two rides on Friday; one to Tombstone and one to Sonoita, and two groups to Amado and Arivaca on Saturday. (Read about the rides below in separate articles).

We also had a couple of dinner rides. On Thursday, 36 people piled in to 2 DD Shuttle buses for a trip down to Barrio Brewing

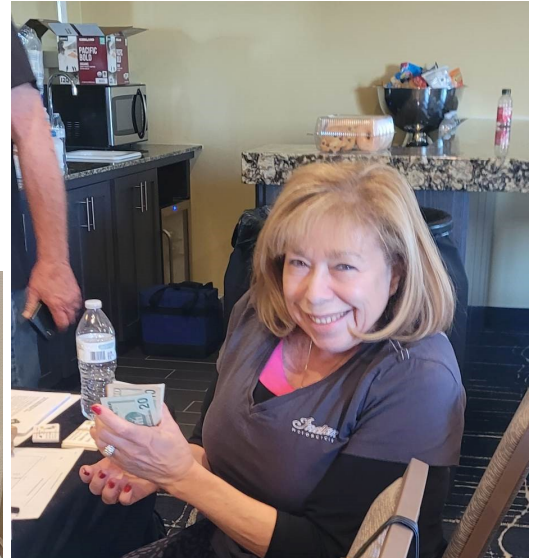
Company and back. Barrio had a section reserved for us and live music. We were even able to get a couple of drink orders in before happy hour expired at 7 PM. Friday night 16 of us rode to La Parrilla Suiza on Speedway for a private dining experience, before riding to a crowded Gear Shifters Bike night down the street. Some of us closed up the place.



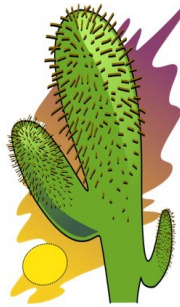
Rides and Events

Tucson Rendezvous 2 (Continued)

Saturday night was the big banquet, featuring a Barrio Southwest buffet. I took the opportunity to thank all the folks who contributed prizes for the Habitat for Humanity charity raffle and the many Black Mountain members who help organize and make the event a success. We had fun having participants introduce themselves and tell where they were from, before turning the mic over to Squirrel for the charity raffle. Everyone had a good time and expressed an interest in returning next year.



EVENT PICTURES HERE: <https://rundezvous.imrgtucsonbmc.org/>



Register By
April 10th!

IMRG Tucson Rundezvous 2™

April 12-16, 2023

Ride the Old West in Spring!



Desert Diamond Casino & Hotel
7350 S Nogales Hwy, Tucson, AZ
(877) 777-4212 Rooms \$119 before 4/10/23

Ride Mt. Lemmon, Tombstone and more
Barrio SW Banquet Saturday, 4/15 \$43

Charity Raffle Benefits



Everyone All Brands Welcome!

Online Ordering Until April 10th

Register, buy banquet tickets and shirts Here:

<https://rundezvous.imrgtucsonbmc.org/Registration-Extras/>

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



TR2 Banquet Saturday, April 15, 2023, 6 PM

The Barrio Buffet \$43

Southwest Pasta Salad (Pasta, Black Beans, Roasted Corn, Cilantro, Tomato, Chipotle Vinaigrette)

Tortilla Chips and Salsa, Cheese Enchiladas

Pork Carnitas, Carne Asada, Margarita Marinated

Chicken Thighs, Salsa, Guacamole, Shredded

Cheese & Sour Cream

Spanish Rice, Refried Beans

Caramel Flan, Cinnamon Dusted Churros

Tucson Rundezvous 2 Calendar of Organized Events

Day, Date	Event Description	Time	Meetup Location	Notes
Before March 15	Book room. Register online, order banquet tickets and tee-shirts		Desert Diamond Hotel, 7350 S Nogales Hwy, Tucson (877) 777-4212	Online Ordering link coming by Feb 1st
Wed 4/12	Check in at Desert Diamond IMRG TR2 Hospitality Suite #441 Sign Release, Pick up TR2 shirts, Banquet Tickets	3-7 PM	Desert Diamond Hotel, 7350 S Nogales Hwy, Tucson, Hospitality Suite #441	Free Snacks & Refreshments
Thu 4/13	Check in at Desert Diamond IMRG TR2 Hospitality Suite #441 Sign Release, Pick up TR2 shirts and Banquet Tickets	8-9 AM & 3-6 PM	DD Hotel 4th Floor #441	Free Snacks & Refreshments
Thu 4/13	Ride up Mt Lemmon to lunch at Sawmill Run 99 miles	9:15 AM	DD Hotel South Lot	RC: Mike Ostrom
Thu 4/13	Dinner Ride Barrio Brewery, 800 E 16th St, Tucson	5:45 PM	DD Hotel South Lot	RC: Mike Ostrom
Fri 4/14	Check in at Desert Diamond IMRG TR2 Hospitality Suite #441 Sign Release, Pick up TR2 shirts, Banquet Tickets	8-9 AM & 3-6 PM	Desert Diamond Hotel, 7350 S Nogales Hwy, Tucson, Hospitality Suite #441	Free Snacks & Refreshments
Fri 4/14	Tombstone Sierra Vista Ride 187 miles	8:30 AM	DD Hotel South Lot	RC: Ed King
Sat 4/15	Check in at Desert Diamond IMRG TR2 Hospitality Suite #441 Sign Release, Pick up TR2 shirts and Banquet Tickets	8-9 AM & 3-6 PM	DD Hotel 4th Floor #441	Free Snacks & Refreshments
Sat 4/15	Longhorn Grill brunch in Amado then Arivaca 134 miles	9:15 AM	DD Hotel South Lot	RC: Mike Ostrom
Sat 4/15	IMRG TR2 Social & Banquet Cash Bar	5-9 PM	Hotel #1-3 by Pool Area or TBD	Banquet room based on group size
Sun 4/16	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 Copper Brothel Brewery and/or Patagonia			Wagon Wheel in Patagonia
	Mission Rd to Green Valley, Amado, and/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

Tucson Rundezvous 2 Mt Lemmon

By Mike Ostrom

The first formal ride of the event was Thursday, up Mt. Lemmon to the Sawmill Run Restaurant for lunch. The forecast changed daily before the ride and while Thursday promised to be relatively mild at the top, it was also quite windy. Right before my pre-ride safety



discussion with the group of 16-ish riders, Molly suggested a route down Aerospace Parkway that would avoid the worst of the stop lights on Valencia through town. It was a good call. With the exception of a

couple brake-checks I provided, we had pretty smooth sailing up Kolb, Irvington and Houghton, only pulling over twice to wait for riders that got caught at a light.

When we made the turn on to Catalina

Highway, we saw Safe Cracker Henry waiting on the side of the road. He would join us for the best part of the ride! It was a beautiful warm morning as we started our ascent amid bright yellow wild flowers and green Saguaros. It's one of the prettiest times of the year below 4,000 feet! Traffic was very light on this mid-morning Thursday and we were able to cruise at 40 MPH most of the way, only slowing for the tighter turns.



We stopped at Windy Point for a photo op and it lived up to its name on this ride! With the wind at 6,000 feet, it was a little cool for some folks in mesh jackets or shirts and vests. It would drop to the mid-50's at the top, so a few riders layered up, before we continued up. I didn't, but found myself switching on the Big Chief's grip heaters after cresting 7,000 feet in the shade.

Rides and Events

Tucson Rundezvous 2 Mt Lemmon (continued)

I had called ahead to the Sawmill Run Restaurant to let them know we were coming. They had scooted tables together and poured water for us before we arrived. You have to wait in line to order at the front counter, but then your food shows up five minutes later. I like it, but I was near the front of the line...



I let everyone know that the General Store had souvenirs and pretty good fudge. A few folks checked it out. Over half the gang followed me up to Ski Valley for a look at what might have been the last of the year's snow on the slopes. It seemed warmer as the afternoon sun and less wind welcomed us for the ride back down. I said I was going to snap a picture of those bright wild flowers for Debbie, but it's hard to do when you're leading a pack of bikes.

Traffic was a little heavier as we met the early stages of rush hour. We got separated at lights a few times, so I pulled over to wait. Not everyone has Ride Command, but almost everyone has a Maps app on their phone. I

still didn't want to leave anyone behind. One of the reasons folks sign up for a guided ride is so they can just follow a lead and not worry about maps and directions.

I retraced the route back to the hotel, stopping at a station along the way so Scout Riders didn't have to look at a low-fuel light. It was a gorgeous afternoon and a couple folks hit the pool and hot tub, before getting ready for the Shuttle dinner ride to the Barrio Brewing Company later that evening.



Rides and Events

Tucson Rundezvous 2 Arivaca and Longhorn Grill in Amado

By Mike Ostrom



When you put together a ride and a route map, you have a specific direction in mind. The timing doesn't always work with the place you've advertised for lunch and that was the case with The Longhorn Grill in Amado. Starting from the Desert Diamond Hotel, instead of my home, 40 minutes north, would have us arriving at 10:15 for lunch. That's not gonna work! Maybe I could call it a Brunch ride? Instead I reversed the ride loop and headed to Three Points and Arivaca first. That would have us arriving for lunch around noon. Problem solved.

One of the popular attractions in the area is the Mission San Xavier del Bac. Established in 1692 by

the Spanish missionary Padre Kino and rebuilt between 1783 to 1797 after an Apache raid destroyed it. It is the oldest

European building in the state of Arizona and is still active. It also makes a beautiful backdrop for bike pictures so we stopped there for some shots, before heading west towards Ajo (AZ 86).



At the end of a long ride, I often see the long straights of AZ 86

and AZ 286 as anticlimactic. At the beginning of a ride, however, one is filled with enthusiasm and anticipation. I enjoyed both roads and especially the lazy sweepers and frequent dips through washes along 286 south. I locked cruise control in at 60 MPH and only had to take it off for two corners and the Border Patrol Check Point, once we got closer to Sasabe.



The first technical curves of the day happen during the 12-mile stretch of road after we turn toward Arivaca. There are a couple of tight turns that used to be a surprise. I've seen a couple riders go wide on one sandy turn in particular and do a little off-roading. A couple of years ago they repaved and properly marked all the turns, so we had a nice steady cruise into Arivaca for a short break.

Rides and Events

Tucson Rundevous 2 Arivaca and Longhorn Grill in Amado (cont)

While there, two different small groups from TR2 rolled into town from the opposite direction! It was nice to see that folks were using the maps we put together to explore some of southern Arizona's best motorcycle roads. We all parked close to the Arivaca Mercantile so people could hydrate or top off a Scout tank. I took the opportunity to call Longhorn with a headcount.

Arivaca Road is about 23 miles long with mostly curves and a few cattle guards, one of which is mid curve. I warned people that while most curves are marked properly, there was one in particular where extra caution was warranted. I passed back the hand signal to



slow down as we approached it and nobody ventured deeper into the desert. When I ride the road on a sport bike, it's usually at a higher speed, so I thoroughly enjoyed soaking in the beauty of the desert landscape and distant mountain range at a relaxed pace.

When I pulled into Longhorn, I recognized a white Roadmaster parked in front. eD King had led a group of six TR2 riders on the original-direction route, leaving an hour later. They were holed up in the bar and our larger group was seated in the backroom. The Longhorn staff did a great job accommodating all of us.

The ride back north included a short stint on the I-19 frontage road into Green Valley for gas and then sweeper heaven on Mission Road. There was one wash, near the Duval Mine, where the pavement was covered in gravel and dirt for about 100 feet or so. We took it at about 10-15 MPH and everyone got to cross off adventure riding on their bucket list! We arrived back at the hotel around 3 PM with plenty of time to relax before the event's farewell banquet that night.



Rides and Events

Tombstone and Sierra Vista

By eD King



On Friday, 4/14/2023, 12 bikes and trikes departed the Desert Diamond Casino at 7350 Nogales highway at 9:00 AM. I, eD King, was in the lead with Wild Bill Mountain in the sweep position. The first leg of the trip led us down Nogales highway to Sahuarita Rd and on to Hwy 83 to Sonoita where we all had the opportunity to warm up a bit. The high desert was a bit cool this morning and some of us were not really dressed for the temps we encountered at 5000 feet.

After the warm up we then headed off to Tombstone via AZ State Route 82 and 80. We arrived just before 11:00 AM at the Tombstone American Legion Post No 24. The Legion was kind enough to let us use their parking facility.

At that point we all split up with the good intention to be back at the bikes by 1:00 PM. Believe it or not we did just that. (These can't be real bikers they are way too prompt). Well done guys! I was impressed. Good riders all. Everyone seemed to have a good time in Tombstone; no one got into a gunfight or stole a horse so I would call the adventure a success.



Rides and Events

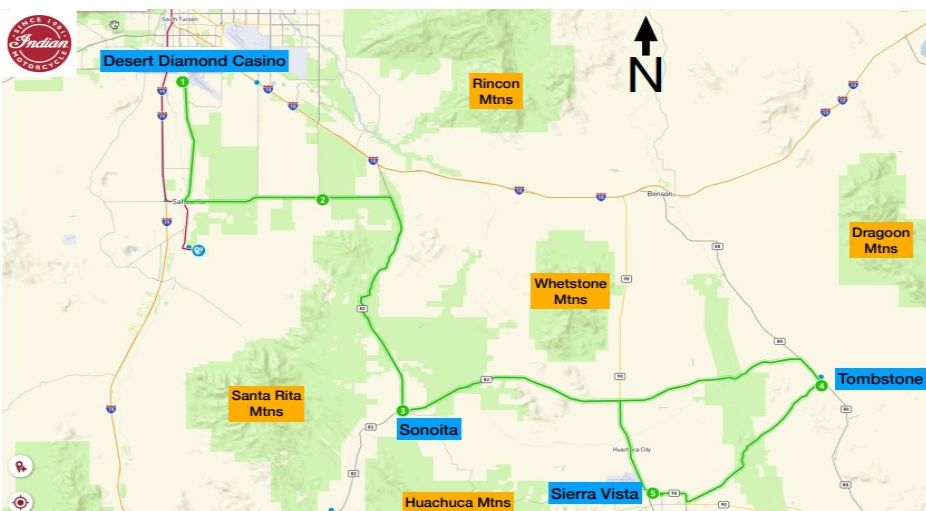
Tombstone and Sierra Vista (continued)



Leaving Tombstone we filled up with gas at the Circle K. Not the OK corral, but an easy in and out, and then we headed to Sierra Vista. Just 17 fun miles down the W Charleston Road to Hwy 90 then through the thriving metropolis of Huachuca City. I hope they didn't blink and noticed Huachuca. When we reached the Mustang Corners intersection, we jumped back on AZ State Route 82 heading to the Copper Brothel Brewery in Sonoita to wet our whistles from the dry desert air. We arrived at the Brothel about 2PM, parked the bikes, dusted off and began the all too well known exploit of socializing. It went well; no gunfights.

Completed socializing, mounted our steeds and headed back to the Tucson Desert Diamond Casino for more socializing. I think we are getting the hang of it. We had a great group of people all very much enamored with the wonderful excitement of motorcycling. Thank you one and all for giving me the opportunity to lead our rides and to enjoy our mutual passion at Tucson Rendezvous II.

eD King, VP Tucson IMRG 1955



Rides and Events

TR2 Rio Rico, Patagonia and Copper Brothel in Sonoita

By Molly Norman

Wow, what a great time at the Tucson Rendezvous 2; meeting so many riders from Florida, Wisconsin, California, New Mexico. Everything went so smoothly from check-in, to rides and dinner, and more rides and the banquet. I heard so many great compliments about the whole event.



I lead one of the rides from DDC down south taking Old Nogales Hwy to Continental and sticking to the frontage roads, since I prefer not to ride on the interstates. Our group was about 7 small but that's fine with me, with three guys working as my sweeps, they got to do something they rarely do on their bikes – go the speed limit.

We headed south past Tubac and on to Pendleton which took us through the winding roads of the neighborhoods of Rio Rico and coming out on

State Road 82 to Patagonia. I always enjoy this back route and see all the greenery and go through the high canyon walls before coming into Patagonia.



Rides and Events

TR2 Rio Rico, Patagonia and Copper Brothel in Sonoita (continued)

Not much was happening in Patagonia so we continued on to Sonoita where we stopped for a bite to eat at the Copper Brothel. We got there early before the lunch crowd showed up and was served with a smile and quick order of our lunch. The food is always good and never disappoints, along with Roxie Red. Stories were shared and talk of more adventurous rides to come.

After lunch, two of the riders headed down to Tombstone to check out the action there while the rest of us trekked down State Road 83, where Vic headed to the freeway to do some house hunting. The rest of us proceeded toward Sahuarita and then back to the DDC to kick back and relax a bit before journeying to dinner and checking out a new bike shop called Gear Shifters.

Me . . . I traveled home for a much need adult beverage, then kicked my feet up to relax. Savoring what a great day it was participating in the Tucson Rundezvous 2, I know that next year will be even better. A BIG Thank You to Mike and Debbie Ostrom and their crew of volunteers who made this event such a great success.



Rides and Events

Marine Moms Poker Run

By Mike Ostrom

OPR had their annual run and party to support the Arizona School for the Deaf and Blind on the same day as the Marine Moms Poker Run, hosted by American Legion Post 109. Black Mountain Chapter supported both this year and I decided to ride for the moms. Registration opened at 9 AM; \$20 for a rider, \$25 for rider and passenger. Black Mountain riders and friends started showing up around 9:30 and by 10:30 AM we had about 12 bikes ready to roll.



Tom Johnson suggested we do the 142-mile route in reverse to avoid crowds and I-10 as much as possible. He and Nancy Ellis led the way east on Sahuarita Road aboard their Ducati toward our first stop in Sierra Vista, with Gator riding wing on his Katana. They were followed by a diverse armada of cruisers, but didn't let that slow them down when they hit the curves on AZ 83. Traffic was relatively heavy, so passing was difficult. I was able to put the Big Chief through its paces once I found some clear road ahead of me.

By the time we got to Sierra Vista lodge, I was ready for a cold one and they had KiltLifter on tap for \$2! They had special Poker Run pricing set up in the computer that was even a surprise to the bartender. The next stop was the Tombstone American Legion and we took AZ 90 to get there. It was mostly light traffic and a few curves on a beautiful day. They actually were supporting two poker runs with our "cards" appropriately in the bar area. Gator lives in Springerville and had never been to Tombstone, so Tom took him up Allen Street to Big Nose Kate's for a look see.




Rides and Events

Marine Moms Poker Run (continued)



The last stop was The Mescal Bar and Grill, west of Benson, hidden off I-10. Tom had it plugged in the GPS, but I thought we missed a turn when he jumped on I-10 for a few miles to Mescal, AZ. Some of the group caught a light in downtown Benson and had to regroup as one of them plugged the address in their GPS. They showed up 15 minutes after we did.



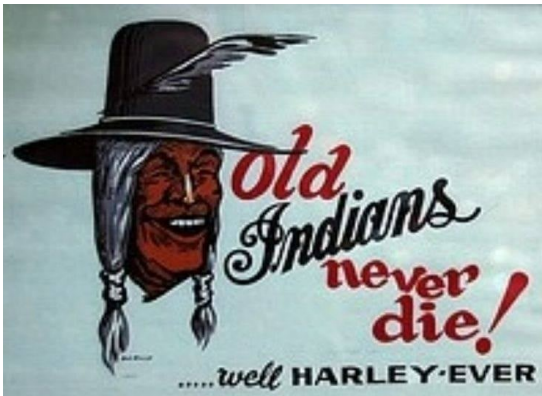
We did a short ride west on I-10 to AZ 83 and then retraced our route back to the 109 just at 3 PM to turn in our poker hands and grab our included lunch from one of the food trucks on site. At 4 PM they announced the winning poker hand and it was Nancy Ellis with a pair of Aces, Jack high! They also had several raffle prizes and a 50-50, but I didn't stick around for that. It was a good day for the Moms and the Kids. 



Lifelong Passion



Same Bike Same Couple 60 years
1944 Indian Scout



Odds & Ends



Pulsating Paula

When you keep failing your motorcycle license test and you're in denial



when you see it...



Credits and Captions

Thanks to our contributing authors and photographers:

Mike Ostrom

Molly Norman

Alfred McDonald

John Fucci

Phil Reiter

eD King

TUCSON



BLACK MOUNTAIN

Amusing captions submitted for this picture:

“I love the low seat height on my Indian”

“I couldn’t decide on a Chief or a Scout”

“The pavement is just about right”

“ This was the last place I saw my sidecar”

“I wish this thing came with peg feelers”



Just for Fun—Caption Contest

Please email your amusing captions for this picture to:

mdostrom@gmail.com

The best will be featured in the next newsletter.



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BLACK MOUNTAIN

