



Indian Motorcycle Riders Group Tucson Black Mountain Chapter Newsletter #32 Spring 2024 PART 1 of 2



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Dedicated to Robert "Smiley" Rollins, RIP

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Editor's Note By Debbie Ostrom

Welcome to **PART 1** of our 47-page Spring 2024 Newsletter. It was so big we had to split it in 2. Thanks to all the contributors this quarter!

This edition of our newsletter is dedicated to the memory of our brother, Robert "Smiley" Rollins of the Battle Born Chapter in Reno. He died in a head-on crash on the way home from Tucson Rundezvous 3. Details of the tragedy are on pages 2-3.

IN PART 1 We feature News, Racing, a New model review, Safety Corner and several Rides and Events from various contributing authors, Before the Tucson Rundezvous 3.

See **PART 2** for Rundezvous coverage, Motorcycle Art, Odds & Ends, credits, upcoming activities and caption fun.

Please send all submissions to: mdostrom@gmail.com



President's Corner By Mike Ostrom

This quarter we had a great Tucson Rundezvous 3, with a tragic ending. We mourn the loss Robert "Smiley" Rollins, and wish a quick recovery to those injured in an accident on the way home.

Thanks to Mike Lehnus, Molly Norman and Phil Reiter, who led and swept TR3 guided rides at Tucson Rundezvous 3. Also, to our officers and all the volunteers that helped organize and execute a successful event. Finally, thanks to everyone who attended! We enjoyed seeing old friends and meeting new ones.

Our charity raffle generated \$400 for the Salvation Army.

A special welcome to new Tucson Black Mountain members. Everyone is welcome to join us! Just send an email: President@IMRGtucson.org

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

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

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



News

Battle Born's, Robert Smiley Rollins Killed In Crash

By Hans "Salty" Amador with updates from Battle Born Riders

Well, the worst thing that could happen on a ride happened today when a kid in a silver car pulled out to pass a pickup truck and hit some of our group of 13 bikers head on. He obviously could not see over the pickup and did not know that we were coming the other way at 70 miles an hour! We were on our way home from the Tucson Rundezvous 3.

We lost Robert "Smiley" Rollins, who died at the scene. The old guy was a really good dude. Pablo Cortes, our road captain, was taken to the nearest trauma center and so was Dave Lauro, who had that custom painted orange Chieftain from the Hollister dealer. They were airlifted by helicopter to Thunderbird Trauma Hospital in Phoenix. The guy on the Harley went down, but we got his bike out of the ditch and were able to start it and he rode it to Boulder City before midnight.

We finally left the scene of the accident after they got the two motorcycles that went off the road and Rob-



ert's bike and the car that hit Robert's bike on another tow truck. We rode away with poor Robert laying covered in the road waiting for the coroner, I guess, to come get him.

I still can't believe that I managed to avoid hitting anything or anyone since I was so close to the front of the line.

After we left the wreck site, we rode north on Hwy 93 and stopped in the town of Wikiup. The lady inside the Chevron gas station knew about the accident because she has an app on her phone dedicated to Highway 93 where the wreck occurred. Highway 93 Blood Alley, is the name of the app because I guess there are so many wrecks that occur on this two lane road that has so much traffic on it, all going 65/70 miles an hour. There was even a picture of the wreck where the car hit Robert's bike on this app.



News

Battle Born's, Robert Smiley Rollins Killed In Crash (cont.)



The line of vehicles that were backed up, according to my odometer, was almost 6 miles long on that two lane highway. We waited to get through the traffic jam, south towards Phoenix. After we left, we rode kind of slowly because it was getting dark, the road was in poor condition and it was getting cold, too. Low and behold, the three tow trucks with the bikes and one with the car went by us. Definitely drove home the fact that we had been

through a horrific afternoon. I couldn't help but think about what happened to my good friend Robert and how quickly his life ended from that wreck.

We made it to Boulder City around 11:30 PM Sunday night, cold and counting our blessings. Monday we headed home, some to the Bay area and some of us to the Reno area, but without a beloved brother. He will be missed.

P.S. The young kid that pulled out and caused the accident, was arrested and hauled away. He was charged with Manslaughter and 10 counts of Reckless Endangerment. So, hopefully justice will be served and he ends up spending some time behind bars for his callous actions.

From Dave, who is in a trauma hospital near his Bay area home: "I have multiple injuries to the left lower leg and foot. They said minimum of 3 months of many surgeries."

Pablo has been released from the hospital and is back home mending. They put rods in his left leg.

Jeff Justus, President of IMRG Battle Born, is coordinating with



Robert's son and daughter on a possible service and Memorial Run in the Reno, NV area.

For updates, please see the Tucson Rendezvous Facebook page.



Indian's Troy Herfoss #17 Leads King Of The Baggers Series

BY CYCLE NEWS STAFF, April 23, 2024

When Troy Herfoss turned up to America at the start of the year, only a few would remember just how good he was on a supermoto during that discipline's glory years of the mid-2000s. Fast forward 17 years, and after returning to Australia to take three ASBK Superbike titles, Herfoss is back with a vengeance and now has the King of The Baggers field very worried after one of the most dominating performances in the class's short history.

Herfoss qualified an incredible 0.75 of a second clear of the field in the dry on the factory S&S/Indian Motorcycle entry ahead of Bobby Fong (SDI/ Roland Sands Racing/Indian Motorcycle) and Kyle Wyman (Harley-Davidson Factory Racing). He then took the two-lap Challenge win over defending number one Hayden Gillim (RevZilla/Motul/Vance & Hines Harley-Davidson) and Wyman to bag \$5000, the race-one win after a stellar fight with Wyman and Gillim, and a 13-second win in the tricky wet conditions in race



Troy Herfoss was operating on another level at Road Atlanta, sweeping all three wins and taking command of the KOTB Championship.



two over teammate Tyler O'Hara, with Max Flinders taking a popular podium in race two for an Indian Motorcycle 1-2-3.

"It was a weird race for me," Herfoss said after race two. "I got a really big gap in the first two laps. The first lap, especially—three seconds. Then it said five after lap two. I've never been in that situation where I've literally gone off the start and, in my mind, it was like, 'Okay, I've won the race. Just don't mess up.' You've got no idea how nerve-racking that is when you're in that position. How good is this? Indian one, two, and three. It's a perfect weekend for me."

The result sees Herfoss vaulted into the points lead on 135 ahead of Wyman's 126 and O'Hara third on 79 points.



Racing Standings

MOTORCYCLE RACING



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

Pos	Rider(s)	Points	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Wins
1	Brandon Robinson	86	3	1#	3	1*													2
2	Dallas Daniels	82	1*	3	2#	3													1
3	Jared Mees	75	6	5	1*	2#													1
4	Briar Bauman	59	8	4	4	5													0
5	Davis Fisher	58	4	6	8	4													0
6	Brandon Price	57	2	9	7	8													0
7	Jarod VanDerKooi	55	7	7	5	6													0
8	Johnny Lewis	40	12	13	6	9													0
9	Trevor Brunner	40	11	8	9	12													0
10	Sammy Halbert	36	5*#	2*															0
11	Max Whale	33		10	10	7													0
12	Dan Bromley	32	10	12	11	15													0
13	Cameron Smith	26	9	11	16	18													0
14	Ben Lowe	26	13	18	12	11													0
15	Declan Bender	25	16	15	14	10													0



Mission King Of The Baggers Championship

Season: 2024

Pos	No.	Name	Total	Diff	Gap	3/7/2024	3/7/2024	4/12/2024	4/12/2024	4/19/2024	4/19/2024
						Total	Total	Total	Total	Total	Total
1	17	Troy Herfoss	135	0	0	20	20	25	20	25	25
2	33	Kyle Wyman	126	9	9	25	25	20	25	20	11
3	29	Tyler O'Hara	79	56	47	6	13	16	11	13	20
4	43	James Rispoli	79	56	0	16	16	13	16	11	7
5	1	Hayden Gillim	74	61	5	13	11	11	10	16	13
6	88	Max Flinders	51	84	23	7	5	6	7	10	16
7	50	Bobby Fong	44	91	7	9	0	9	13	8	5
8	97	Rocco Landers	42	93	2	11	6	10	9	0	6
9	13	Cory West	41	94	1	0	8	8	6	9	10
10	78	Kyle Ohnsorg	35	100	6	10	10	7	8	0	x
11	10	Travis Wyman	35	100	0	8	7	5	0	7	8
12	85	Jake Lewis	24	111	11	0	9	0	0	6	9
13	32	Jesse Janisch	4	131	20	0	4	x	x	x	x
14	90	Zachary Schumacher	3	132	1	0	3	x	x	x	x
15	286	Gunnar Ouellette	2	133	1	0	2	x	x	x	x
16	11	Ruben Xaus	1	134	1	0	1	x	x	x	x
17	186	Shane Narbonne	0	135	1	0	0	x	x	x	x

Legend 1st place 2nd place 3rd place



2024 Flat Track Schedule

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

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

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



New Bike Review

2025 Indian Scout Review | First Look

By Rider Magazine Staff. April 2, 2024

In its first major revamp since its 2015 debut, Indian's Scout cruiser platform is all-new from the ground up, and the 2025 lineup includes five models, including some with names that will be familiar to any fan of Indian history: Scout Bobber, Sport Scout, Scout Classic, Super Scout, and 101 Scout. Three trim levels will be available, as well as more than 100 dedicated accessories.

At the heart of the Scout platform is a new engine called the SpeedPlus 1250. The V-Twin remains liquid-cooled but has been completely redesigned, punched out from 1,133cc to 1,250cc. Its bore goes up from 99mm to 104mm, while its stroke remains at 73.6mm. Power goes up to 105 ponies and 82 lb-ft of torque, and the 101 Scout gets a bump to 111 hp.



styling, bar-end mirrors, and slammed 2-inch rear suspension. The Scout Classic (starting at \$13,999) lives up to its name with a traditional design that includes flared fenders, wire-spoke wheels, relaxed ergonomics, and flashes of chrome. Their "as shipped" weights are 522 lb and 536 lb, respectively. We'll have to wait to find out what their curb weights are when their diminutive 3.4-gallon fuel tanks are full.



Also new is the Scout's frame, switching from an aluminum design to a simpler steel-tube chassis intended to be easier to customize, similar to what Indian did with the Chief platform in 2021. It supplies a 61.5-inch wheelbase with a 29-degree rake and 4.8 inches of trail.

Indian says the Scout's 25.6-inch seat height is the lowest in class. There are also new features and technology offered on certain Scout models and trim packages. All models except for the 101 Scout use a single 298mm front disc brake with a 2-piston caliper, and ABS is standard.

The least expensive version is the Scout Bobber, with prices starting at \$12,999. It's a low, stripped-down model with chopped fenders, blacked-out



News

2025 Indian Scout Review | First Look (continued)



Reprising a model name from the 1930s, the Sport Scout (starting at \$13,499) has a similar aggressive style as the former Scout Rogue, with a quarter fairing, 6-inch moto-style bar risers with machined highlights and a moto-style handlebar, machined triple clamps, along with a sport-style seat and a 19-inch front wheel. It weighs 528 lb as shipped.

The Super Scout mirrors the theme of the Super Chief, equipped for the open road with a quick-release windshield, saddlebags, a passenger seat, and 3 inches of rear suspension travel. Like the Scout Classic, it has chrome finishes and wire-spoke wheels. It's the heaviest Scout at 571 lb, and prices start at \$16,499.

Resurrecting another legendary model name from Indian's past, the 101 Scout packs more performance than any production Scout ever made. Its fully adjustable suspension consists of an inverted fork and piggyback rear shocks. Brakes are also high-end items, with a pair of 4-

piston radial-mount Brembo front calipers pinching 320mm rotors. Like the Sport Scout, it has black moto-style risers and a moto-style handlebar, but the 101 Scout sets itself apart with a custom-stitched gunfighter-style solo seat and exclusive 101 Scout badging, paint, and graphics. Prices start at \$16,999.

Three trim levels are available for certain models,



starting with the Standard trim package, which includes ABS, new LED lighting, and an analog gauge with new fuel level and fuel economy readouts for the Scout Bobber, Scout Classic, and Sport Scout. Upgrading to the Limited trim level (\$700) on those models adds selectable ride modes (Sport, Standard, and Tour), traction control, cruise control, and a USB charging port.

The top-of-the-line Limited +Tech trim includes the Limited features and adds keyless ignition and Indian's 4-inch round

touchscreen display with Ride Command that offers turn-by-turn navigation, point-to-point route planning, weather and traffic overlay, configurable gauges, ride stats, and optional Ride Command+ connected services. The Limited +Tech trim level adds \$1,700 to the base pricing for the Scout Bobber, Scout Classic, and Sport Scout, and it's standard on the Super Scout and 101 Scout.

Along with the five models and three trim levels, Indian will offer more than 100 accessories to enhance versatility, style, and comfort (including 32 ergonomic combinations). There are also four new accessory collections.

For more details visit the Indian Motorcycle website: [Indian Motorcycle - America's First Motorcycle Company](https://www.IndianMotorcycle.com)



Safety Corner

10 Safety Hazards While Riding Motorcycles

by Dead Mike Lehnus, Road/Safety Director



Hopefully, this will help prevent another tragedy. One of the best ways to keep safe during motorcycle rides involves knowing what risks you can encounter on the road. Here are ten of the most common motorcycle safety hazards to watch out for:

- | | | |
|--------------------|-------------------------|-------------------------|
| Lack of visibility | Lack of protective gear | Road conditions |
| Weather conditions | Distracted driving | Driver negligence |
| Lack of experience | Impairments | Intersection collisions |
| | | High-speed collisions |

TUCSON



Mike Lehnus
Road/Safety Director
SD@IMRGtucson.org

www.imrgtucson.org




BLACK MOUNTAIN

Facebook: Indian Motorcycle Riders Group of Tucson, Black Mountain

Remember, it's not IF they happen, but WHEN they happen.



Jim Eaton's Headstone Installed

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

and explor-
"Took-
has

Sentinel Peak. When Spanish soldiers

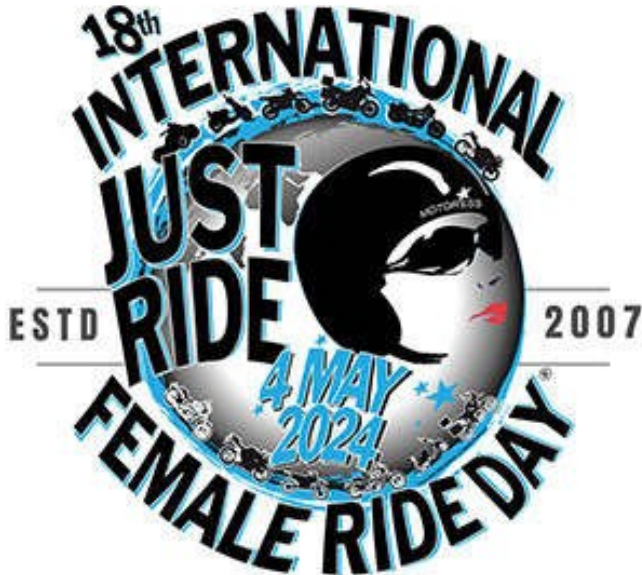
ers came to the region, they began pronouncing the settlement's name as son," leaving us with what is now Tucson, although the pronunciation clearly changed since then.



Rides and Events

18th International Female Ride Day May 4th

By Meagan Kusek, Feb 19, 2024



On Saturday, May 4, 2024, women riders from across the globe will unite to celebrate the 18th annual International Female Ride Day (IFRD), an event synchronized around the world to honor and highlight female riders in both motorsports and powersports. With the theme for this year being #IFRDEveryWoman, the globally recognized day will again highlight the diversity, strength and camaraderie of women riders everywhere while advancing gender parity in motorsports.

IFRD is all about women riders celebrating their love of riding motorcycles and enjoying powersports. The event emphasizes the numbers of women who are passionate about these activities and encourages other women to take up the sport. Women riders in over 100 countries are planning to join in and participate in rides, events and activities that showcase their devotion and dedication. The day promises to be an exhilarating celebration of women riders, whether you're an experienced rider or new to the scene.

Since its inception in 2007, IFRD has become a cherished tradition each first Saturday in May. Synchronized rides take place in cities and towns everywhere, showcasing the passion and dedication of women riders from all walks of life. From Australia to Africa, Europe to the Americas, participants come together to celebrate and represent their shared love of powersports and the freedom of the activity.

IFRD stands out for its steadfast dedication solely to women riders. Serving as a unified, global platform, IFRD empowers female riders to proudly display their varied motorsport passions, striving to dismantle barriers and confront stereotypes within the industry. From exhilarating group rides to empowering solo adventures and engaging community events, participants not only showcase their unwavering commitment to the activity but also serve as beacons of inspiration for the next generation of women riders.

From bustling city streets to scenic country roads, women riders of all backgrounds will come together on May 4 to celebrate their shared love of powersports. Social media will buzz with excitement as participants document their journeys using the IFRD hashtags amplifying the voices of women who ride.

"International Female Ride Day is more than just a day to ride; it's a movement dedicated to advancing women's presence in motorcycling, motorsports and powersports engaging women to pursue their passion with confidence," said Vicki Gray, founder of IFRD. "This year's theme, #IFRDEveryWoman, underscores the commitment to inclusivity and diversity within the powersports community. Women riders everywhere are invited to join in celebrating with the renowned IFRD call to action: Just Ride!"

As the anticipation builds for International Female Ride Day 2024, organizers are encouraging women riders everywhere to mark their calendars, spread the word and gear up for an unforgettable day of celebration, unity and sisterhood.

Where: Meet at Gear Shifters 8 AM and/or TTT Truck Stop 9 AM. Checkout our Facebook Events for details.



Bonita Reiter will ride with IMRG TBMC Lady riders again this year.

Rides and Events

River Bottom Bash

By Mike Ostrom



Although we are officially in an El Nino winter it seems La Nina didn't get the memo and has brought plenty of precipitation to the southwest desert this season. For the first Sunday in February, we got lucky for our ride to the River Bottom Grill in Florence for a late lunch, Alaskan Amber and live music by Guns Out. I posted a meetup in Catalina with KSU at 12:15 PM. This late departure strategy has two benefits (usually). In the winter it centers our ride during the warmest part of the day. At the Riverbottom, we are

able to arrive after 1 PM when the first wave of the lunch crowd are leaving and opening tables on the patio. We are able to get our first drink and order food before the band fires up at 2 PM.

Jim Frost had recently ridden the 10-mile stretch of AZ 79 between Park Link and AZ 77, and noticed quite a presence of Law Enforcement Officers. Not to worry, I typically lock the cruise in around 69-70 in the 65 MPH zone when leading this ride,



which is well below the threshold that attracts their attention. Sure enough, a Highway Patrolman passed us from the other direction, right around Park Link. We'd see two more LEO's before the day was over. We did have to pass a Jeep going under the speed limit and got passed by a couple of cars, pressing their luck, as well. It was a good pace for the cruiser-rich group of nine riders.

Rides and Events

River Bottom Bash (continued)

The River Bottom Grill is a favorite watering hole for bikers and snowbird friends, Ron and Chris Terrien, who borrowed a couple of my bikes to join us. As we arrived, some bikes were pulling out and the band was already setting up under their covered stage. There were plenty of tables available and we pulled two together for our group. Love it when a plan comes together!

It was in the lower 60's and a little cool in the shade so most of us sat with a layer on.



Service can be slow when the place is packed, because they always seem short-handed, but on this day a trainee was shadowing our server. The drinks and food arrived before the band started, and they started about 20 minutes early, to a full house. We had hit the sweet spot.

Guns Out played a nice mix of classic rock and were pretty good. People were up and dancing by the second song. We were sitting by the back outdoor bar away from the speakers and were able to carry on a conversation without getting blown out.

Most people hung around until the first set was over, but Jim and I had left our better halves at home so we departed a little sooner. A Sheriff was sitting on the outskirts of town, but not to worry, our strategy was still reaping benefits on a beautiful afternoon.



Rides and Events

Longhorn Lunch and Arivaca

By Mike Ostrom

It was a chilly morning so Dean scheduled the Thursday “Breakfast” ride for a brunch-like departure of 10:30 AM from the West Valencia QT. Seven of us headed south on Mission Road under bright skies. It wasn’t long until Mark Grosvenor zipped ahead on his KTM Super Duke. When Dean, Ron Terrien and I approached the Space-launch Cattle Guard at Pima Mine Road, we saw Mark on the side shooting a video of the gang.



Just beyond there, Ron and I passed Dean and hit the twistiest part of the route at an accelerated pace. We were on two of my Kawasaki’s and they were in the mood to move. After Mark shot the video, he must have passed the whole group as he was the first to shoot by the wash in which Ron and I had pulled over to snap some pictures. The rest of

the group soon followed and continued down Continental and the I-19 frontage road to the Longhorn Grill in Amado.

The Green Valley contingent was holed up in the bar when we arrived. Ed King was nursing a pickleball-injured shoulder, so Bill and Stephanie Mountain agreed to drive him to the Longhorn. The steak house does a good job on their half-pound burgers and it’s nice having local Barrio Rojo on tap.



Rides and Events

Longhorn Lunch and Arivaca (continued)



Right across from the Longhorn is Arivaca Road. It seems a missed opportunity to ride that far south and not ride the 23 miles of twists and turns to Arivaca. Ron and Mark agreed and the three of us headed to La Gitana Cantina in the small town. The fact that the Cantina has Barrio Rojo on tap was just icing on the cake.

For the ride back, bike-whore, Ron, jumped on Mark's new KTM and Mark chose the ZRX1200, leaving me the Z900 RS. The 2001 ZRX is old school with carbs and a fuel petcock, which I showed Mark before we departed. Sure enough, the big Kawi started sputtering along the way and Mark fumbled to access the gallon of reserve in the tank. He handed the bike back to me for the short ride to a station in Green Valley to top off the tank.

We rode Mission back north to Valencia Road, where Ron headed east on the Z900RS and we headed west toward Kinney Rd.

Mark continued home as I split off to Gates Pass and a scenic stretch back to Oro Valley. I was a little surprised that it was already 4:30 PM when I rolled in. It was a good way to spend the day!



Rides and Events

Bike Night at Gear Shifters

By Mike Ostrom



Johnny has scheduled Bike Nights at Gear Shifters for the second Friday of every month. In February, temps were forecasted for the mid to lower 50's during the 5:30-7:30 PM event. That is right at the temperature threshold for Debbie. She is admittedly a fair-weather rider, but enjoys Bike Nights and socializing with friends, so she decided to bundle up and jump on the bike.

We arrived right at 5:30, while it was still light and the Gear Shifters lot was only a third full. We wondered if the cool temps would keep rid-



ers away, but they steadily rolled in until the lot was almost full.

When you're retired, sometimes you forget that

people have to get off work before showing up.

Johnny had a couple of propane fire pits fired up and Debbie claimed a cozy seat near one. He also had fixed portable heaters going inside the store, which kept everyone comfortable as the sun disappeared. People were lined up at the Espresso Wagon and there was also a Food Truck on site.



Rides and Events

Bike Night at Gear Shifters (continued)

There's always a nice eclectic variety of bikes, but cruisers seemed to be in short supply on this night. The New Horizons snowbirds, Ron & Chris and Tom & Nancy, arrived at dusk and On Any Moto provided a couple of new Ducati's to drool over. One guy showed up on a Grom and another on a rat minibike! Such fun!



Gear Shifters takes bikes in on consignment and a few of them have been sitting there awhile. Gear Shifters part-owner, Scott Blaney's brother-in-law had just lowered the price on his 2016 BMW



\$1000XR to \$9,200 and it caught Ron's eye. We rearranged some furniture and Scott rolled it out of the shop so Ron could take it on a test ride. He liked it and started thinking logistics. Chris was less enthusiastic.

In the mean time, the girls were doing some apparel shopping at the 40% Off rack, by the space heaters.

Outside it was getting cooler and people were starting to take off around 7 PM or so. Debbie and I rolled out around 7:20 and were home before 8 PM. The temp gauge read 50 degrees on the bike, but Debbie said her fingers were cold. This Cleveland girl sure has Tucson blood coursing through her veins. The heated gloves and vest arrived a few days later.

Rides and Events

Death Valley and Valley of Fire

By Mike Ostrom



The four day ride to Death Valley is an annual winter event hosted by Craig Littlefield and the SEAT group. Some of us have attended in previous years and during Covid one year they had two rides; one in January and one in March. This year we went in mid February, and the weather was forecasted to be cool but dry.

Thursday morning about a dozen of us headed up I-10 and out I-8 to Gila Bend. After a short break we rode scenic Old US 80 north to Salome Rd and stopped in Salome for a bite. Two other sub groups had the same idea and we were in the second wave overwhelming the small kitchen. It was good food when it showed up. The last group of folks still hadn't received their food when we left.

We rode through Parker, along the Colorado River and around the traffic in Lake Havasu City. After a short stint on I-40 we exited in Needles and rode up the other side of the Colorado River



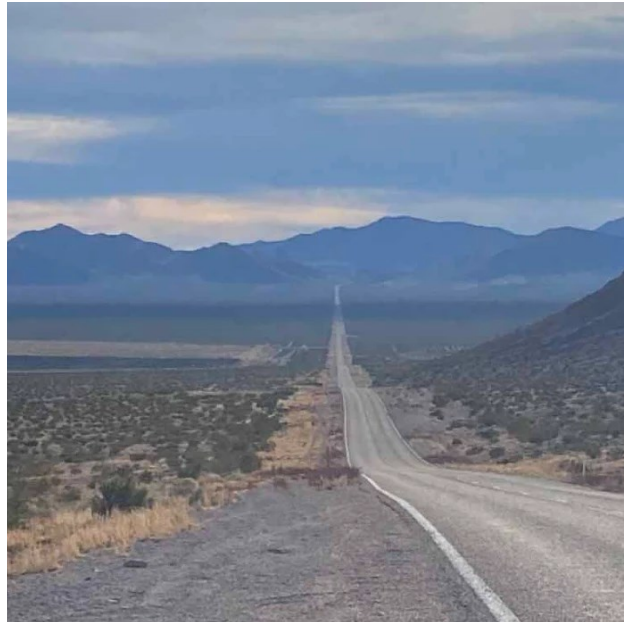
through California and Nevada to Laughlin. We had a \$64 reservation at the Edgewater hotel and got a free "upgrade" to a room with a pool view.

We met down at the bar for a cold one or two before walking next door to the Outback for dinner. Most of the 35 people who signed up for the ride were there. We sat at several tables. Craig even managed to hobble over with his bad foot. I felt his pain. I had a bad left knee that forced me to get off the bike on the opposite side and put a hitch in my giddy up on the whole trip.

Rides and Events

Death Valley and Valley of Fire (continued)

Day two started with an early 7:45 AM departure for the Denny's in Searchlight, NV. Ron Terrien and I got a jump on the larger group leaving at 8 AM and were the first to arrive at Denny's. When we told the waitress we were the first of about 20 riders headed that way, she looked like a deer in the headlights. We promised to help her slide tables together if she needed it. She may have been new, because we had to remind her to bring coffee, which seems like a Cardinal Sin when you just finished a cold ride. She made the others wait for their hand warmers too. We saved a seat for Phil and Bonita Reiter, who were about 20 minutes behind us.



Ron and I finished before some people got their food again and topped off our tanks before hitting NV 164 to California and the I-15 junction and the

first gas station. Somebody told Bonita that she didn't need to top off the tank on her Indian Chief Vintage because there was gas "right up the road". There wasn't and the big Chief came stumbling to a stop in the middle of nowhere. Phil had a short leaky Chinese pump and manage to siphon a quarter of a gallon or so which helped Bonita get a few more miles into nowhere before stopping on the side of her lane. Phil ran for gas and an hour later Bonita was up and running and the proud owner of a \$34 gas can.

Ron and I stayed ahead of the crowd as we hit CA 127 north to Shoshone for \$6 gas and then on to scenic Death Valley. Mark and Nancy Grosvenor were making there

own way through Death Valley. He was riding his motorcycle and she was driving the truck. The last we saw of them was in Shoshone as they pulled in for lunch as we were departing. They spent the night in Stovepipe Wells in Death Valley before going to Kingman.

I love the road that traverses Death Valley between mountain ranges, but this year it was littered with sand and gravel in some of the corners making it a bit treacherous. We stopped in Bad Water, which is 282 feet below Sea Level and saw a high of 71 degrees for the day and water in the lake!



Rides and Events

Death Valley and Valley of Fire (continued)



A few miles past Bad Water, we were surprised to see Artist's Pallet open to traffic. We had heard that it was closed. I tried shooting video with my iPhone through my curved windshield and it came out like a bad acid trip. We stopped at the Visitor's Center in Furnace Creek for a snack and watched a cool 20-minute video on Death Valley.

It got cooler as we ascended Daylight Pass Road from just above Sea Level to NM 374 that crests 4200 feet before dropping into

Beatty, NV at 3400 feet in the late afternoon. We always stay at the Exchange Club, which is within walking distance of The Happy Burro Saloon and Smokin' J's Barbeque. We headed to the Happy Burro first and long-time barmaid Kitty acted like she remembered us. The bar has a seating capacity of about 12 and a few more can find a place to stand. Outside is a cool covered deck with more seating and a oil drum stove that generates some pretty good BTU's. It took the chill out of the night air after sunset. We were on our second beer when Craig showed up and ordered two pitchers and then another! I went in to pay for my round and Kitty said Craig paid for everything! We ended the night with some nice Smoked Brisket and Jalapeno Mac-n-Cheese. Yum!

It was 39 degrees at sunrise Saturday morning and by 7 AM Mel's



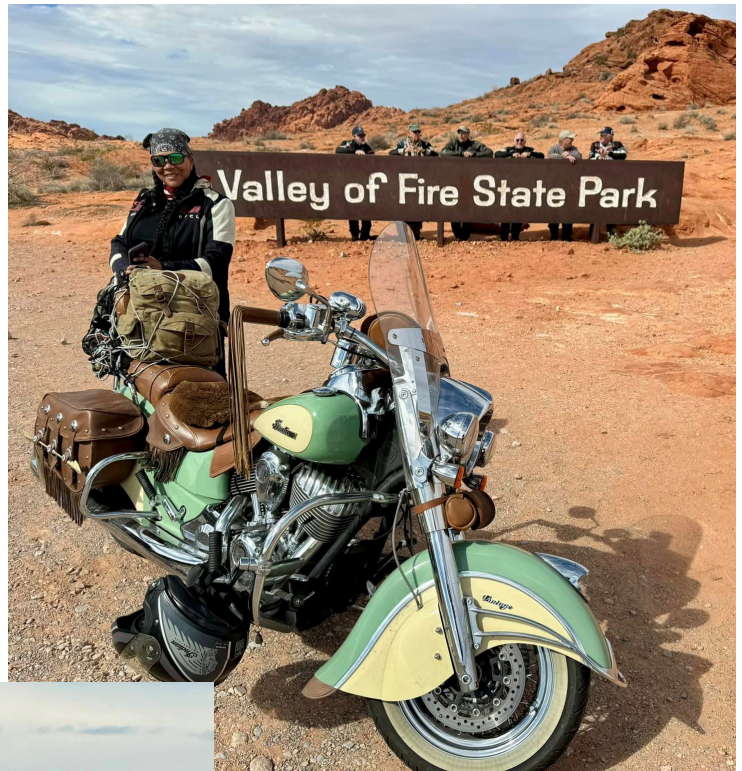
Diner, a quarter mile up the road, was full of SEAT Riders. Usually, we head back down into the Valley and head north on Scotty's Castle Road to the Ubehebe Crater, but this year Ron, Phil, Bonita, Larry and I joined Sam Halgren and Bill Flannery down US 95 to the Valley of Fire State Park.

Rides and Events

Death Valley and Valley of Fire (continued)

The 20-minute wait to pay \$15 per bike was worth it as we spent about an hour and a half riding through the Firey and rainbow colored rock formations, The highlight of the day for Ron and I was following Bill Flannery down Northshore Road to the Hoover Dam. Ron actually split off to visit a friend in Vegas after a hypersonic romp through miles of twisties! By the time I checked in at El Rancho Hotel in Boulder City, I was ready for a cold one so I picked up a six-pack. Bill Sam and Wil Smith helped me polish them off.

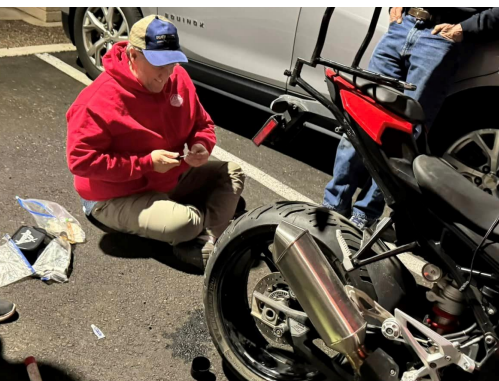
We were going to meet at Jack's Place on the Main Drag, but seating was limited. So we walked down Nevada Way to The Boulder Dam Brewing Company for a great burger and a beer. Later some live music fired up as we devised a plan to repair Craigs rear tire. Seems he picked up a nail along the way. Mike Ripley eventually got a plug to hold air as several of us supervised the one-man job.



Sam and Wil raved about the Coffee Cup Café for breakfast, so Ron and I decided to give it a try. We were up early and the Southwest Diner, next door, didn't open until 7 AM, so we rode down to the Coffee Cup. Wil and Craig joined us. We

were glad we all did. It was delicious!

Heading south on US 93 we always seem to pick up a front door traveling at a speed that most Arizona State Troopers would frown upon. And such was the case on this ride home. Ron and I made good time down to Kingman for gas



and then again on the way to Wickenburg.

Our last thrill of the day was

hitting the curves on Vulture Mine Road down to I-10 and AZ 85 to Gila Bend for gas and a Subway sub.



We had over 1300 miles on the clock by the time rolled in just after 3 PM. It had been another great ride and we managed to stay warm and dry.

Rides and Events

Annual Snowbird Ride to SRC

By Mike Ostrom

Ron Terrien and his wife, Chris, make an annual trip from Green Bay to Arizona each winter. Ron was the President of the RTEAM Riders Club before he retired and moved back home, eight years ago, to the frozen tundra where he grew up. As an avid rider, the first year back was tough. His bikes were hibernating in his Green Bay garage as we were sharing pictures of our two-wheel exploits throughout the southwest. So, I invited him to fly down for a week in February and stay



at our place. His room was right above a stable of motorcycles and I said he could have his pick. We decided on the Salt River Canyon as the destination of what would become a tradition for the Annual Snowbird Ride.

Now, Ron and Chris drive down in their RV and stay for a few months. This year they parked right next to current RTEAM Riders President, Tom Johnson and Nancy, creating

Party Central! Ron and Chris both came over to swap bikes every few days for local breakfast rides and bike nights. This year Ron and I rode out to Death Valley with our SEAT buddies, for a few days.

February 23rd was a beautiful day for a ride to the canyon and a dozen riders showed up, including snowbird, Jim Frost on his Indian Chieftain, down from Toledo. Ron had chosen the three-wheeled leaning Niken GT for the first leg and I started out on my Ducati Multistrada. It was the first year that one of us wasn't on the Ducati ST4s. Tom was on his Multistrada V4s,

making us look like twins, kinda. Mark Grosvenor jumped in the lead north on his Suzuki GSX-1000GT+, until Bob Gardner piloted his Super Tenere to pass him on the way to Winkelman. Bob had a burr under his saddle most of the day.



Rides and Events

Annual Snowbird Ride to SRC (continued)



Many of the gang turned up the wick on the scenic stretch of two-lane curves between Winkelman and Globe, creating a little gap between them and the folks that would rather savor the scenery than pay tickets. After reconvening in Globe, we continued north on AZ 77 to high country, cresting a cool 5800 feet in the San Carlos Reservation, complete with residual snow on the side of the road.

The SRC is the most technical section of

the ride, with several 25 MPH curves and switchbacks. It's my favorite part of the ride. Traffic was light as I made my way past a few fellow riders and slower traffic. To my surprise, Bob was waiting at Becker Butte on the far side of the canyon as I rolled in. That was a first! The rest of the gang soon gathered for some photos of the unusually green canyon and a brief break before heading back down.

As is tradition, Ron and I swapped bikes for the ride to Porter's Saloon in Superior. He took off on the Multistrada with the front group. I was one of the last to leave



and it took me a few curves to reacclimate to the three-wheeled Niken GT. It actually falls into curves more, but transitions

slower in S curves, than the Ducati.

Again, Bob was stretching the long legs on the Super Tenere and was nowhere



to be seen as I made my way through the pack in the canyon. I had the throttle WFO in a couple of places before catching a glimpse of him passing slower traffic ahead. Fun! Note to Helen: Hide Bob's Wheaties on ride days!

Rides and Events

Annual Snowbird Ride to SRC (continued)



I finally reeled him in as he got caught behind traffic, and not surprisingly, Mark, Tom, Ron, Dave Becker on his Ninja 1000, Carl Sheets, aboard his R1200GS, and Nate Ford on his Bandit 1200, started closing the gap on the way to Globe. Jim on his Chieftain and Phil, aboard his R1200RT, were being more sensible. Charlie Broder pointed his FJR home as the rest of us continued on US 60 west for about 20 miles to Superior.

There always seems to be something happening in Superior and traffic was congested near the Silver King BBQ end of town, but we were able to find parking in front of Porter's. We went to the out-

door lower deck level, where a couple were providing live music. Last time we were there the kitchen "lost" our order and we waited forever. This time wasn't so bad by comparison and their Superior Burger is one of the best anywhere.

Ron and I swapped bikes again for the ride south on AZ 177 past the Ray Mine. It's a beautiful ride though the hills, although there are some bumpy sections. Some guys headed west from Porter's on US 60 to AZ 79 and through Florence on the way home. I locked cruise control in for the long leg back to Tucson. Good thing I did. We passed a couple of LEO's making sure we were on our best behavior, for the first time all day.



Soon after another epic snowbird ride was in the books, Ron and Chris closed a deal on a mobile home in their RV park. It looks like we'll be seeing more of the snowbirds in the future. I wonder where we'll go for the 9th annual Snowbird Ride?

Rides and Events

Breakfast Meeting, Gear Shifters and Mountain Ride

By Mike Ostrom

It was unseasonably warm for our February 25th Breakfast Membership Meeting at Rudy's BBQ on Ajo Way. Later, it would warm up to 85 degrees in the valley and upper sixties on Mt Lemmon, so it was a great day to take a ride after the meeting. Six of us gathered in the Rudy's lot around 11:15 AM for a short ride to Gear



Shifters. Staci Miller and some Lady Riders were meeting there as well for a Gate's Pass ride, departing at noon. Jim Frost and Doug Hockstad had never been to Gear Shifters and were having fun to checking it out.

There were already a few riders there, including the Dawn Patrol gang that already rode up Mt Lemmon at 7 AM, just after sunrise and before the crowds made an appearance. Some 520 Moto guys had joined them by Johnny's Espresso Truck. We ran into Cy Sneed and his girlfriend, Michelle there. After some Iced Espresso and checking out the consignment shop, they agreed to ride up Mt Lemmon with us.



It was a beautiful day and idea. Traffic up the Catalina Highway was moderately heavy and we fell behind a slow procession up the hill for the first few miles. I was leading on the Chief Vintage, followed by Cy on his Chieftain and John Fucci on his Road Master. Bonita and Phil Reiter brought up the rear after Jim Frost turned on Houghton after seeing the congestion.

everyone had the same na Highway was moderately slow procession up the hill

Rides and Events

Breakfast Meeting, Gear Shifters and Mountain Ride (continued)

Cy and Michelle had planned on putting on another layer when it got cooler on the mountain so I was a little surprised when I saw them turn into a pullout at only 4,000 feet. Turns out the Chieftain with 77K



miles has been having some fueling problems when he was climbing in elevation, so they headed back down.

The rest of the group fell way back and I took the opportunity on a rare straight to pass the slower traffic and stretch the big Chief's legs a little bit. It cooled down nicely by the time I got to Windy Point at 6500 feet. The place was packed! There was some open motorcycle parking on the left, of which I took advantage, but John,

Bonita and Phil initially pulled off to the right looking for a spot. A classic car club had beat us there.

There was a guy with a huge telescope setup, offering looks at the moon and seeking donations to support his research? Not sure it was



worth the \$10 Bonita gave him,



but he was grateful. A guy pulled up on a Honda Shadow ACE with the plate, "737PLT", and asked if we ever saw the movie, *Body Guard*. He is the 737 pilot in the final farewell scene of the movie and had made some other Hollywood appearances before retiring to Tucson.

Debbie was hurting and unable to join us on the ride, so I made an early departure to head home. There other guys weren't too far behind me. Traffic on the way down was comparatively light and I had a blast. The optimistic temperature gauge on the Big Chief read 80 degrees as I pulled into the shed around 3 PM. What a gorgeous day!

Rides and Events

Globe-Superior Pre-Ride

By Mike Ostrom



In preparation for the Runderzvous, Road Director, Mike Lehnus, thought a pre-ride to Winkelman, Globe and Superior might be a good excuse for a ride. Molly Norman had planned the route and intended on leading the ride during TR3, but Mike wanted to be familiar with the route if he ended up leading or sweeping. His better half, Anita was sweep for this ride, keeping Phil Reiter company.

Molly will be leaving from Desert Diamond's south lot, but we met

up at the Ina QT with KSU 9:30 AM. We hung around until 9:45, waiting on Ron Terrien, who went to the wrong meetup location before reading my, where-are-you? text. We took Twin Peaks to Tangerine and AZ 77 north. Molly will likely grab AZ 77 much further south and hit many more lights than we did. By the time we hit



Mammoth, Ron had caught up.



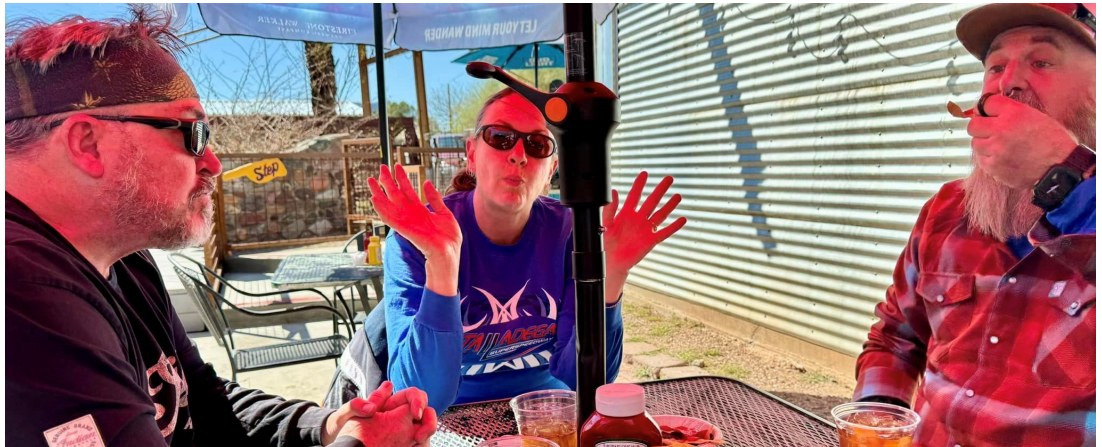
Not sure which way Molly will go when she gets to Winkelman. She plans on lunch at Porter's Saloon in Superior and may want head north on AZ 177 and do that first, giving folks and option on the return. Mike suggested we do Globe first then hit Superior on the return loop. It really is nice to do the Winkelman loop of AZ 77, US 60 and AZ 177. They are so scenic and great sweepers that are ideal for motorcycles. The length of the ride from the Casino may limit options.

Rides and Events

Globe-Superior Pre-Ride

We arrived at Porter's right at lunch time. It was a beautiful day to sit on the lower outside deck and enjoy a Superior Burger. There was a couple playing live music and we had good service as a bonus.

Although this was a "pre-ride," the route home, rather than back to the casino, provided some different options. For those that access their southeast home from I-10, like Mike and Anita, it made sense to continue west to AZ 79 and ride it south through Florence to Park Link west to I-10. Ron was returning with me to Oro Valley so we rode AZ 177 back to Winkelman. Phil joined us on a great afternoon. Hope they have as much fun on the TR3 ride!



Rides and Events

Taco Sunday

By Mike Ostrom



It was perfect weather for a run to Circle S Saloon in Marana for their infamous Taco Sunday. Beating inflation, you can still get three ground beef tacos for \$2.25! Shredded pork or chicken is slightly more. Eleven riders showed up for the scenic route over Gates Pass and down Kinney Road on a gorgeous morning. Debbie and I got a little too enthusiastic on one tight right hander, leaving a bit of chrome behind as a memento. Dennis had one corner sneak up on him too, aboard his new Harley. Tyler Stranik, behind us, didn't seem to have any problems on his Rock III.



We picked up Mark Grosvenor on his GSX-1000GT+ at the top of Gate's Pass. He filled in at a gap in the procession after Doug Hockstad on his Indian Springfield and before Jim Frost on his Chieftain. Mark took the Clayton Road route to beat us to Circle S. We saw a familiar green and cream Indian trike parked out front when we pulled in. Harold already had his tacos when we walked in. Poblano and Elsa joined us just as our tacos showed up. They were delicious, as usual. Our bill was for \$13.66, which included nine tacos and two draft beers!

Debbie and I took the scenic route home, up Twin Peaks to Tangerine. Debbie was not hurting too much and it was in

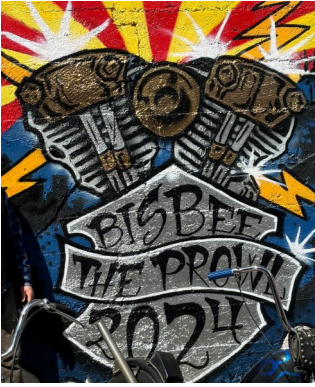


the low 70's and sunny. We stopped at a Craft show along the way and she bought a beautiful bejeweled piece of art for one of her girlfriends. It fit perfectly in the saddle bag and arrived home in one piece. It didn't have to share any space with leftover tacos. Those were long gone.

Rides and Events

The Prowl Chopper and Custom Bike Show in Bisbee

By Mike Ostrom



The Prowl is an annual event that has been going on for years. I never made it until this year. It was a busy Saturday for me, starting with my weekly Gearhead breakfast with the boys, a stop by Gear Shifters and then the meetup with fellow prowlers at Old Pueblo Harley on 22nd Street. They advertised pie in celebration of Pi day a few days earlier, but nothing materialized by the time we rolled out around 11:15 AM. There was a chili cook off starting, that required signing a waiver. Didn't want to take a chance on chili that requires a waiver before a long day in the saddle!

Tom Johnson and Nancy Ellis led the group of eight bikes south on Houghton to Sahuarita Rd and AZ 83. We got separated through the twisties and reconvened at the Sonoita Shell for brief comfort break. We continued south on AZ 90/92 through Sierra Vista to US 80 and descended to the Bisbee enclave of bikes. The place was packed!

They charge a \$15 admission fee per head and we were on our own to find a parking spot among the hills. Our little group ended up scattered about and temporarily disconnected. I started out alone wandering through the maze of unique choppers and custom bikes.



I've always been attracted to the individual expression of art the manifests itself in a chopper or rat bike. Impractical as they are for almost any type of riding short of bar-to-bar hopping, they appeal to the small part of my brain



that appreciates form over function.

Rides and Events

The Prowl Chopper and Custom Bike Show in Bisbee

The preponderance of choppers start life as a Harley. There were a few Triumphs and even fewer Springfield, MA-era Indians that made an appearance at the Prowl, this year and a smattering of Japanese models, as well. I took a bunch of pictures and posted many on Facebook. Space is limited here to showcase more than a few.

I ran in to several friends along the way. Looking almost exclusively at the eye candy, instead of where I was going, I became aware of someone stand-



ing directly in front of me. When I looked up, or rather down, I recognized Chris Black, under her hat and behind her shades! She and her husband Mike had arrived early for preferred parking. Charlie Emery and some of our OPR friends had ridden into town the day

before and had hotel rooms overlooking the festivities. Ward Lueth was there with his brother Tattoo and his wife, who posed on a gorgeous old-school Panhead chopper for me. Ward shared that Poppa Gene's riding days are behind him.

Our group got back together briefly for a bite to eat before I headed back to Oro Valley. Several of them had a "tent" reserved in Tombstone for the night and prowled the bars there to enjoy the live music before calling it a night.



Credits Captions & Events

Thanks to our contributing authors and photographers:

Debbie Ostrom	Mike Ostrom
John Fucci	Molly Norman
Mike Lehnus	Cycle News Staff
Troy Siahaan, Motorcycle.com	Rider Magazine Staff



Amusing captions submitted for this picture:

"I wish I didn't have to get on the freeway"
"I get 70 Miles Per Gallon on this Hog"
"Where are all the chicks I heard about?"
"Last time I buy a Harley from China"!



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.



Upcoming Events:

- International Female Ride Day, May 4, 8AM Gear Shifters, 9AM TTT Truck Stop
- May 10, 6-8 PM, Bike Night Gear Shifters
- 3 Points, Arivaca, Amado Lunch Run, May 11, 9 AM, RC: Mike Lehnus
- May 19 Membership Breakfast and Meeting, Rudy's BBQ, 8:45 AM
- Silver City, NM Blues Festival, May 25 & 26
- American Legion Riders, Springerville 666 Poker Run, June 15
- White Mountain Rally at Hon-Dah, June 21 & 22
- Run to the Rez, October 17-19

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INDIAN MOTORCYCLE RIDERS GROUP
BLACK MOUNTAIN

Bonita Indian Reiter
Activities Director
AD@IMRGtucson.org
www.imrgtucson.org



Facebook: Indian Motorcycle Riders Group of Tucson, Black Mountain

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TUCSON
INDIAN MOTORCYCLE RIDERS GROUP
BLACK MOUNTAIN

John Fucci
Treasurer & Web Dr.
Treasurer@IMRGtucson.org
702.353.1120
www.imrgtucson.org



Facebook: Indian Motorcycle Riders Group of Tucson, Black Mountain

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