



Indian Motorcycle Riders Group Tucson Black Mountain Chapter

Newsletter #25 - Summer 2022

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Editor's Note By Debbie Ostrom

Welcome to our Summer 2022 Newsletter. We reach a significant milestone with this, our 25th edition of our nationally recognized Newsletter! We are proud of this publication and want to thank everyone who has contributed over the years!

This issue has the latest motorcycle news, racing news and ride articles. Read about the latest King of Baggers and Super Twins Wrecking Crew in Racing News.

We feature Durango Rendezvous coverage and more Indian history, as well as, Odds and Ends, credits and caption fun. Thanks to eD King for his Bio on page 13.

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

Summer heats things up in the Old Pueblo, but we still managed to put many miles behind us, some to cooler destinations, like Pinetop and Durango. Some pretty hot like our ride to Black Mountain distillery in Cave Creek where we saw 115 along the way!

Thanks to Mark Grosvenor for his service as VP and especially organizing our Black Mountain shirt distribution! Thanks to Frank Leadley for stepping up as our new VP!

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

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

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

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



News

Lane Filtering Law Passed in Arizona Takes Effect September 15th!

Reprinted in part from Cycle News, March 28, 2022

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

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

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

The law is set to be in effect 90 days after the June 17th legislative session adjournment, which is September 15th, ABATE of Arizona and the Arizona Motorcycle Awareness and Safety Foundation will be working with the Governor's Office of Highway Safety and the Department of Public Safety to educate riders and the public on the new legislation. "Once the legislation was sent to the Governor's desk, we started collaborating with the government to get PSAs and TV spots moving," said Infanzon.

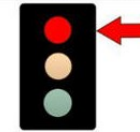


Speed limit on road is 45 mph or less

Never on freeways



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



Motorcycles can only lane filter between STOPPED vehicles



Motorcycle speed cannot be more than 15 mph when filtering



The movement may be made SAFELY



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

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

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

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

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



News

Polaris sees Challenging First Quarter, with profits down 48%

By Catherine Roberts Reprinted in part from Star Tribune, APRIL 26, 2022

Profit margins were down as the company dealt with supply-chain disruptions that had it chasing presold orders and inflation. Polaris Industries' costs for parts and materials increased \$100 million in the first quarter.

Despite paying more, the Medina-based company still could not get everything it needed, company officials said Tuesday. Issues with its bearings supplier affected production at Roseau, Minn. Ongoing problems with computer chips, wire harnesses and shocks held up vehicles that were otherwise ready to ship.

Steel was up 130% over the same quarter in 2021, said Chief Financial Officer Bob Mack in an earnings call with analysts. Aluminum cost 140% more.

The manufacturer of all-terrain vehicles, snowmobiles, motorcycles and boats raised prices more than 10% toward the end of last year. While the price increases covered higher costs, the profit margin did take a 4% hit.

Overall, net income of \$70 million, or \$1.14 a share, was down 48% over a strong first quarter last year. Sales were nearly flat at \$1.96 billion.

Neither profits nor revenue met analysts' expectations, and Polaris shares took a hit, ending Tuesday down nearly 8%.

While the first quarter was bumpier than expected, Chief Executive Officer Mike Speetzen and Mack said another single-digit price increase enacted April 1, plus some better forecasting by suppliers, should allow growth in the second half of the year.

Polaris expects full-year sales to increase 12 to 15% and annual earnings per share to increase 11 to 14%.

In March, the company broke ground on a \$22 million, 28,000-square-foot robotic liquid paint facility as it continues to expand facilities in Roseau. It also announced a 165,000-square-foot expansion of its parts and accessories distribution center near Dayton, Ohio.

The company lost some market share during the quarter, but Mack said looking over a 12-month cycle its share is pretty even. The current shift quarter to quarter depends on when different companies can get vehicles to dealers.

Motorcycle sales took the biggest hit in the quarter. North American sales for Indian Motorcycles were down 30%, while the motorcycle industry as a whole saw sales only dip about 10%.



News

Indian Motorcycles Launches New Video Series – Epic Pursuits

Reprinted in part from Indian motorcycles Press Release, May 3, 2022

It's time to hit the road and discover some of the most beautiful destinations in America. Indian Motorcycle, America's First Motorcycle Company, today announced the debut of its first-ever motorcycle touring series, Epic Pursuits. The two-wheel travel series will take viewers on three unique adventures aboard the Indian Pursuit, the brand's most-capable touring machine. Whether a long-time, avid motorcyclist or newly licensed rider, Epic Pursuits champions the totally unique experience, camaraderie and euphoria that can only be found when road-tripping with friends on motorcycles.

Hosted by Matt Vincent, an accomplished athlete, adventurer, and entrepreneur, each epic journey will feature a new cast of characters, saddling up for the ride of a lifetime through three different regions of the country. Each journey will be chronicled with three episodes – showcasing the area's breathtaking scenery and local sights, as the group explores and immerses themselves within the local culture.

"If there's one thing we've learned as a post-pandemic society, it's that life can change in the blink of an eye. We all have that one trip, that one ride that's been on our bucket list far too long, and now's the time to pursue it," said Aaron Jax, Vice President of Indian Motorcycle. "That's exactly why we created Epic Pursuits – to inspire riders all over the world to seize the day by getting out on that two-wheel journey they've dreamt of and create those experiences and memories that can only be found on the back of a motorcycle."



Pursuit Dark Horse



Pursuit Limited

Premiering today on the Indian Motorcycle YouTube channel, the first three-part installment debuts, as Vincent and company take to the Southeast. From the cobblestone streets of Charleston, South Carolina, through the everglades of Florida, Vincent and company make their way to the Florida Keys. Throughout the three episodes, the riders stop at local restaurants and tourist attractions, even hitting Daytona Beach to experience the infamous Bike Week. As is often the case with any road trip, unpredictability rears its head. Several unforeseen obstacles and inclement weather ultimately make the experience and memories all the more sweet and the final accomplishment of conquering a 900-mile ride becomes a badge of honor.

As Epic Pursuits continues, series two will venture down the West Coast, as Vincent and a new crew of riders begin their journey in San Francisco, traversing down the California coastline to Los Angeles and heading inland to the spiritual desert oasis that is Joshua Tree. From there, the third and final epic adventure will head to the Pacific Northwest, where the riders make stops through Oregon, Washington and Idaho. The next two trips will debut this summer.



Indian's Jared Mees Leads Super Twins After 10 of 17 Races

July 16, 2022, By AFT, in part

Briar Bauman (No. 3 Indian Motorcycle/Progressive Insurance FTR750) scored his second straight victory at the Mission Port Royal Half-Mile thanks to a virtuoso performance at Port Royal Speedway on Saturday evening in Port Royal, Pennsylvania.

The two-time Mission SuperTwins champion had suffered through something of a wins drought by his standards after taking last year's Port Royal Half-Mile, claiming just one triumph in the following 15 races. However, Bauman looks to be well and truly back to peak form now, adding a second consecutive win to record this season."

The 22nd premier-class win of Bauman's career carried some extra significance, coming on an evening in which the paddock earlier paid tribute to Ryan Varnes by donning his number #68 en masse for a memorial lap led by the late rider's family.

After taking the checkered flag in the Main Event, Bauman took Varnes' girlfriend, Jennifer Hoshauer, for the victory lap.

"Honestly, it's an emotional day for the sport of flat track," Bauman said. "I can't thank everyone who participates in flat track enough right now. I can't believe how strong the Varnes family is... All the fans were supporting us during our lap of honor. I don't normally do burnouts – I don't know if I've ever done one – but I just felt like we needed to do it. It was for Ryan."



Briar Bauman closed the gap last 3 races

Pos	Rider(s)	Points	Race Results																	Wins
			Volusia HM II	Texas HM	I-70 HM	Red Mile I	Red Mile II	Laconia ST	Lima	New York ST	Port Royal HM	Peoria TT	Black Hills HM	Castle Rock TT	Sacramento Mile	Springfield	Springfield	Cedar Lake ST	Volusia HM III	
1	Jared Mees	188	5	1*	1*	2	1#	6	3	3	3	4								3
2	Briar Bauman	185	1*	4	2	7	5	5	4	1	1*	2								3
3	Dallas Daniels	172	4#	3	4	1*	4*	2	2#	6	4	3								1
4	JD Beach	159	3	2	5	14#	3	1*	5	4	12	1*								2
5	Brandon Robinson	143	6	6	3	4	9	9	1*	5	5	7								1
6	Jarod Vanderkooi	142	9	5	9	6	7	3	7	2*	2	5								0
7	Bronson Bauman	120	2	8	6	12	8	4	6	7	10	10								0
8	Davis Fisher	111	14	7	8	8	2	7	8	9	8	11								0
9	Jesse Janisch	101	7		7	9	6	8	11	8	6	8								0
10	Robert Pearson	60	15	15	11	10	13	12	13		9	13								0
11	Shayna Texter-Bauman	57	13	16	12	11	12	14	12	11	13									0





Indian's Tyler O'Hara Tops King of the Baggers Series

2022 King of the Baggers Point Standings 5 of 7 Races

Pos	Rider	Brand	Points
1.	Tyler O'Hara	Indian	87
2.	Kyle Wyman	H-D	86
3.	Travis Wyman	H-D	86
4.	Jeremy McWilliams	Indian	78
5.	James Rispoli	H-D	53
6.	Taylor Knapp	H-D	52
7.	Bobby Fong	Indian	35
8.	Andrew Lee	H-D	35
9.	Frankie Garcia	Indian	30
10.	Patricia Fernandez	Indian	22
11.	Cory West	Indian	18
12.	Zack Nation	H-D	15



Tyler O'Hara #29 Leads Point Standings

The King of the Baggers series has caught fire since its one-race kick off in 2020, when Tyler O'Hara ushered his Indian Challenger to the inaugural championship. Tyler was set to repeat in 2021 when he failed to finish in race 2 of the 3-race series allowing Tucson native, Kyle Wyman, to win the championship for Harley.

The three-round 2021 MotoAmerica King Of The Baggers Series generated more than 19 million impressions and an engagement of 1.2 million on social media with the races delivering over 1.1 million views and 43,000 total hours of viewing time on YouTube. "The popularity of last year's three-round King Of The Baggers Series was such that it left our fans, teams, sponsors, and racers wanting more," said MotoAmerica President Wayne Rainey. "So, we are giving them what they want" – a seven-race championship series.

Through 5 of 7 races, Tyler O'Hara leads the 2022 series on his Indian Challenger by a single point! Brothers Kyle and Travis Wyman are tied for second on their Screamin' Eagle Harleys, after leading an H-D podium sweep at Laguna Seca on July 10th to close the gap on Tyler, who finished fourth.

Tyler and Jeremy McWilliams each started with a win apiece of the first 2 races at Daytona. Kyle Wyman bounced back in race 3 at Road Atlanta after a DNF in race 2. Kyle's little brother, Travis Wyman, won race 4 at Road America just ahead of Kyle, McWilliams and O'Hara.

The final 2 races are July 31 at Brainerd Raceway, MN and September 11 at New Jersey M/S Park. Competition has been fierce this year, so hold on for an exciting finish!





2022 King Of The Baggers 7-Race Schedule

2022 MotoAmerica King Of The Baggers Championship:

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



2022 AMA American Flat Track Schedule

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

SHOOTOUT

Harley-Davidson Nightster Vs Indian Scout Rogue

Reprinted in part from *Motorcycle.com*, by Troy Sishaan July 1, 2022

The Harley vs Indian rivalry is up there with some of the biggest rivalries in modern pop culture. Think Coke vs Pepsi, Mac vs PC, Army vs Navy, Edison vs Tesla. Then there's Harley vs Indian. Taking this particular rivalry to the 21st century, we fast forward to this, the Harley-Davidson Nightster and the Indian Scout Rogue. Two modern examples of classic American cruisers, built by the very companies that know the genre best.

With the Harley-Davidson Nightster, we're seeing an offshoot from the Sportster



S launched in 2021 – the biggest single revolution of the Sportster family in its history. Instead of the S's RevMax 1250, this one's Powered by the Revolution Max 975T. It's still a V-Twin, but it's nothing like the Sportster engine of before. Here you'll find liquid cooling, overhead cams, and even variable valve timing. And that doesn't even account for the modern Showa suspension and – get this – three inches of rear suspension travel. Huzzah! With the Nightster, you'll find something closer in essence to the original Sportster (like the ones from the 1950s) – a bike that allowed you to do a little bit of everything but stayed true to the Sport in its name.

The Indian Scout Rogue, on the other hand, is far from revolutionary. It follows the mold of building upon – but not straying too far from – a single platform to a T – a tactic so many other manufacturers do as well, including Harley. Anyway, the bones of it all start with a Scout, including the rumbling 1133cc liquid-cooled V-Twin. From there, Indian mixes and matches parts from the shelves. Not that that's a bad thing. In this case, we're looking at the full blacked-out treatment, 19-inch front wheel, a solo seat, mini ape-hanger bars, drooping mirrors, and a bikini fairing to round out the package.

As a styling exercise, both bikes stay true to the images they're trying to portray. The Nightster is a respectful interpretation of what a modern-day Sportster could be, while the Rogue, quite simply, looks good. It's sculpted where it should be, flexes its muscle in all the right places, and looks imposing even sitting still. Ryan, being the dapper fellow he is, got multiple compliments from people about the Rogue. The Nightster? Nuthin'.



SHOOTOUT

Harley-Davidson Nightster Vs Indian Scout Rogue (continued)

Ryan says: The Scout Rogue ticks all the boxes for my millennial style preferences. Blacked out components, check. Matte finish, check. I've always loved the look of the Scout's engine too. The Rogue really ties it all together in the looks department for me.

I, for one, like the Nightster's homage to its past. The overall shape is sporty, athletic, and fun. I even like the retro-inspired peanut tank shape, too. But the closer you get to it, the more you start scratching your head. At least from an aesthetic point of view. The air intake no longer houses the air cleaner, which is fine, but it's now wearing a round cover, held in place by three rubber press-fit tabs, to look like the round air cleaners yesterday's Harleys are so well known for.



Indian Scout Rogue



Harley Nightster

Fine. We'll give that one a pass. What's harder to look at is the entire left side of the motorcycle. For as finished and polished as the right side of the Nightster looks, the left side of the bike reminds me of those times in school when, during a test, time ran out and we turned in what we had.

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Here's Ryan's take on the Nightster's looks:

I really dig the fact that Harley kept the Nightster true to the silhouette of the previous-gen Iron 883, but the overall styling doesn't really work for me. When I think of cruisers, I like a little nostalgia. To me, a big V-Twin Harley-Davidson looks right at home next to a hot rod from the 30s, 40s, or 50s – no matter what year the motorcycle is. This new Nightster doesn't do that for me. It looks more like a plumped-up caricature of what a Sportster used to be.



SHOOTOUT

Harley-Davidson Nightster Vs Indian Scout Rogue (continued)

Okay, But What Are They Like To Ride?

We begin, as we usually do, with the engines. If you look at the dyno chart, on paper the two V-Twins are remarkably similar. Both make around 80 horsepower and 64 lb-ft of torque. Even the overall shape of the dyno graphs follow very similar paths.

The difference-maker is something you can't see on the dyno – engine character. The RevMax engine in the Harley is 158cc smaller than the Indian. With a smaller bore (97mm vs 99mm) and significantly shorter stroke (66mm vs 74mm), the RevMax likes to spin up and really comes alive the higher the revs climb.

By contrast, the Indian's 69 cubic inches lopes along like a cruiser should, doling out its torque in quintessential V-Twin ways the moment you twist the grip. It doesn't come alive at higher revs like the Harley, but it'll deliver all of its power right up to redline if you really need it to. It's everything you expect from a muscle cruiser and shifting through the six gears while in the meat of the power is how you put the Rogue in its sweet spot. "It's fun to ride the torque wave of

the Indian's more cruiser-like mill, but the Rogue doesn't deliver nearly the sporting experience of the H-D," Ryan says.

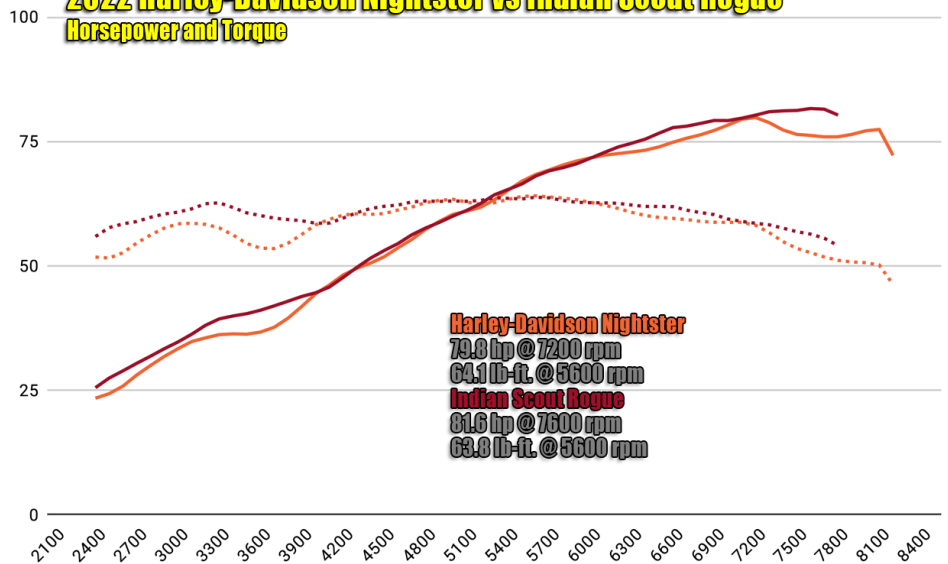
If the engines didn't give away the differing characteristics of each bike, then the riding dynamics drive the point home. Oddly enough, it all starts with the seats. The Harley's flat profile offers no support when the power of the RevMax engine kicks in and you find yourself scooting back in the seat even though you

didn't mean to. If you didn't know any better you'd think the Nightster's saddle is actually tilted backward a few degrees. The Indian is a nice reminder of what a classic cruiser position is like. Your feet are forward, your hands are reaching (but not too far) for the bars, and the seat locks you into place. On the bright side, you're not creeping backward unintentionally like you are with the Harley, but the seat also keeps you from going anywhere.

MOTORCYCLE.COM



2022 Harley-Davidson Nightster vs Indian Scout Rogue Horsepower and Torque

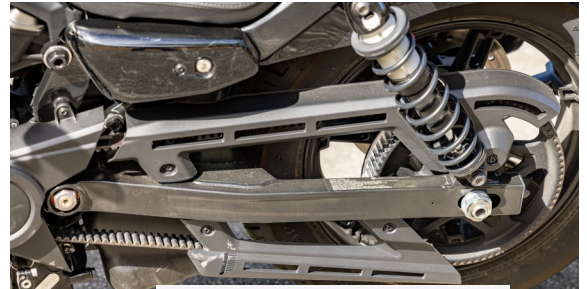


SHOOTOUT

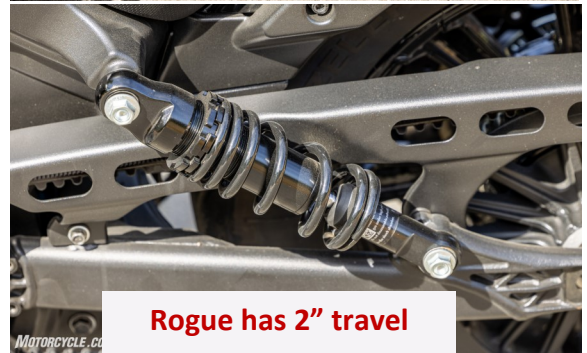
Harley-Davidson Nightster Vs Indian Scout Rogue (continued)

So it's a lose-lose. Both bikes suffer compromises, but there's a silver lining. When you get out of cruiser mode and delve into sporty mode, the Nightster's mission, and ergos, start to make a little more sense. Approach anything remotely twisty and you're sitting forward anyway and can take advantage of the Harley's willingness to lean (at least compared to the Indian).

With a whopping three inches </sarcasm> of rear suspension travel at your disposal, the Nightster feels plush compared to the Indian. When you're talking about so little travel in the first place, every inch counts (keep it clean, people), and the extra inch compared to the Rogue offers just a little more compliance over bumps or freeway expansion joints. In the Rogue's defense, it has no intentions of being a sporty motorcycle – this was supposed to be a cruiser Showdown after all. It will still get around a corner more deftly than most traditional cruisers should. You just need to get used to the pegs sacrificing themselves to the pavement, as they will get chewed up. But again, the Rogue isn't about carving. It's about cruising – and it's really good at that. While stuck in a conga line of traffic, moving approximately 30 mph, I hit a bump on the Indian that immediately made my back tighten. Sure you can insert the old man joke here, but the point remains: having so little suspension travel is ridiculous.



Nightster has 3" travel



Rogue has 2" travel

What's It Going To Be?

In stock trim, both leave things to be desired. However, we approached this test from a fairly specific viewpoint: that of the classic American V-Twin cruiser. Keep that in mind, as our performance-biased scorecard will show the Harley as our winner. In reality, the scorecard can't capture the "it" factor that is lightweight V-Twin cruising, and that's why, in our minds, the Indian is the real winner here.

Ryan captures our collective thoughts nicely:

Even with the Harley-Davidson delivering better performance in nearly every way, our comparison still left Troy and me wondering if that's what a "lightweight" cruiser customer wants. The Indian Scout Rogue delivers the cruising experience one has come to expect from the category – for better or worse – while the Nightster delivers an entirely new experience of what a lightweight cruiser can be. Is it too different though? Only time will tell.



Safety Corner with Phil



Phil Reiter, Safety/Road Director

You need to start drinking (water) — fast and furiously.

Reprinted in part from Axios and U.S. National Academies of Sciences, Engineering, and Medicine

Chances are very high that you're dehydrated. Studies show up to 75% of us are not drinking enough water. Dehydration — even mild — hits every part of your body, from your brain to your gut to your skin. You may be dealing with a slew of ailments and annoyances that you didn't even know water could wash away, experts say.

The U.S. National Academies of Sciences, Engineering, and Medicine recommends that the average man drink about a gallon of water a day and that the average woman drink 3/4 of a gallon. You're probably not doing that. A gallon is 8 to 10 tall glasses of water. And the majority of us don't drink enough because we forget or get busy. Up to 20% of your daily water intake comes from food, but the rest you need to get from drinking.



Dehydration is a common cause of hospital admission, doctors say. Researchers have associated dehydration with declines in focus and short-term memory. And studies have linked drinking more water to the prevention of hypertension, constipation and urinary tract infections as well as weight loss.



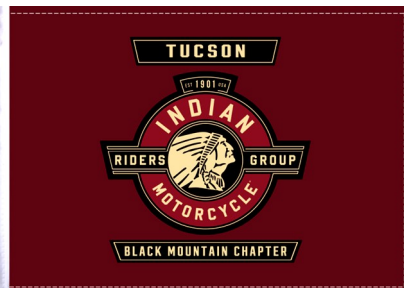
Here are our hydration tips, gleaned from experts and scientific literature.

Drink water before and after meals to aid in digestion. And sip your water throughout the day instead of chugging it. Water is the best choice, but not the only beverage that counts. Walter Willett, an epidemiologist and nutritionist at Harvard's School of Public Health, says low-sugar teas and juices and seltzer waters work well to mix it up. **Even light beer counts**, he says. But get plenty of plain water too.

Stay on top of your hydration goals by pre-filling and refrigerating reusable water bottles or large pitchers. You'll be likelier to drink enough if you don't have to remember to fill and count glasses. And if you're on the go and prefer cold water, freeze your bottles overnight so you'll get ice-cold water throughout the day.

The bottom line: Drinking more water is a simple and easy way for all of us to improve our health.

Black Mountain Apparel, Merchandise and Collectables!



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

Biographies


eD King

Happily retired here in Green Valley AZ with my wonderful wife Connie since September of 2020. Moved into our first new home in the Quail Creek Community in February of 2021. We are escapees from the Great Northwest. While we enjoyed the Seattle area for 12 plus years we knew we wanted to live somewhere warm year around in our retirement. Green Valley definitely fills the bill.

I've been riding motorcycles on and off since I was 16. Mostly on; every time I sold one bike I almost immediately began looking for the next one. First bike was a 1965 Honda 305 Scrambler. After that I had other small bikes. When I got out of the Air Force in 1974 I bought my first real street bike, a 1975 Kawasaki 900. I was hooked! The only two big non-Harley bikes back then were the Honda 750 and the Kawasaki 900. I rode both and the Kawasaki scared me so bad I knew I had to have it. Rode numerous bikes after that mostly Japanese because they were fast and reliable. In 2008 I bought my first and only Harley, a Dyna Superglide; it was a great bike. I put over 60,000 miles on it but by 2016 I knew I wanted to have a touring bike when I retired. I



started going to Indian and Harley demo events in 2014 comparing how the bikes rode and what amenities they had etc. After about a year or so of that I knew I was going to buy an Indian. I did, a beautiful 2016 Steel Gray and Thunder Black Roadmaster. I rode it for two years and put 25,000 miles on it but it had an annoying problem that the dealers could not fix (a story for another time). After much to do and consternation I eventually convinced Indian (Polaris) to give me a 2019 Roadmaster in place of the 2016. This is the bike I now have. I have put 20,000 miles on it without a hitch. Indian truly stood behind their product; I will always appreciate how they worked to satisfy me as a customer. They have my loyalty and respect.

Since moving here I have become involved with several motorcycle riding groups the best of which is the Indian Motorcycle Riders Group of Tucson, Black Mountain Chapter I am continuing to become more involved in the chapter activities and have become a Road Captain for future events. I am especially looking forward to the Tucson Rendezvous coming up next April. See you all out on the beautiful Sonoran Desert roads. 

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

Reprinted from Arizona Daily Star, Oct 21, 2021

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

One Native American settlement was named 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.



Rides and Events

ARIZONA - UTAH TRIP TO THE NATIONAL PARKS

By eD King



We rode approximately 1780 miles in six days, April 24-29, 2022, which is plenty fast enough for old guys. The entire Utah Trip .gpx is available on Indian Ride Command Site: <https://myindian.app.link/UxqnMQ0nlpb#.YnBzV12ApPI.link>.

The Bikes: Two Indians, four Harleys and a Harley Trike.

The Riders: Bob, Bryce, Ed, Pete Rod, Stew & Vern

April 24 Day 1: Quail Creek, Payson, Flagstaff.

We departed Madera Clubhouse in Quail Creek, Green Valley AZ. (KSU) at 8:00AM. We rode I-19, I-10 — Exit 211 AZ 87 North to Buffalo Bar and Grill for Lunch in Payson AZ. Afterwards, it was on to Flagstaff via Route 66 to the Econolodge. Total miles day 1 approximately 300.

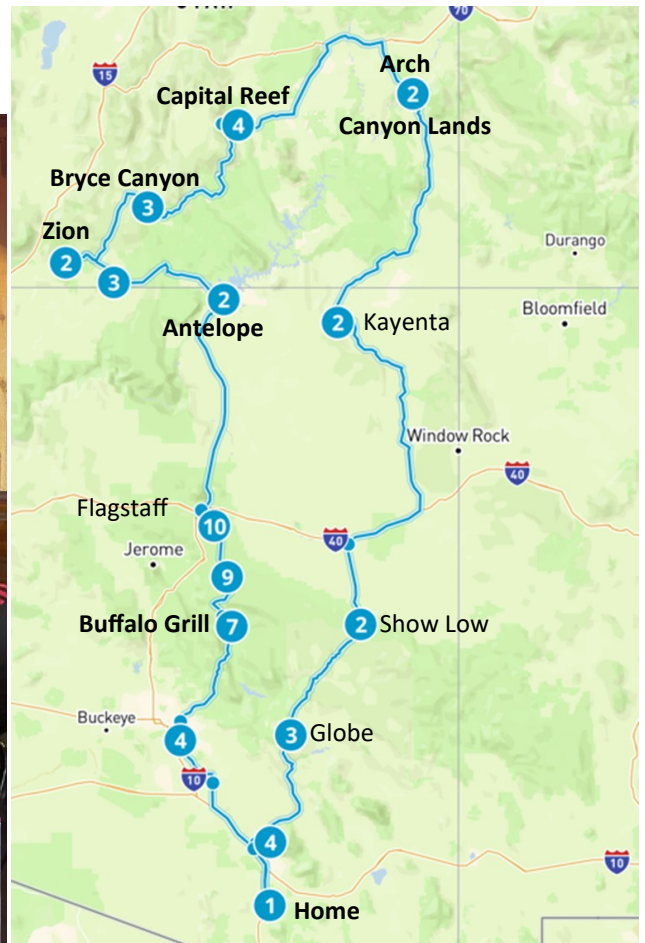


Buffalo Grill in Payson

Buffalo Bar and Grill Lunch. They even let old bikers in this place; as long as they answer the wait staff with YES DEAR.

April 25 Day 2: Flagstaff, Antelope Canyon, Kanab

Departed Flagstaff East on U.S. 180/89, Right on AZ 98, Left on County Route 222 to Dixie Ellis Tours of Lower Antelope Canyon. Return on County Route 222, Right on AZ 98, Rt on U.S. 89 to the Quality Inn, Kanab UT. Approximately 220 miles.



Bob, Bryce, Ed, Pete, Rod, Stew, Vern

Rides and Events

ARIZONA - UTAH TRIP TO THE NATIONAL PARKS (continued)

April 26 Day 3 (BREAKDOWN in ZION): Kanab, Zion, Bryce Canyon, Torrey, UT

Left Kanab on U.S. 89, UT 9 to Zion East Entrance (Tour Zion) and Breakdown.

Stew, while riding Mike O's bike broke down in Zion Park at a rest stop (Broken Clutch Cable). No cell service, closest Indian dealer 175 miles away in Las Vegas. Long story short we got towed to Hurricane UT. We found a wonderful machinist (Alvin) he made us a new barrel for the clutch cable. Then we rode like hell to catch up to the rest of the guys in Torrey UT. Days milage somewhere between 260 - 300 miles. Stew and I missed touring Bryce Canyon.



Stew waiting for a tow



Dennis, our savior



Rides and Events

ARIZONA - UTAH TRIP TO THE NATIONAL PARKS (continued)

April 27 Day 4: Torrey, Canyonlands, Arches, Moab

We left Torrey, East on UT 24. East on I-70 to Exit 182 (U.S. 191 south) Rt on UT 313 to Canyonlands National Park (quick tour of Canyonlands). Returned to UT 313, Rt on U.S. 191 on to Arches, National Park (tour of Arches), Left on U.S. 191 to Bighorn Lodge in Moab. 200+ mile day.

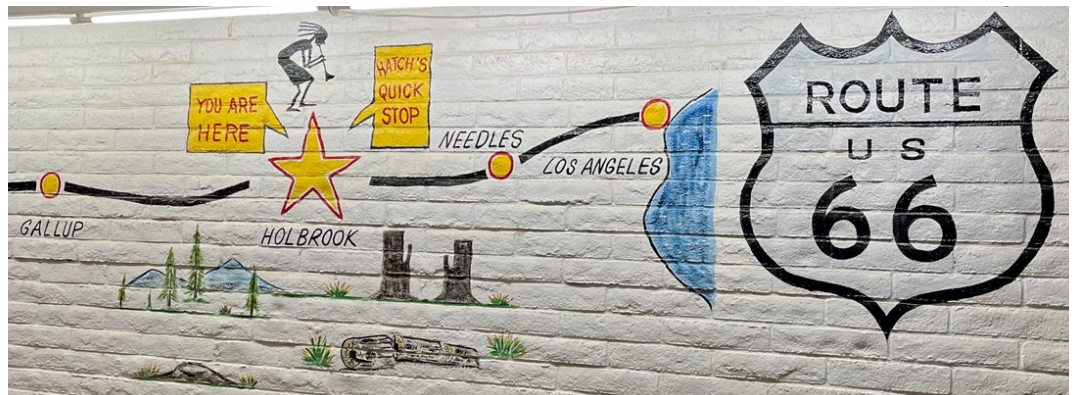


April 28 Day 5: Moab, Holbrook

South on U.S. 191, Rt on U.S. 163, Lt on U.S. 160 at Kayenta, Rt on U. S. 191 to I 40 West, Exit 286, Rt on Navajo Blvd to Baymont Inn. 356 miles.

April 29 Day 6: Holbrook, Home

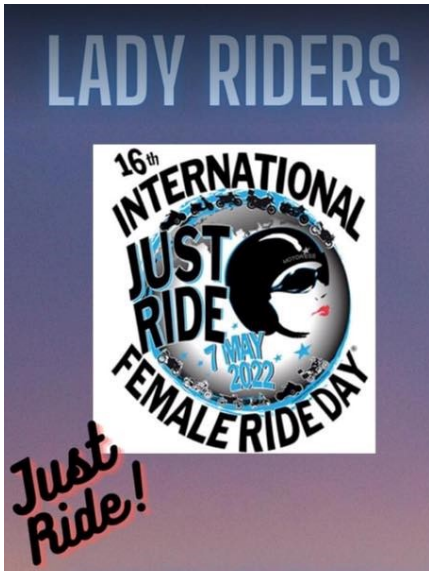
Breakfast at Tom & Suzie's Diner. Left on Navajo Blvd (AZ 77) to Show Low, Rt on U.S. 60 to Globe, Left on U.S. 70 to Rt on AZ 77, Rt on Tangerine Rd, Left on Twin Peaks Rd, E on I-10 to I-19, to Sahuarita Rd to HOME! 275+ miles. This is our story and I'm sticking to it! Good times, fun motorcycles, GREAT people and always an adventure.



Rides and Events

International Female Ride Day, May 7, 2022

By Bonita Reiter



Every year, on the first weekend in May, female riders in each state (and internationally) come together to share their passion for motorcycle riding. Friends and strangers gather at designated places to meet, get to know each other, and to participate in an organized ride for women only! Yep! You read it right, no men allowed on the ride! (But, we do accept their assistance for such activities as taking photos or videos of us, cheering, and carrying water.)

Tucson female riders come from all walks of life. There are firefighters, nurses, police officers, cooks, mechanics, current and retired military, etc. Some are mothers, daughters, sisters, wives, aunts. The one thing we all have in common is that we all love our bikes, and we all love to ride.

Our Tucson group met at the QT on Ina. We introduced ourselves, recognized friends, and shared some enthusiastic conversation about the day's upcoming events. For all of us, it seemed that a bond had started to form. It didn't matter what kind of bike you had as long as you enjoyed riding.

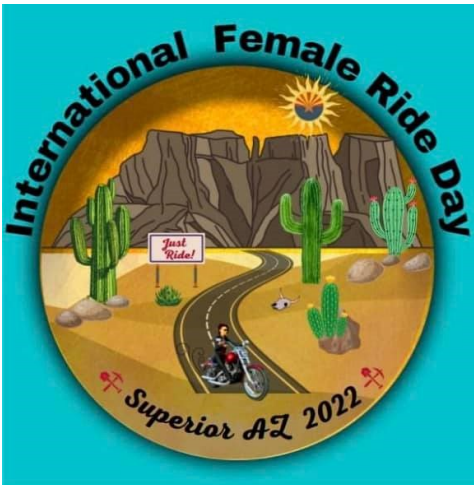
Our route took us up highway 79, and when we arrived in Florence it was time for a short break. From Florence, we headed up to Highway 60, and then just a few more miles to our meeting place at the Superstition Harley dealership. On the way there, we experienced a wide range of individual's riding skills and road manners, mostly positive.

Everything at the Harley dealership was well organized, from orderly parking of the bikes as they arrived, to the dispensing of refreshments, and swag bags. As you might expect, there was a lot of excitement in the air! Upbeat music, lively conversation, singing and even screaming filled the air. After getting a briefing on the route to our destination in Superior, and reviewing the plan for parking on Main Street, we lined up two abreast behind our police escort and got underway.



Rides and Events

International Female Ride Day, May 7, 2022 (continued)



As we rode down Highway 60, and into Superior on Main Street, hundreds of folks had pulled over, some standing, some sitting in chairs, all waving and cheering as we rode past. Even the truck drivers were blowing their horns and giving us a thumbs up. What an awesome experience! As we rode down Main Street past Porter's Cafe, I recognized some familiar faces. Mike Ostrom, Phil Reiter, Dean Hurt and Ccy Sneed were cheering us on as we passed. I was so happy to see that these guys from my Tucson IMRG group had come out to support the ladies. They were also getting some awesome pictures and videos of our parade.

Parking in Superior was very organized, and police

had the street blocked off for female riders only. A few male riders who had ridden at the end of our group had to park outside of the barricades and walk in. The town of Superior seemed dedicated to making this INFR event the best one yet! The weather was beautiful, music was playing, and many vendors lined both sides of the street. The aroma of BBQ and other delights wafted in the air. When I eventually met up with Phil and the other guys from Tucson, I learned that Mike O had already departed, to retrace his route searching for a saddle bag which had unfortunately



gone missing from his bike on the way up. We decided to walk around to explore the vendors and enjoy the festivities.

One of the planned events later in the afternoon was a group picture, to be taken in front of Superior High School. Unfortunately, this entailed a several-block uphill hike to reach the school, and as a consequence it took a while for some of the less fit folks to join the rest of the group. By the time the photo shoot was completed, the sun was beginning to take a toll on us, so we returned to search the vendors for something cool to drink.

Rides and Events

International Female Ride Day, May 7, 2022 (continued)

Feeling refreshed, we decided that we should mount up and join those who had to make the return ride home, for lack of available overnight lodging. The ride to Winkleman on 177 was enjoyable, even though we almost kept our speed down to the posted limits. The final 70 or so to home was tolerable because we concentrated on maintaining hydration, which is always essential when riding during our warmer weather.

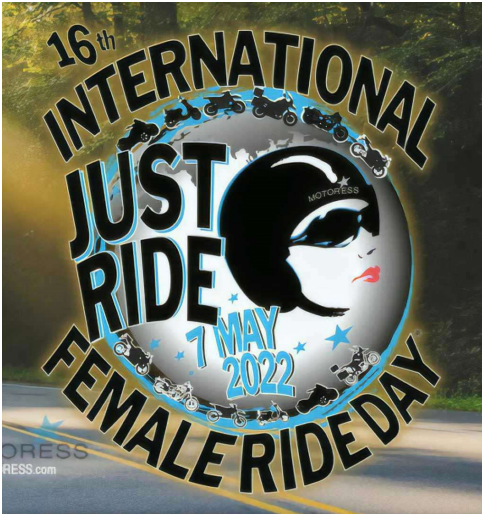
The day left me feeling excited about riding, and about having joined with 350 to 400 of my sister bikers in an event which demonstrated the good natured enthusiasm of Arizona's female bikers.



Rides and Events

Men-Only-Ride Supporting IFRD

By Mike Ostrom



The Arizona International Female Ride Day organizers were pretty clear; although they loved their male supporters, the parade from Superstition Harley Davidson in Apache Junction to Superior, AZ was for females only. They didn't even want men to follow them and asked that we just meet them in Superior. This came as quite a shock to Phil, who prefers to accompany Bonita on these types of rides.

For those of us who wanted to support our female riders on their special day, I posted a Men-Only ride to Superior, with the intent of arriving before the ladies so we could welcome them into town. While the Tucson ladies had a departure time of 8 AM to ride to Superstition Harley for the parade starting point at 11 AM, we met in Catalina with a KSU of 9:30 AM. It's good to have a plan.

I started this Saturday, as I do most, having a men-only breakfast with some other old farts that have been riding for a long time. Instead of meeting at a restaurant, Mark McCarty invited us over to have breakfast with him and his brother on his patio. Next thing I knew, KSU was in 10 minutes and I was a half hour away. Doh! I quickly scribed a text to a group of nine people that included some riders like Tom Johnson, telling them not to wait. Of the three riders waiting in Catalina, Dean, Cy and Phil, none got the message. Tom Johnson replied he wasn't going.



By the time I made it to Catalina, the Three Amigos had departed, according to



plan, and decided to ride to Globe first and then Superior. I twisted the throttle thinking I might catch them. As I approached Oracle, a slow-moving tanker pulled out in front of me. With clear road ahead, I passed him in a no-passing zone. A state trooper witnessed the tail end of the indiscretion and thought it warranted a discussion. Luckily, he was an understanding rider, so after pulling out license and registration from my right bag, he documented our safety discussion as an "IF" and sent me on my way.

Rides and Events

Men-Only-Ride Supporting IFRD (continued)

It was a beautiful morning for a ride and I had abandoned any notion of catching the others, after the unplanned stop. Where the boys had continued on AZ 77 to Globe, I turned on AZ 177 toward Superior at Winkelman. There are some rough sections of road just past Hayden, by the mine, and it may be responsible for bouncing my right bag from its mount. I had loaned my Indian Vintage to Ed's buddy Stew the week before for their ride to Utah and apparently the bag wasn't reinstalled correctly. I didn't notice it was missing until I pulled up in front of Porter's Saloon and Grill in Superior at 11:15 AM.



Surprisingly, I arrived before the boys and girls, and needed to wet my whistle. There was literally nobody else on the multi-tiered patio except the performer setting up his sound equipment. A cold Kiltlifter and Superior burger later, I heard the distant roar of motorcycles. I made my way up the stairs just as the escorted parade rolled in. Phil, Dean and Cy had just beat them to town. We took pictures, shot video and cheered them on as they rode past. We couldn't have planned it better.

The missing bag was bothering me, so I skipped the festivities and retraced my route, hoping to find it. I had searched for missing hearing aids on the side of the road before, so I was confident I could find a saddle bag, if it hadn't tumbled down a hillside. No such luck. That evening, I got a call from a lady who had rescued it from the road in Kearney, thinking it was a Javelina, and was saving it for me! I picked it up the next day, informing her she had indirectly participated in International Female Ride Day and wished her Happy Mother's Day too. Adventures don't always go to plan, but all's well that ends well.



Rides and Events

Ride for the Wall Stops in Marana

By Mike Ostrom



WE RIDE FOR THOSE WHO CAN'T

tals, Monuments, Memorials and Local Schools. In many of the cities that they visit the streets are lined with people, young and old, showing their support.

Nearly all of the riders' meals and some of the fuel is donated by the people they meet at the stops. Many of these communities plan all year just for the visit. Be sure to give a Big Thank You. To all of the FNGs (Fun New Guys & Gals) Welcome Home!

In May 18-28, 2022, Ride for the Wall commemorated its 32nd year and the 20th Anniversary of the Southern Route, to the Vietnam Memorial Wall in Washington DC. Their Mission is to spread awareness that we still have nearly 82,000 Americans from past conflicts, still unaccounted for throughout the World.

There are over a hundred experienced volunteers on the Run, such as Road Guards, Fuelers, Stagers, Ambassadors, Chaplains, Leadership Support, Hydration, Chase Vehicles, Platoon Leadership. The goal of the leadership team is to provide a well-planned and safe journey across America to complete their Mission.

The State Coordinators live near the stops along the route and work with the local supporters to organize the activities at each venue.

They visit various Patriotic Communities, Veterans Homes and Hospi-



All Patriots are welcome, Veteran or not. Several MIA Family members ride every year.

On Day 2 of the 10-day ride, on the morning of May 19th the parade of about 400 bikes exited I -10 in Marana to fuel at the Circle K around 8

AM, and then parked in front of Main Street Grocery store. It's a precision fueling event, where bikes stay in paired formation and fill their tanks to the first click off of the pump and then pay cash, rounding up to the nearest \$5. No change is given. Any overage is considered a donation and helps fuel the support vehicles.



Rides and Events

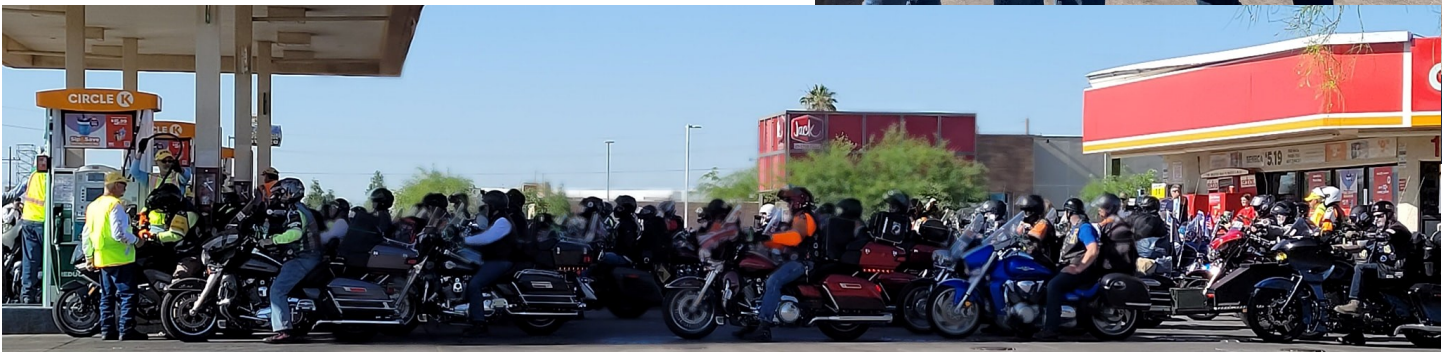
Ride for the Wall Stops in Marana (continued)



Several people came out to welcome them, including some Black Mountain members. They ran into Klaus Althoen, towering over everyone. He is planning on going the whole way to DC this year. There was a sea of American flags along the exit

and in the fueling area. Their next stop was Willcox for lunch and then Las Cruces for the night. Not sure if Manny and Stella Frias represented Black Mountain chapter in their hometown, or not.

Molly Norman, Phil and Bonita Reiter rode over to the I-10 frontage road and waited about 15 minutes for the Thursday Breakfast Riders to join them for a ride to Sunny Side Up in Catalina, via Park Link Road. It was a perfect way to cap off a great morning!



Rides and Events

Hon-Dah Resort in Pinetop

By Frank Leadley

Michael and Anita Lehnus led a weekend club ride on Saturday June 4th and a return the following Sunday to the Hon-Dah resort in beautiful Pinetop, AZ. It is owned and operated by the White Mountain Apache Tribe. Our group consisted of: Michael and Anita Lehnus, myself and my girlfriend Sherry Fritz, Bonita and Phil Reiter, John Fucci, Julie Jordon plus a very nice couple and hopefully new members to our club, Richard and Patricia Palacios! Michael was ride captain, I stayed in the middle of the group with Phil being the sweep followed by Anita and Julie in the chase vehicle. Poor Anita was so bummed she couldn't ride her bike on this trip... unfortunately she had twisted her knee up badly just days before the trip so riding the motorcycle was not an option!



We met at the QT on Ina with a 9:30 KSU and headed down 110 to Twin Peaks then Tangerine Rd. to Hwy 77 and stop-

ping in Globe to have lunch at Irene's Mexican Restaurant and to fuel up. The food and prices were very good and excellent service. I would definitely eat there again.

From Hwy 77 we then headed to Hwy 73 through Apache territory, arriving at the resort a little after 5pm. What a difference in weather temperature and air quality from 98-degree Tucson to 79 degree and fresh air Pinetop.



Rides and Events

Hon-Dah Resort in Pinetop (continued)



The hotel let us park our bikes at the check-in drive under the canopy right at the front entrance. What a beautiful site seeing all those gorgeous Indian motorcycles lined up. We had several strangers walk up to us to tell us how beautiful our bikes were! What a great marketing picture that was for the Indian Motorcycle Company and our Black Mountain Club!

The first thing some of us did was hit the jacuzzi while some took a



short catnap. Sherry and I were so tired that we just took our dinner back to our room while the rest of the group ate in the restaurant, gambled a bit and stayed in the bar to listen to the live band play disco music. John "Rezrider" Bush joined the group for dinner as well.



In the morning we met for breakfast at the buffet shared a few laughs and got ready for check out. The group rode back

the same way we came; however, Sherry wanted to ride back through Pinetop, Showlow down to Payson where she use to live and work and of course I wasn't about to argue with the boss...lol! All in all it was a very successful ride and it was a joy to meet our new friends Richard and Patricia Palacios!



Rides and Events



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Rides and Events

Durango Rendezvous 2022

By Mike Ostrom

After a two-year Covid hiatus, The Sky Ute Casino and Resort was open for business and hosting the fifth Durango Rendezvous., June 15-19, 2022. The Tucson Black Mountain Chapter had ten people participate this year, including first-time attendees, Hans "Salty" Amador, Sandy Russell and Klaus Althoen, as well as, Manny and Stella Frias from Albuquerque, NM. Phil and Bonita Reiter, Mike Kearny, Debbie and I have attended every year since the inaugural event in 2016.

This year everyone rode/drove separately and arrived at different times. Sandy and Klaus were on their Scout and Goldwing, arriving Saturday, June 11th and left for home the following Saturday. Manny and Stella drove the RV up with the bike in tow, while Bonita towed her Vintage and Phil rode his Goldwing.



Debbie and I flew home from Cleveland Tuesday morning, loaded the bike on the trailer and drove to Holbrook, AZ.



The next morning we got as far as IBR 5 in New Mexico, where the rough road caused the D ring, holding the Big Chief down, to break in two places. Debbie noticed it was down on it's side after a particularly bad section of heaves in the road. There were no good places to pull off the road and the one I chose had a steep slope making it harder to pick up the bike. Luckily a good Samaritan stopped and helped me right the 900-pound Vintage. We finally arrived at the Sky Ute around 3 pm. Despite all we packed, our first ride was to Walmart for things forgotten.



While we were playing catch a falling Indian, Bonita and Phil were riding the Million Dollar Highway, US 550 to Silverton. Well deserving the title for the views, some think it would be worth another million to install guardrails by the steep drop offs along the way. At over 10,000 feet, Silverton was the place to be with afternoon temps in the 90's down in Durango. Sandy and Klaus made use of their week-long visit by riding and flying to Telluride. There is a series of free gondola rides that eventually drop you in to Telluride, and that alone is worth the trip. The resort-town's shops, restaurants and microbreweries are icing on the cake.

Rides and Events

Durango Rendezvous 2022 (continued)

Pat Murphy brought his fleet of Indian demo Bikes to the Sky Ute southern lot for the whole week. Debbie and I had de-moed a new pursuit when he visited Tucson a couple weeks earlier, but the jury was still out on the \$40k luxury tourer in both of our minds. Pat was allowing self-directed test rides, so Debbie and I took an extended ride at highway speeds for a final verdict. We both agreed, it isn't for us.



Thursday afternoon we gathered at the entrance to welcome Veteran Charity Riders.



Thursday night is the big banquet, if you spring \$63 for a ticket, and everyone starts filing in as soon as the doors open at 5 PM. Since 2018, I've kicked off the festivities with "Pass the Mic with Mike." Bonita and Squirrel had helped me by passing the mics in previous years but Squirrel didn't make it this year so Stella stepped up to team with Bonita, starting at 5:30PM. We kind of break the ice by asking folks to introduce their group, take polls on how many people are from surrounding states and award some nice prizes to people who answer Indian trivia questions correctly. By 6 PM, we had doled out 7 prizes, had lots of laughs and the Mic girls, Bonita and Stella had put on some miles.



Pass the Mic with Mike

Raise your hand so our Mic girls see you

Suggested Intro:

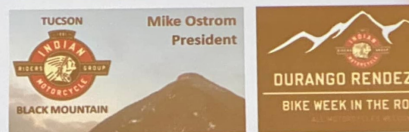
- Introduce yourself
- Chapter name/number and location
- How many attendees from you chapter?

Suggested Topics:

- Recognition of Members or Accomplishments
- Upcoming regional or local events
- Anything Motorcycle related

Trivia contest:

- Don't Shout the answer!
- Raise your hand and Mike will recognize you
- Wait for a Mic so everyone can hear



Rides and Events

Durango Rendezvous 2022 (continued)

The salmon, prime rib and cheesecake were all delicious. Colorado retired Senator, Ben “Nighthorse” Campbell was recognized this year, followed by raffle prizes and at 9 PM-ish live music by Taylor Young. Mark and Lani Emmich were dressed as pirates and collected \$1500 in 50-50 raffle money, half of which benefitted this year’s Veterans Charity.



We gathered each morning in the Willows Café Bistro at the hotel for breakfast around 8 AM to plan our day. On Friday there were two events; Wines of San Juan in New Mexico for an early lunch and then the chuckwagon dinner show at the Bar D Ranch. Phil, Bonita, Manny, Stella, Debbie and I almost beat the crowd by leaving 10 minutes early for the winery. We managed to stay ahead of the crowd after stopping for gas and a photo op at Navajo Lake, all while doing the speed limit. Then I ignored the little sign

that said Winery and kept going. By the time we did a U-turn, the parade of a hundred bikes was pulling in. We did to take advantage of the free wine tasting before the crowd bellied up to the bar and staked out a table for the gang in the shade, which was nice. Later, rain put a damper on the evenings festivities at the Bar D. Many who had the option, caged it to the event. Sandy and Klaus had ridden up from Tucson and only had their bikes to rely on. They were both soaked before the night was through.



Rides and Events

Durango Rendezvous 2022 (continued)



The forecast for Saturday was only slightly better, but the cooler temperatures were very welcomed. Every year Jeff Grigsby opens the doors of his Indian Motor Works in Bayfield, Co, about a half an hour from the Sky Ute. It's a full shop for complete restorations of vintage Indians and the place is always full of "I" candy! Jeff has focused on Indian restorations since 1977 and is one of the world's top authorities of the marque. He once politely corrected me when I referred to a '47 as having a Springer front end instead of a Girder. He's also quite knowledgeable on vintage Harleys, or should I say Heritage Harleys?



Rides and Events

Durango Rendezvous 2022 (continued)



The first wave of riders departed the hotel at 9:30 AM and we left around 11:15 AM. Many of the first-wave riders were pulling out of the long single-lane gravel driveway as we pulled in. It's always a little tricky navigating the parking lot, but we all managed without incident. At least I didn't pass the driveway this time! It's always a pleasure visiting the Motor Works!

After about a half hour we saddled up for a short ride past Vallecito Lake to The Weminuche Woodfire Grill. They had prepared a special menu of BBQ pulled pork or brisket or hot dog, with beans and coleslaw. They

were not used to a crowd slamming them at once and used 3" sticky notes for their waiting list. We camped out on the patio with cold beverages and ordered while we waited for a table. Soon the skies opened up and everyone rushed inside. After about 40 minutes we noticed the sticky note with our name on it disappeared. By the time our table was ready the food was already on it! That was a first. We waited for the rain to pass and had a wonderful ride back to the hotel.



Manny had helped me swap out my broken trailer tie down on Thursday, so I loaded the bike on the trailer when we got back. This time I compressed the forks all but a half inch in the front and took some travel out of the rear suspension with the back straps. The plan was to avoid the terrible heaves on IBR 5 by heading west to Shiprock to grab US 491 South on the trip home the next morning.

Rides and Events

Durango Rendezvous 2022 (continued)

Debbie and I woke up at 5 AM and we were loaded and rolling by 6 AM, just after sunrise, on a overcast Sunday morning. We were making good time on the decent paved roads and started thinking about cheap gas and breakfast in Gallup, NM when the low tire pressure alarm went off for the left front tire on the Macan. Pressure was dropping quickly as I looked for a place to pull over. I found a driveway apron for a closed trailer repair place,



away from increasingly heavy traffic. After unloading all our stuff, I pulled out the space-saver spare and jack. Debbie inflated the tire with the onboard compressor as I jacked up the car and pulled off the flat. About 45 minutes later we were on our way to Pep Boys behind McDonalds. How convenient. Pep Boys didn't have any 21" tires in stock and either did Firestone or Walmart, the only other tire places in town open on Father's Day. Hmm.

We decided to jump on I-40 with the spare and limp toward Holbrook at 60 MPH with our flashers blinking. It wasn't bad until the speed limit jumped to 75 MPH and everyone was passing us. Once we hit Holbrook the speed limits dropped and it was pretty smooth sailing. I set a personal record for the slowest speed through Salt River Canyon, as well as the most vehicles to pass me in a single day! We made it home without further incident and the following day I was able to plug the \$300 tire and reinstall it. As far as road trips go, it was quite the adventure, but we were glad to be safely home.



Rides and Events

More Durango Rendezvous 2022 Pictures



Rides and Events

In Search of Black Mountain

By Mike Ostrom



Debbie and I showed up at the airport at 4 AM on July 4th for our long awaited trip to Costa Rica. When I scanned my passport at the check-in kiosk, it said, "Expired." What!? I insisted that Debbie use one of our nonrefundable tickets to finally meet our son-in-law's family on the Pacific coast of the tropical paradise. I returned home, depressed and lonely.

One of the best cures for depression and loneliness is riding your bike with friends, so I revisited some of the events I had declined and checked the "Going" button. The South East Arizona Touring (SEAT) riders had a ride to Show Low for lunch on Friday and Saturday Mike Lehnus was leading an overnighter to Cave Creek in search of our namesake distillery, the Black Mountain Tavern. Just what the doctor ordered.



After 340 miles for lunch on Friday and an hour of triple digit temperatures on the final leg home, I thought a quick jog up to Cave Creek would be a cake walk. The only thing that didn't add up in the ride description, was a mention of riding the Beeline, AZ 87, on the way there. The best part of the Beeline is north of our destination, Hmmm... Well, Mike cleared that up at the pre-ride discussion, when he informed some of us for the first time that we were taking the scenic route via Globe, Roosevelt Lake and Jake's Corner to the AZ 188-AZ 87 intersection just south of Payson, then riding the Beeline down to Scottsdale! Oh my!

The ride certainly was scenic and also a bit warm. Forecasted highs in Scottsdale were in the 110 range, so we were mostly prepared when we hit triple digits after lunch at Chalo's in Globe. By the time we descended to Roosevelt Lake, I saw 113 flash on the Big Chief's temperature gage! That's a bit warm, even for Black Mountain riders. We were soaking our shirts, headbands and cooling vests in cold water at each stop and trying to stay hydrated. But Bonita ran out of water before Jake's Corner and we pulled over shortly after the turn south on the Beeline so everyone could hydrate again.



Rides and Events

In Search of Black Mountain (continued)



We would see 115 degrees before arriving at the Sleep Inn in North Scottsdale a little after 4 PM. Mike did a good job leading and staying in communication with tail gunners, Anita and Julie Jordan, who had the route loaded in the Roadmaster's Ride Command. Mike uses his Springfield's cruise control on the open highway and I'd lock mine in when he did. When I looked in the mirror I noticed Frank Leadley was doing the same on his Vintage, with Sherry Morgan Fritz on the back. It's nearly impossible to synch up speeds between three bikes, so we would each slowly gain or fall back, as we modified cruise control 1 MPH up or down. Bonita kept her Vintage close to Frank's tail most of the time and Phil hung back behind her on Ol' Dusty.

After 255 miles, we were all happy to feel the air conditioning at check in. I quickly changed into my swim trunks and hit the pool. It felt like a hot tub to me. It had to be 95 degrees! In the interest of hydration, I walked over to the CVS across the parking lot in my wet swim trunks for a 12-pack. Ahh, now that first one or two really hit the spot!



We all met in the lobby cool and refreshed for an Uber ride to the Black Mountain Tavern and Distillery in

Cave Creek at 5 :30 PM. We wasted no time checking out their Bourbon, Whiskey and Vodka. All were surprisingly smooth. We were pretty well lubed by the time dinner arrived. My Black Mountain Bourbon BBQ Burger was delicious and so was the Kiltlifter they had on tap. A couple of Anita's local friends joined us for dinner and later at the hotel.



Rides and Events

In Search of Black Mountain (continued)

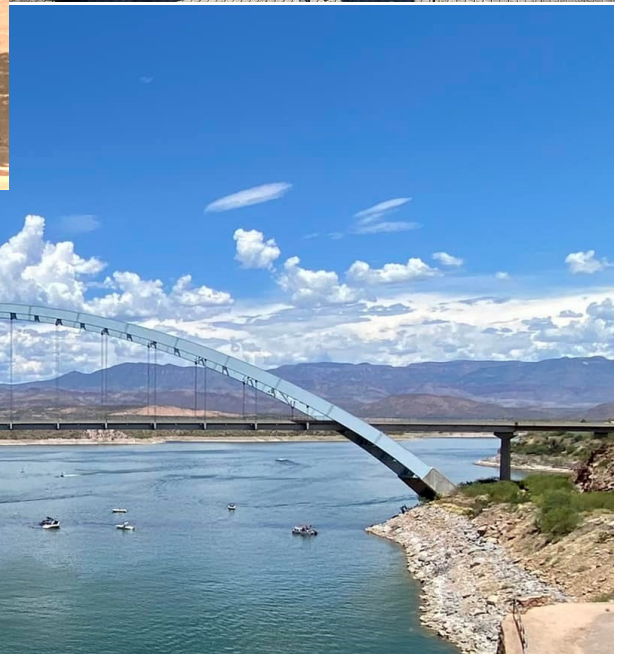


After dinner Frank and Sherry hit the Hideout in downtown Cave Creek and went dancing at Harold's Cave Creek Coral. Mike Lehnus and I fired up some cigars and had a night cap as the girls hung out in or near the pool. It was a great way to end the day. At 10 PM the innkeeper came out to evict us from the pool area.

The next morning I left at sunrise to beat the heat and got home around 7:15 AM. We did a group video chat at 7:25 and Anita asked me if I was still in my room. No. I'm home. It was 89 degrees when I left the hotel and 89 when I got home in Oro Valley. Now that 120-mile jog was a cake walk.



Phil and Bonita were home by 10:30 AM and Mike and Anita made it home to Benson before noon. We all agreed our next sortie to the home of the Sun Devils would be in the winter!



Indian History

Racing Success Then and Now



Reprinted from: Wikipedia

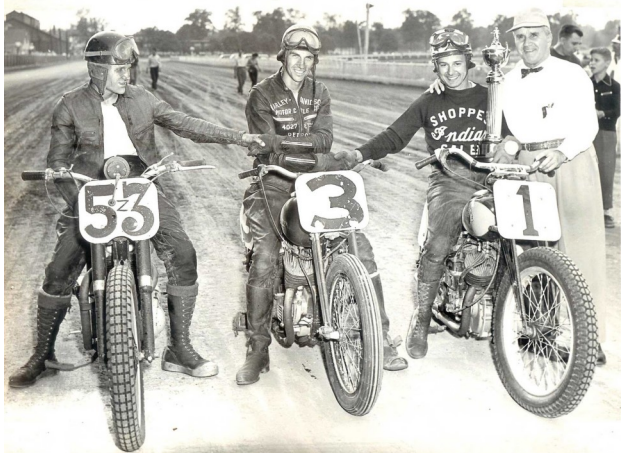
In 1905, Indian built its first V-twin factory racer and in following years made a strong showing in racing and record-breaking. In 1907, the company introduced the first street version V-twin and a roadster styled after the factory racer. The roadster can be distinguished from the racers by the presence of twist grip linkages. One of the firm's most famous riders was Erwin "Cannonball" Baker, who set many long-distance records. In 1914, he rode an Indian across America, from San Diego to New York, in a record 11 days, 12 hours and ten minutes. Baker's mount in subsequent years was the Powerplus, a side-valve V-twin, which was introduced in 1916. Its 61ci (1000 cc), 42 degree V-twin engine was more powerful and quieter than previous designs, giving a top speed of 60 mph (96 km/h). The Powerplus was highly successful, both as a roadster and as the basis for racing bikes. It remained in production with



Image Courtesy of John Holman

few changes until 1924.

Competition success played a big part in Indian's rapid growth and spurred technical innovation as well. One of the American firm's best early results came in the Isle of Man TT in 1911, when Indian riders Oliver Cyril Godfrey, Franklin and Moorehouse finished first, second and third. Indian star Jake DeRosier set several speed records, both in America and at Brooklands in Britain, and won an estimated 900 races on dirt and board tracks. He left Indian for Excelsior and died in 1913, aged 33, of injuries sustained in a board track race crash with Charles "Fearless" Balke, who later became Indian's top rider. Work at the Indian factory stopped as DeRosier's funeral procession passed.



In 1933, the AMA introduced a new class called Class C which featured street-legal motorcycles. The AMA crowned Indian-mounted Woodsie Castonguay its first Class C National Champion in 1935. In the years prior to World War II, the Class C championship helped fuel an intense rivalry between Harley-Davidson and Indian. Between 1935 and 1953 (the last year of Indian production), Indian's original Wrecking Crew won 10 Class C National Championships to Harley's 4. Norton won in 1946.

Harley would come

to dominate flat track racing after Indian's demise in 1953, until Indian reentered the Super Twins series in 2017 with the FTR 750. Indian has won the Manufacturer's Championship every year since and is currently leading the 2022 season. Harley has not been able to mount a serious challenge. King of the Baggers is another story.



Customs



Odds & Ends



A motorcycle is a bicycle with a noisy pandemonium attachment, and is designed for the especial use of mechanical geniuses, daredevils and lunatics.

I don't know who this man is but I do know that his wife was out of town for the weekend.



How Not To Hit Motorcycles FOR DUMMIES

1. Hang up the phone
2. Watch the road

It's really not that hard!



Includes advanced techniques like using your blinker and not tailgating!

Credits and Captions

Thanks to our contributing authors and photographers:

Mike Ostrom	Dustin Wheelen
Mark Grosvenor	Troy Siahaan
Bonita Reiter	Ed King
Phil Reiter	Frank Leadley



Amusing captions submitted for this picture:

“I can get 70 miles to the gallon with this Hog”
“To pass a Ural, I have to use the peddles”
“This will be Mike’s only transportation after he loses his license”
“Trying to get Nursery School to provide Trike Parking”
“I started on a trike, I suppose I’ll end up on another one before I quit riding.”
“Dean’s latest Rat Rod”



Just for Fun—Caption Contest

Please email your amusing captions for this picture to:

mdestrom@gmail.com

The best will be featured in the next newsletter.



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