



# Indian Motorcycle Riders Group Tucson Black Mountain Chapter

## Newsletter #29 - Summer 2023

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### Editor's Note By Debbie Ostrom

Welcome to our 33-page Summer 2023 Newsletter. Thanks to all the contributors this month!

Read the latest motorcycle and racing news, including the King of the Baggers, Flat Track schedules and late-season results with only 4 races left.

We pay tribute to Jim Eaton who died in May, starting on page 8. Phil Reiter provides some valuable safety tips for hot-weather riding on page 14. Thanks to this quarter's contributing authors: Mike Ostrom, eD King, John Fucci, Dustin Wheelin and Jim Eaton. We wrap it up with a look at the old Indian Wig Wam in Springfield, MA, Odds and Ends, credits and caption fun.

If you are new to our IMRG Tucson Black Mountain Family, please introduce yourself to the group through a Bio. Please share your ride experience through an article and a few photos. Your contributions continue to make this a nationally recognized publication.

Please send all submissions to: [mdestrom@gmail.com](mailto:mdestrom@gmail.com)



### President's Corner By Mike Ostrom

We were heartbroken to hear that Tucson Black Mountain member, Jim Eaton passed away from complications following a bike accident near Flagstaff on May 21, 2023. There are several pages this quarter celebrating his life. U-Turn will be missed. Thanks to Squirrel for coordinating his tribute events.

We have just announced Tucson Rundezvous for April 10-14, 2024, again at Desert Diamond Casino and Hotel. Hope you can join us for some fun in the sun next spring. Take a look at the flyer on page 7 for details.

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

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

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

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



# Racing News

## Dominant Mees Sets Half-Mile Wins Record at Orange County

By: Motor Sports NewsWire, July 9, 2023

DAYTONA BEACH, FL – July 9, 2023 – (Motor Sports NewsWire) – Jared Mees (No. 1 Indian Motorcycle/Rogers Racing/SDI Racing FTR750) claimed sole possession of the career Grand National Championship Half-Mile wins record with a showcase performance in Saturday night's Orange County Half-Mile as Progressive American Flat Track, sanctioned by AMA Pro Racing, returned to Orange County Fair Speedway in Middletown, New York, for the first time in 35 years.

The combination of Mees' immense ability, experience, and support provided the reigning Mission SuperTwins presented by S&S Cycle champion with a decisive edge on a hyperslick surface that tested the upper limits of the field's collective skill.

Even a late red flag that wiped out the multi-second lead Mees had diligently assembled did little to dent the factory Indian star's dominance on the evening. He simply powered off the staggered start and marched away while his primary rivals waged war for second behind him.

The last time the series visited the century-old venue, the legendary Scott Parker earned one of his record-setting 35 career Half-Mile wins. Mees' victory tonight was his 36th HM win, which established the new all-time mark.

Mees' monumental night also saw him wrest the points lead away from Dallas Daniels (No. 32 Estenson Racing Yamaha MT-07 DT) for the first time this season.

Prior to the red flag, the young title hopeful was caught up in a heated scrap for second with the rolling Briar Bauman (No. 3 Parts Plus/Jacob Companies KTM 790 Duke). After the restart, his season-long podium streak came under serious threat with the additions of Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750) and JD Beach (No. 95 Estenson Racing Yamaha MT-07 DT) to the fray.

Bauman slashed up to second and controlled the spot to the flag. Afterward, the Rick Ware Racing ace proclaimed himself a contender from here on out now that the bike is properly dialed, a sentiment backed up by a win, two seconds, a third, and a fourth in his last five attempts.

Daniels, meanwhile, had to hustle his way back past Robinson over the race's final two laps to narrowly finish third, upping his active podium streak to 12 in the process. Still, it wasn't quite enough to retain his championship standing, as Mees now leads the chase 257-255.

After claiming his seventh victory of the season, Mees said, "We've just got to keep plucking away. Dallas has been riding phenomenally all year. It's almost underrated how consistent he's been this season. It's making me dig down as deep as I can, and I'm really enjoying the battle. We've got a lot of racing to go, and I've got a couple tracks coming up that are more his forte than mine with the TTs. It's an honor to keep the ball rolling, really."





## Mees FTR750 Leads AMA Flat Track Racing Results

Pos	Rider(s)	Points	<small>DAYTONA Short Track   DAYTONA Short Track Senoia   Arizona Super TT   Mission Dallas Half-Mile   Ventura Short Track   Sacramento Mile   Red Mile   DuQuoin Mile   Lima Half-Mile   West Virginia Half-Mile   Orange County Half-Mile   Bridgeport Half-Mile   Peoria TT   Black Hills Half-Mile   Castle Rock TT   Springfield Mile I   Springfield Mile II</small>																		Wins
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
1	Jared Mees	296	4	4	1*#	6	1*#	3	1*#	1#	1*#	3	1*	1*	2	3					7
2	Dallas Daniels	295	1#	1#	2	2#	2	1*#	2	2*	3	2*#	3	3#	1*	5#					4
3	Briar Bauman	243	3	7	7	3	4	4	7	3	4	1	2	2	6	2					1
4	JD Beach	235	5	5	3	1*	17	2	3	4	5	5	4	5	3#	1*					2
5	Davis Fisher	194	9	3	5	7	5	9	6	5	6	7	5#	8	4	8					0
6	Brandon Robinson	186	2*	6	4		3	17	5	8	2	4	11	4	5	10					0
7	Jarod Vanderkooi	174	17	2*	6	11	7	10	10	6	7	8	7	7	7	4					0
8	Bronson Bauman	149	11	12	8	8	8	7	8	10	8	6	13	10	11	11					0
9	Kolby Carlile	135	15	11	11	9	10	8	4	7	10	9	14	11	14	12					0
10	Ben Lowe	129	10	14	10	4	9	11	9	11	18	11	12	14	9	9					0

## H-D Leads King Of The Baggers Results 10 of 14 Races:



### Mission King Of The Baggers

Season: 2023

Pos	No.	Name	Total	Diff	Gap	<small>3/9/2023 3/9/2023 4/21/2023 4/21/2023 6/2/2023 6/2/2023 7/6/2023 7/6/2023 7/28/2023 7/28/2023</small>													
						Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
1	79	Hayden Gillim	175	0	0	20	16	16	13	11	13	25	16	25	20				
2	33	Kyle Wyman	172	3	3	0	25	25	25	25	16	7	25	13	11				
3	43	James Rispoli	172	3	0	25	20	11	11	16	20	20	20	16	13				
4	50	Bobby Fong	130	45	42	0	0	13	16	9	25	16	6	20	25				
5	1	Tyler O'Hara	123	52	7	16	5	20	20	20	0	13	13	0	16				
6	85	Jake Lewis	88	87	35	10	11	9	7	6	7	11	8	10	9				
7	5	Kyle Ohnsorg	80	95	8	8	9	7	8	8	9	6	9	9	7				
8	13	Cory West	79	96	1	13	13	0	0	7	10	10	7	11	8				
9	99	Jeremy McWilliams	71	104	8	11	8	0	10	13	0	8	11	0	10				
10	10	Travis Wyman	67	108	4	0	0	10	9	10	11	9	10	8	0				
11	14	Frankie Garcia	42	133	25	6	4	0	0	5	6	5	5	6	5				
12	87	Patricia Fernandez	31	144	11	5	3	x	6	2	5	3	3	0	4				
13	88	Max Flinders	30	145	1	7	7	8	0	0	8	0	0	0	0				
14	121	Hawk Mazzotta	25	150	5	9	10	6	0	x	x	x	x	x	x				
15	69	Danny Eslick	23	152	2	0	6	x	x	4	0	x	x	7	6				
16	80	Kole King	15	160	8	x	x	x	x	3	4	4	4	x	x				
17	55	Eric Stahl	7	168	8	0	0	x	5	x	x	0	2	x	x				
18	713	Robert Johnson	4	171	3	0	0	x	0	1	3	x	x	x	x				
19	199	Danny Spina	3	172	1	x	x	x	x	x	x	2	1	x	x				
20	17	Bryan Shields	0	175	3	x	0	x	x	x	x	x	x	x	x				
21	86	Shane Narbonne	0	175	0	0	0	x	x	x	x	x	x	x	x				
22	911	Kody Melton	0	175	0	x	0	x	x	x	x	x	x	x	x				

Legend 1st place 2nd place 3rd place



## AMA Flat Track Racing 2023 Schedule

January 9, 2023, By AFT

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

### 2023 Progressive American Flat Track schedule

- March 9, 2023 - DAYTONA Short Track I, Daytona International Speedway, Daytona Beach, FL
- March 10, 2023 - DAYTONA Short Track II, Daytona International Speedway, Daytona Beach, FL
- March 25, 2023 - Senoia Short Track, Senoia Raceway, Senoia, GA
- April 1, 2023 - Arizona Super TT, Chandler, AZ**
- April 22, 2023 – Mission Dallas Half-Mile, Devil’s Bowl Speedway, Mesquite, TX
- May 6, 2023 - Ventura Short Track, Ventura Raceway, Ventura, CA
- May 13, 2023 - Sacramento Mile, Cal Expo, Sacramento, CA
- May 27, 2023 - Red Mile, The Red Mile, Lexington, KY
- June 17, 2023 - DuQuoin Mile, Du Quoin State Fairgrounds, Du Quoin, IL
- June 24, 2023 - Lima Half-Mile, Allen County Fairgrounds, Lima, OH
- July 1, 2023 - West Virginia Half-Mile, West Virginia Motor Speedway, Mineral Wells, WV
- July 8, 2023 - Orange County Half-Mile, Orange County Fair Speedway, Middletown, NY
- July 22, 2023 - Bridgeport Half-Mile, Bridgeport Speedway, Swedesboro, NJ
- July 30, 2023 - Peoria TT, Peoria Motorcycle Club, Peoria, IL
- August 6, 2023 - Buffalo Chip TT, Sturgis Buffalo Chip, Sturgis, SD
- August 12, 2023 - Castle Rock TT, Castle Rock Race Park, Castle Rock, WA
- September 2, 2023 - Springfield Mile I, Illinois State Fairgrounds, Springfield, IL
- September 3, 2023 - Springfield Mile II, Illinois State Fairgrounds, Springfield, IL



### 2023 MotoAmerica King Of The Baggers 14-Race Championship:

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



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

# News

## Indian Presents Powerplant-Built Sport Chief To Norman Reedus

The Walking Dead star adds his first Indian Motorcycle to his collection

By Dustin Wheelen, Ride Apart, May 03, 2023



Based out of Los Angeles, California, Yaniv Evan put Powerplant Vintage Cycles on the map with a style all his own. Whether it's a chopper, bobber, club-style build, or a crossover custom, Powerplant projects reside at the four-way intersection of craftsmanship, artistry, heritage, and performance. It's Evan's unique design philosophy that draws many customers, celebrities, and build-off awards to the custom shop's doors.

The Walking Dead's Norman Reedus is just one Hollywood star (including Mark Wahlberg and Scott Caan) that frequents the Melrose Avenue storefront. From a stripped-down Knucklehead to a blacked-out FXR, Evan has already supplied Reedus with several custom Harley-Davidsons. So, when Powerplant accepted Indian Motorcycle's proposal to build a custom Sport Chief, the moto-obsessed actor had to add the first Indian to his collection.

Evan previously showed off the work-in-progress project in Indian's Forged YouTube series. That sneak peek revealed the lauded builder's inspirations, simultaneously remaining true to the brand's rich history, modern-day performance cruiser conventions as well as his personal style. In sum, the Powerplant-built Sport Chief does just that.

Streamlining the Chief headlined the brief, and Evan applied that motif throughout the process. The master craftsman not only lifted the fuel tank to accentuate the model's lines but also narrowed its footprint for a sleeker silhouette. The slender front end complements that lean design language while accommodating the chromed, seven-spoke Morris Mag replica wheels and 11.5-inch rotors.



Similar measures highlight the bike's tail as well. Evan relocated the shock and swingarm mounts to shrink the rear end, suiting the narrower K-model rear fender and 150-section tire. With the chassis in order, the Powerplant style comes to the fore. A louvered tank console and side panels visually tie the custom Chief together, while the one-off stainless-steel header and RedThunder cone catch the eye with a pop of chrome.

Reedus' Sport Chief doesn't need any help in that department, however, with a gloss root beer base paint and orange flames and striping commanding attention at every turn. Built to the actor's dimensions, the project optimizes comfort with eight-inch pullback bar risers and a cobra-style gunslinger saddle. Powerplant's Sport Chief adheres to Evan's design philosophy, yet it elevates his work to yet another level.



# News and Events

## Tucson Rundezvous 2 Raises \$800 for Habitat for Humanity

Our charity raffle to benefit Habitat for humanity, Tucson was a success! Together, we raised \$800, which I presented to Maddy at their Tucson office on mountain drive. They were very appreciative and asked me to share their thanks with everyone.

Teresa "Squirrel" Davidson did a great job coordinating the collection of raffle prizes, setting them up, selling tickets and conducting the raffle drawing on banquet night. She made it fun and everyone enjoyed it.

Special thanks to everyone who donated raffle prizes, including Klipper Automotive, Maverick at Indian Motorcycle Tucson, Jason Adams at Pikes Peak Indian Motorcycle, Frank Leadley, Squirrel, Phil and Bonita Reiter.



## The Origin of Our Tucson Black Mountain Chapter Name



*Reprinted from Arizona Daily Star, Oct 21, 2021*

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

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



## IMRG Tucson BMC Accepts Zelle \$ Transfers Now

We can now accept Zelle payments directly into our Hughes checking account. While we still prefer PayPal for our online web store shopping cart, members who don't use PayPal can use Zelle. Send Zelle funds to: [treasurer@imrgtucsonbmc.org](mailto:treasurer@imrgtucsonbmc.org).



# News



INDIAN MOTORCYCLE®

*Tucson*

**Mark Your  
Calendar!**



## IMRG Tucson Rundezvous™ 2024

April 10-14, 2024

**Ride the Old West in Spring!**

**Desert Diamond Casino & Hotel**

**7350 S Nogales Hwy, Tucson, AZ**

**(877) 777-4212 Rooms Only \$119 before 3/15/24**

**Ride Mt. Lemmon, Tombstone and more**

**Banquet Saturday, 4/13/24 \$49**

**Charity Raffle**

**Everyone All Brands Welcome!**



**Online Ordering Available Soon!**

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

# Ride in Peace

## Jim 'U-Turn' Eaton Dies after Motorcycle Crash Near Flagstaff



Brother and longtime member of IMRG Tucson Black Mountain Chapter and Old Pueblo Riders, passed away on May 21, 2023. He was involved in a motorcycle accident near Flagstaff a few days prior and succumbed to injuries and other medical issues. He rear-ended an SUV with his Indian Springfield, suggesting he may have had a medical issue just before the collision.

*Below is a reprint of his autobiography from spring 2017.*

### Jim Eaton 1948-2023 Autobiography (Reprinted from Spring 2017 Newsletter)

I was born in Burbank, California in '48 and lived around that area for the next 50 years. I attended art school and studied in sculpture, poetry, drawing, painting, 3-D art, and finally settled into fine art photography. I started operating heavy equipment when I was 18 and graduated from bulldozer school in the US Army. I retired when I was 50 from the City of Los Angeles Road Construction Division in 1998 as lead equipment operator and moved to the Oracle Junction area. I feel so at home in the high desert, such a wonderful place to live and breath. I really do love operating heavy construction equipment, but I really do love retirement so much more! Since my retirement, other than riding motorcycles and target pistol shooting, I trained my Hungarian pointer dogs, Vizslas, for show and field competitions. That was a hoot and heck of a lot of fun!

I started riding motorcycles when I was 15. "Maleficent" the '16 Indian Springfield I have now is my tenth bike. I've motorcycled in every state, except Hawaii, and I've ridden in all the provinces of Canada, except Newfoundland and Labrador, they are still on my bucket list. When I travel, I generally don't have a precise plan, just a general direction. So where I am at the end day, is where I am at the end of the day. Not very often do I push myself to get to a destination. The fun of getting somewhere is how I get somewhere! As close as I can figure I have logged in excess of half a million miles on my machines. I love traveling by myself but I also enjoy the company of others, from 1 to 25 motorcycles. I was co-road captain for Star Touring for about four years, I very much enjoyed that experience. Helping others to have fun and be safe on a ride, I believe, is the role of the road captain.

Here are just a few of my motorcycling highlights. In '76 I rode alone to the Alaskan panhandle on my Moto Guzzi. I've gone from Los Angeles to Halifax Nova Scotia, 4,000 miles in 6 1/2 days, and then back home for a total of 10,000 miles. That ride was done on my '89 Ninja ZX1000, which at one point on a abandoned Nevada road, I had her up to 172 mph, talk about telephone poles looking like a picket fence, wow! When I was 40 and traveling through rural backwater Pennsylvania I had a 90-year-old man pull his hog-leg six-shooter on me just for talking with his granddaughter, told me to get out of his sight. I said "yes sir!". I road captained a group of 10+ motorcycles from Tucson to Roanoke, Virginia, and then continued solo down to Florida, then up to Maine and back to Tucson. The other 50 or more stories I could tell about "the road" could fill a book. Mmmmm, note to self, write a book!

The past 15 years that I lived in the Tucson area I have mainly traveled by myself. But I found the life of a hermit biker very addictive, but also very lonesome. So the obvious next step would be to join some riding groups. I am currently a member of the IMRG Tucson (Black Mountain, thank you), the Old Pueblo Riders (OPR) and the Oracle Junction Geezers Breakfast Motorcycle Riders Gang (OJGBMRG). I am looking forward to making many friends and memories with my fellow Indian riders. I will try to help the group out when I can and contribute wherever needed. Ride safe and have fun.





# Ride in Peace

## Jim Eaton Funeral and Celebration of Life

By Mike Ostrom



On a warm Wednesday morning at the end of June, some close friends gathered for a short procession to Evergreen cemetery for a farewell funeral service and tribute to Jim "U-turn" Eaton, 1948-2023. Jim was a member of the Old Pueblo Riders and IMRG Tucson Black Mountain Chapter, most recently. Some of us were members of STAR 108 with Jim before that. Jim, TJ and I also



shared a common love for Moto Guzzi motorcycles. In fact, Jim gave me a Moto Guzzi poster he drew when he was an art student, which hangs proudly in my garage.



William Don Carlos played "Scotland the Brave" on his bagpipes to start the graveside ceremony. Teresa 'Squirrel' Davidson had brought a couple dozen yellow roses, Jim's favorite, and we all took one and placed it on his IMRG TBMC vest atop his grave. Dear friend, Cherice Hall, read his obituary and shared some personal stories of riding with Jim and learning to ride her own motorcycle, thanks to Jim.



Several individuals got up to share memories and pay tribute to Jim, including Squirrel and TJ. His best friend, Jack Jobes, closed with his tribute and a prayer. Jack also put together a nice DVD of some videos and pictures of Jim through the years and made copies for everyone in attendance.



Bagpiper Carlos closed the ceremony with "Amazing Grace" as he marched into the distance.

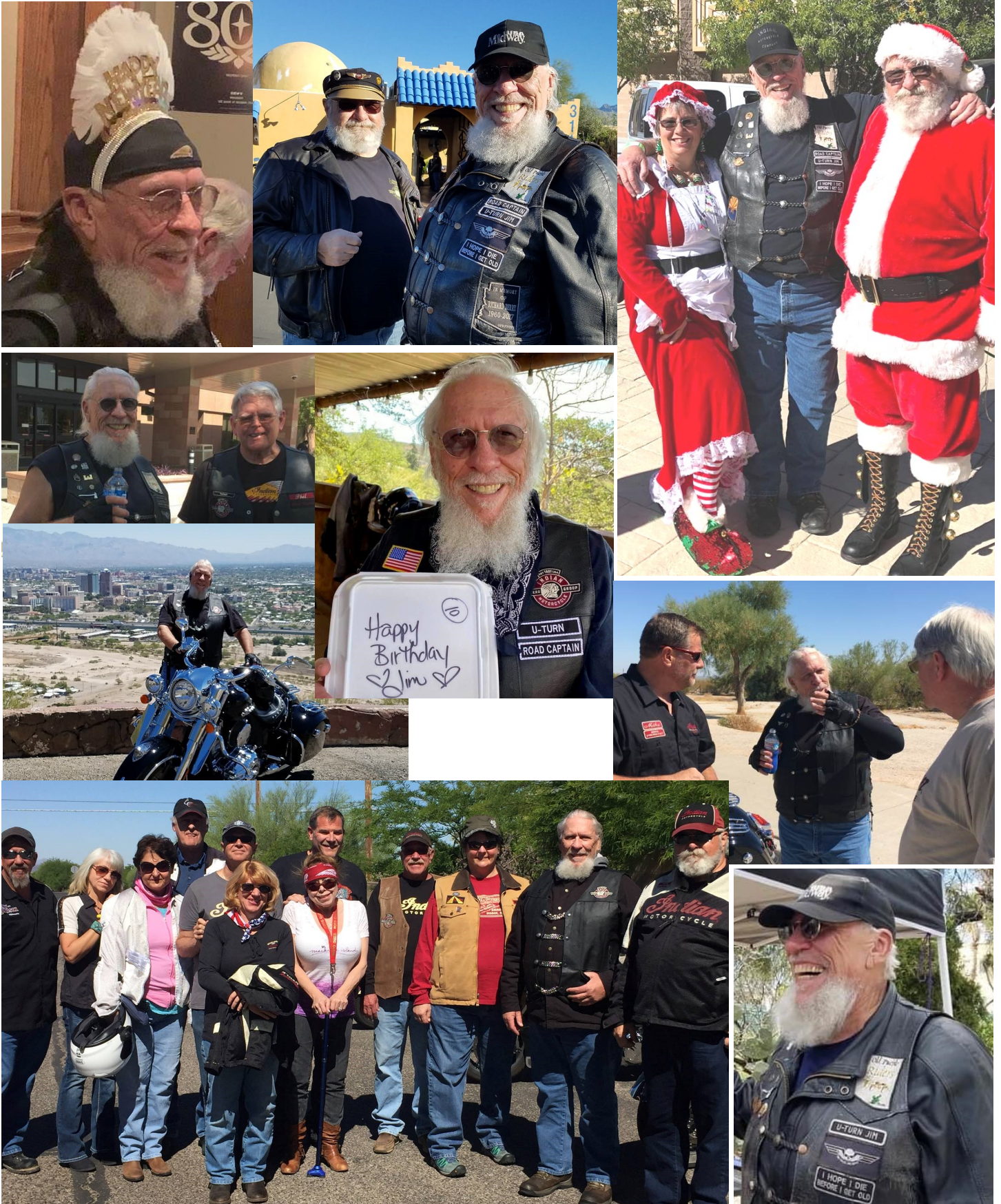
On July 9th friends showed up at Shooters for Jim Eaton's Celebration of Life. With event temperatures well into triple digits, the band canceled and an impromptu acoustic ensued inside. Aaron, a buddy of Jim's did a nice set of songs and was joined by Charlie Emery on guitar for a few songs. Squirrel had set up a nice slide show featuring hundreds of pictures of Jim over the years. A few folks shared some memories and paid tribute to Big Jim, and Squirrel led a toast to him.

Jim had a patch on the front of his vest that said, "Hope I die before I get Old". He certainly was young at heart, but it still seems he was taken too soon. Wish he could do one more U-turn. Ride In Peace, my friend.



# Ride in Peace

## Jim Eaton Celebration of Life



# Ride in Peace

## Jim Eaton and His Ladies



# Ride in Peace

Jim Eaton on the Road (Thanks Jack Jobs)



# Feature

## Best Motorcycles for Smaller Riders: Seat Heights Under 30"

By Rider Magazine Staff, January 6, 2023

Choices for smaller, affordable motorcycles are growing, and that's good news for riders looking for a fun bike that won't break the bank. Whether you're new to riding and want something easy to handle or an experienced rider looking for a lighter or shorter bike, you have more options now than ever when it comes to finding the best motorcycles for smaller riders!

Below is Rider's 2022-2023 list of best motorcycles for smaller riders, an update of the popular post from 2019. This new list includes motorcycles with seat heights up to 30 inches with an MSRP of \$17,000 or less.

Can-Am Ryker, \$8,999 23.6-inch seat height, 594 lb dry ->>



<<-Indian Scout Bobber Sixty, \$10,749, 25.6-inch seat height, 548 lb

Indian Scout Rogue Sixty, \$11,249, 25.6" seat, 540 lb ->>



<-Indian Scout Sixty, \$11,749, 25.6" seat, 543 lb

Indian Scout Bobber, \$12,249, 25.6-inch seat, 553 lb ->>



<<-Indian Scout, \$13,249, 25.6-inch seat height, 561 lb

# Safety Corner

## Summer Riding Tips by Phil Reiter, Safety/Road Director



We've had record heat out there, with 100+ degree days the norm. Thought it made sense to reinforce strategies for dealing with the heat.

For example, riding in the early morning hours, or even after sunset is one of the most effective ways of avoiding the excessive heat and direct sun of the hottest hours of the day. **A few other basic strategies include: Always carry water**, ideally within reach, so that you can drink while riding. A large capacity thermos or a Camelback type system are good choices.

You should be stopping to **rest more frequently** than during cooler weather. You should have to urinate, at least every other stop. Watch the volume and color of your urine, which should ideally be light yellow. If you stop sweating, become headachy and eyes dry out, then you are in trouble, and are well on your way to heat exhaustion, which can be fatal. In that case, you must stop riding, seek shade or shelter, rest, keep drinking water until you recover.

**Wear appropriate clothing.** Your body cools by the evaporation of sweat, which carries heat out of your body. Excess heat is lost to the surrounding air as the sweat evaporates. A mesh jacket and short sleeve shirt work well when the air temp is below the 90's. Above that, the warm air can transfer more heat to your body than can be lost through evaporation. On hotter days, it is better to wear a windbreaker jacket, and a light, long sleeve tight fitting exercise shirt made of moisture wicking material.



## Dwight Darling had Heat Stroke and would like to share with us what he learned:

Last Friday after a simple ride to Kearney for breakfast I suffered heat exhaustion which forced a call to 911 and a night in the local hospital. It was no laughing matter. I barely was able to pull the bike off the road and was in no shape to call for help. I was passing out from the heat!

Fortunately I was riding as part of a group and a fellow rider pulled over to see what the problem was. After a short, unintelligent conversation, 911 was called and away I went. Suffering from the heat is no laughing matter. In doing research on riding in hot weather, it comes down to a few common sense issues and a few not so common.

1. Avoid riding during the hottest part of the day.
2. Keep your gear on and your skin covered.
3. Hydrate, hydrate, hydrate, and even pre-hydrate the day before the ride.
4. Make frequent stops.
5. Lather on the sun screen.
6. Protect your eyes.
7. Avoid letting hot air blow onto your bodies. Wind protection is important on hot days.
8. Keep your hot weather rides shorter.
9. Bring cold drinking water along. Add electrolytes to it. Try putting your water bottle in the freezer the night before the ride.
10. Wearing an evaporative cooling vest helps, especially in a dry climate like ours.
11. Make sure your bike is ready for the hot weather. Check tire pressure, oil level and viscosity, and coolant level.
12. Keep an eye on each other and be aware of the signs of heat exhaustion or heat stroke.



# Rides and Events

## Distinguished Gentlemen's Ride: Dateline Cleveland

By Mike Ostrom



Things don't always go as planned. After a Covid hiatus, where individual rides were suggested, people felt comfortable gathering once again in groups for the global Distinguished Gentlemen's Ride on Sunday, May 21st. Johnny, Mel and Scott, owners of Gear Shifters, hosted the ride this year in Tucson and I signed up to be part of the Dapper 520 Team.

The Tucson ride had 121 riders register and a little over 70 show up to the ride. We raised just shy of \$24,000, beating Phoenix once again, who had double the riders, but less in fundraising. Not that we are competitive. My donations contributed \$294. Thanks to everyone who contributed to support Men's health and Prostate Cancer research.

On May 21st, however, I found myself in Cleveland, Ohio, paying my final respects to my Dad before he passed the night before. There was no better way to deal with the grief, than a long motorcycle ride. I researched the Cleveland DGR and it was an all-day affair. Instead my brother-in-law, Ron Rich and his son Ian chose to ride along the historic Erie Canal and the Cuyahoga River and loop back to Lakewood, where we were staying during our visit



Ian stores four of their bikes at his place; two are his and two are his dad's. Ron offered me the largest, his Suzuki DR650.

Ron chose the Yamaha 250 and Ian was on his Suzuki SP125 with a Wiseco big bore 140cc kit installed. We weren't really dressed Dapper for the occasion, but all had hi-vis outerwear on for the cool morning departure.



# Rides and Events

## Distinguished Gentlemen's Ride: Dateline Cleveland (continued)



Ian led the way, taking side streets and two-lane roads marked between 25-35 MPH until we broke out of the city. Our first stop was the Ohio & Erie Canal Reservation and Aqueduct Tow Trail, which stretches through the villages of Cuyahoga Heights and Valley View and other surrounding communities. The reservation follows a portion of its namesake, the historic 309-mile Ohio and Erie Canal. We hiked about a mile along the river with folks kayaking and shared the trail with bicyclists on a gorgeous afternoon.



We continued south through the Cuyahoga Valley National Park and down Riverview Road, passing Boston Mills Ski Resort, where I used to ski decades ago when I had two



good knees. We continued south to the Wine Mill in Peninsula for some nachos, cheese and crackers with our half carafe of local wine. It was a nice choice.

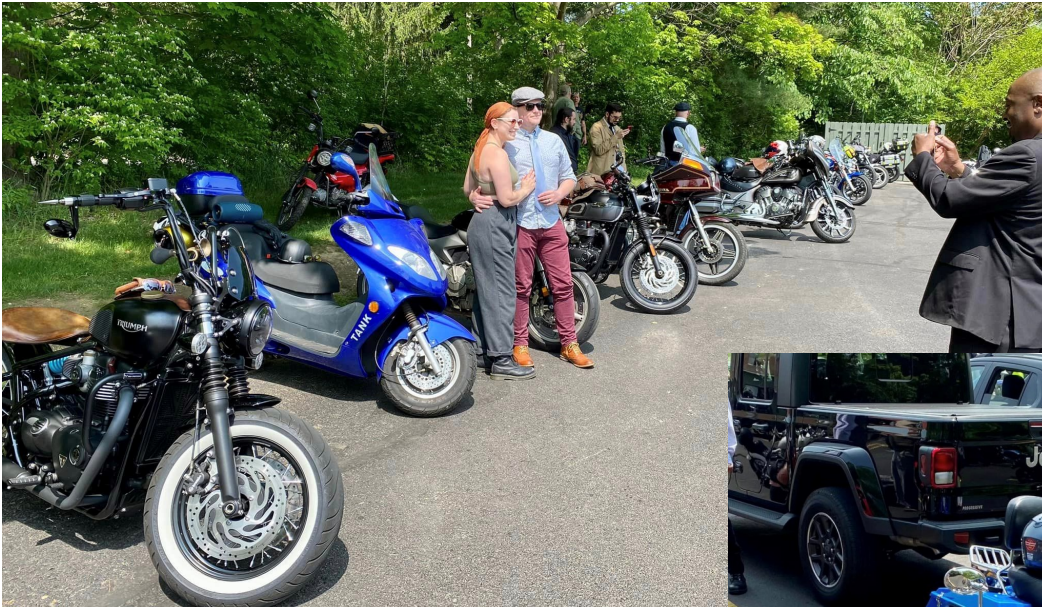


On the way home, Ian led us back north on Riverview, through the Brecksville Reservation, where we rendezvoused with the Cleveland DGR, holed up at the CountyLine Saloon in Brecksville. As is typical, there was quite an eclectic selection of bikes and characters, mostly dressed for the occasion. Our dual purpose bikes added to the diversity.



# Rides and Events

## Distinguished Gentlemen's Ride: Dateline Cleveland (continued)



One of the guys with a beautiful Harley Springer had a Lake Erie chapter flag for the Antique Motorcycles of America. He knew Debbie and Ron's sister Denise and had ridden with her a few times. Ian and Ron posed behind an old Hon-



da 305 Hawk like Ron's brother had. I remember when Dan rode that thing all the way to Pennsylvania when he was a teenager. I thought it was the coolest thing and couldn't wait until I got a motorcycle!

We spent about a half hour there or so. Most of the guys that were there when we pulled in, were still there when we pulled out. They were in no hurry, but we were. My brother was hosting a picnic for family on the other side of town, and we'd be cutting it close now. It was so nice

hooking up with the Cleveland

DGR on a nearly perfect afternoon. Ron and Ian were glad we made the stop too.



# Rides and Events

## Mt Lemmon and a Cool Sawmill Run Lunch

By eD King



Embarking on an extraordinary motorcycle adventure to Mt. Lemmon in Tucson, I joined a group of enthusiastic riders, including RTEAM Riders, Green Valley riders, and Indian Black Mountain riders. The ride was led by Mark Grosvenor in the absence of Mike Ostrom, who was mourning the passing of his father in Cleveland.

We set off on an exciting ride to Sawmill Run Restaurant in Summerhaven, AZ. Our trek began at McDonald's at Tanque Verde and Catalina Highway, where we gathered in the morning of Friday May 26th, ready for the exhilarating day ahead. The ca-



maraderie among the riders was evident as we shared our love for motorcycles and the open road.

With engines roaring, we embarked on our journey towards the magnificent Mt. Lemmon. En route to Sawmill Run Restaurant, we made a refreshing stop at Geology Vista, taking a break to appreciate the stunning natural beauty of the surroundings. As we stretched our legs, we captured stunning photos and shared stories of our motorcycle adven-



tures, further bonding with fellow riders.

Continuing our ride, we soon arrived at Sawmill Run Restaurant, nestled in the picturesque mountain town of Summerhaven. The restaurant's inviting patio offered the perfect setting for a cool lunch, where we indulged in delectable meals while surrounded by the serene ambiance of Mt. Lemmon. From the patio, we enjoyed panoramic views of the lush pine forests and cabins above us that adorned the landscape.

# Rides and Events

## Mt Lemmon and a Cool Sawmill Run Lunch (continued)

The companionship and shared passion for motorcycles enriched our experience, making the lunch at Sawmill Run Restaurant even more memorable. We relished in the opportunity to swap stories, exchange tips, and forge new friendships, united by our love for motorcycles and the joy of exploring the open road.

As the day progressed, we bid farewell to the restaurant, leaving be-



hind the tranquility and beauty of Mt. Lemmon. Our descent back to Tucson was accompanied by a sense of contentment, gratitude, and the thrill of navigating through exhilarating curves on our incredible ride. In conclusion, the motorcycle ride to Mt. Lemmon, Tucson, was made even more remarkable by the cool lunch at Sawmill Run Restaurant in Summerhaven.

Surrounded by fellow riders from various groups, we shared a day filled with adventure, breathtaking scenery, and connections. This ride stands as a confirmation to the joy of motorcycles, camaraderie, and the exploration of hidden natural gems we get to see on two wheels. It was a trip that left me with lasting memories and a renewed appreciation for the simple joys found in the open road and the company of fellow riders.



# Rides and Events

## Triking Arizona and Utah

By Mike Ostrom

Utah is one of my favorite states to ride. Craig Littlefield and the SEAT group make an annual trek there and this year I joined them, June 1-4. It's a good time of year to head north from Tucson, Arizona and the daily route maps Craig provided had a lot of squiggly lines on them. Just the kind of roads that are a blast to ride on my, "multiwheeled leaning vehicle", Niken GT. The other six guys on the trip were on two wheels, including Craig Littlefield's BMW S1000R, Dan Fisher's K1600GTL and Jim Burton's R1200GS. Mike Kennedy and John Burton were on two nearly identical Goldwings and Mark Grosvenor rode his brand new Kawasaki Versys 1000.



The fun started right away Thursday morning, north of Winkelman, on AZ 77, where some guys transmitted their early ride excitement to their right wrist through the sweepers. It was just a small taste of things to come. I took the lead on AZ 177 along Roosevelt Lake, where the Niken seemed to have a mind of its own, tracing the shoreline. Craig had asked me to pick a place for lunch in Payson, so as Mark predicted, I chose the Buffalo Grill, where we could sit outside.

North of Payson, scenic Route 87 and Lake Mary Road climb in elevation and beauty on the way to



Flagstaff and provided a cool ride past Mormon Lake and Lake Mary. Both lakes boasted the highest water levels anyone could remember. In previous years Mormon Lake looked more like a marsh. We took US 89 up to Page, AZ for the day 1 destination and found a nice Mexican restaurant next door to our hotel for a cold one and a bite, before calling it a night.



# Rides and Events

## Triking Arizona and Utah (continued)



The next morning Craig led the way as we re-traced 89 to 89A with a stop at Marble Canyon, which features two bridges over the Colorado river far below. The route showcases some of Arizona's most colorful mountains, which we got to see in the evening and morning sun. Things were about to get even better in Utah. Everyone but Mark and I had gassed up before our 7:30 AM departure so we were happy to top off our tanks just a mile past the canyon, with only a 30-mile range remaining on my tank.

US 89A is a great road as it climbs to Jacob Lake through the Grand Canyon National Game Preserve, where it re-joins US 89 at Kanab, UT. US 89 becomes the Mt Carmel Scenic Byway and the views are spectacular. Multi-colored rock, tall pines and Golden Aspens with fresh spring buds were just some of the sights along the mountain roads and streams. Six of us stopped at the Thunderbird Restaurant for pie at

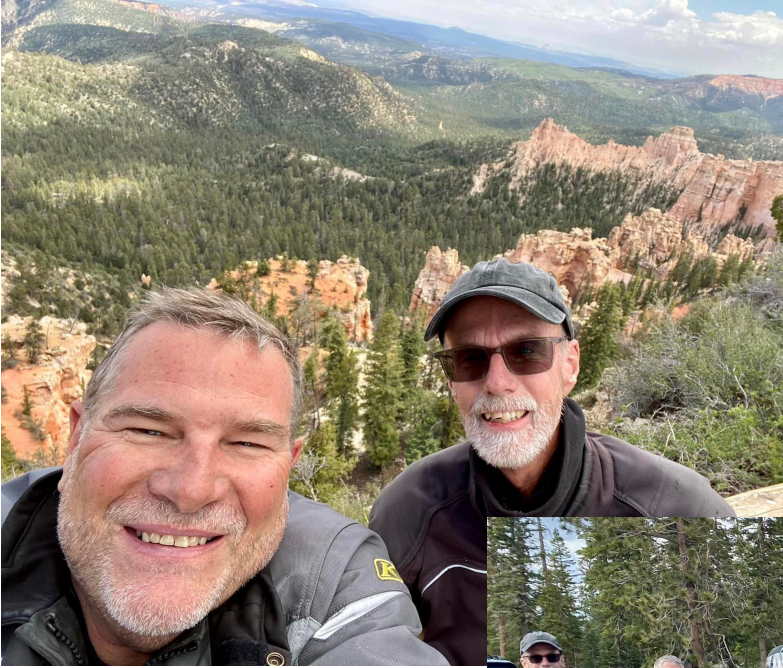


the Mt Carmel Junction. Dan was a good boy and ordered salad, which I claimed as mine for the Facebook photo post. Jim was off exploring on his own.

The scenery ticked up another notch as we headed west on UT 14 to UT 148 north on the Cedar Breaks Scenic Byway. Craig waved me past on Scenic Byway 143 headed east and I stopped by Panguitch Lake to snap some shots of the boys riding by.

# Rides and Events

## Triking Arizona and Utah (continued)



UT 12 is considered one of the premier riding routes in the country, and for good reason. Red Canyon kicked it off for us. It is aptly named and breathtaking! Mark was leading as we came to the roundabout for Bryce Canyon on what was already a 350-mile day of mostly mountain roads. He and three of the guys continued on UT 12 for Friday night home-base, Torrey, UT, while Dan and I split off for Bryce Canyon National Park, as dark clouds loomed ahead.

The Niken GT gathered quite a crowd at Fairview Point in Bryce, from fellow motorcyclists and trikers. Dan and I both had been to Bryce before, but the

spectacular views don't get old. The round trip back to the roundabout on UT 12 took about 45 minutes and we were still 120 miles of mountain curves away from Torrey at 3:30 PM.

The dark clouds delivered some light sprinkles near the Escalante Staircase



and some wet roads along the way. At one point, after cresting the 9,600 ft summit we saw a ride-low 41 degrees and a couple hundred feet of slush on the road! Yikes! Times like this it's nice to have that second contact patch up front. Dan had a tire kick out a little as he hit the fringe of the slush in one corner!

We made it into Torrey around 5:30 PM, about a half hour behind the rest of the gang. Just in time to check in and hike up a steep hill to the Broken Spur Steakhouse for dinner at 6 PM. It rained as we ate and Mother Nature provided a nice rainbow, which some of us interpreted as a good omen. I captured a nice shot of the sunset, glistening off the wet streets as we walked back down the hill.

# Rides and Events

## Triking Arizona and Utah (continued)

Day 3 started a bit nippy, but it warmed quickly to 55 as we headed east on UT 24. Craig again encouraged someone else to take the lead so I did. Heading east, in and out of the sun, can be a little tricky as I carved the canyon road. It was a good start to the day.



In Hanksville we continued south on UT 95 to UT 261 south, down the Moki grade, which includes a couple miles of gravel and wash-board switchbacks without guard rails. Oh My! Another good time to be aboard the independently-sprung three-wheeled Niken with ABS. The vista views were amazing!



We stopped at the Goose-necks State Park, outside Mexican Hat. I was first in line and paid the \$2 admission for all seven bikes. Craig rolled up last and paid for everyone again. He said they could use the money. The view of the San Juan River, snaking back and forth was cool, but seem to pale in comparison to Utah's scenic byways.

We dove down near the San Juan River at the San Juan trading Post for lunch under the UT 163 bridge. Next stop was the iconic Monument Valley shot from high on US 163. At Kayenta we grabbed an Indian road that took us to Many Farms and US 191 south to Holbrook. As is typical, Craig got a wild hair up his ass on the long boring straights and cleaned out the cobwebs on his S1000R. I followed suit on the Niken 847cc triple. I noticed the



speedo at 120, but Craig said he hit 137 and when he looked in his mirror, I was right on his tail, in a tuck. I caught a little air at one dip on Indian Route 59! Wow!

# Rides and Events

## Triking Arizona and Utah (continued)

We made good time and arrived at HoJoMoLo just after 3 PM. I ran down the street to grab a six pack of Kilt Lifter and Jim and Craig joined Mark and me for a cold one before heading to Tom and Suzie's Diner for dinner. Tom and Suzie's has an eclectic menu with American, Mexican, Italian and Oriental cuisine.

Some of us were up on Sunday by 5 AM and wanted to beat the heat south of Winkelman, so Mark, Mike Kennedy and I rolled out at 6:20 AM on a cool morning. It was 57 degrees in Show Low and continued to warm as we dropped into the Salt River Canyon for the last thrill and photo shoot of the day. Mark led us



to Judy's Cookhouse in Globe for breakfast. Afterward, he continued west on US 60 toward Florence, while Mike and I split off on AZ 177 in Superior. I followed Mike all the way to our Oro Valley neighborhood. Turns out he lives two streets from me. We got home at 11:35, beating the heat as planned, with 1,500 miles in the books.





# Rides and Events

## Dealer "Freedom" Event

By Mike Ostrom



RED, WHITE & BLUE TAG EVENT ON ALL PRE-OWNED INVENTORY!

WE HAVE HUNDREDS OF NEW & USED MOTORCYCLES TO CHOOSE FROM



FREE FOOD AT 11AM WHILE SUPPLIES LAST



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The rest of the country finally breaks out of the deep freeze for a short summer and bike sales go through the roof! It's their hot time (pun) of the year. It's actually the slow time of the year for dealers in southern Arizona. Those that ride around here, like to be back in the barn by noon at the latest, unless they are headed to higher, and cooler, ground.

To entice potential buyers to the showroom, our sponsoring dealer, Indian motorcycle of Tucson held a July 1st sales event. They boasted

"hundreds" of new and used bikes and advertised a free tee-shirt with every test ride. There was buy-one-get-one sale of shirts and up to 80% off seasonal closeouts. They offered free food starting at 11 AM, when the temp hit 99,

on the way to 106 for the day.



I dropped in

at 8:45 AM, as the crew of about 8 employees were setting up and it was still relatively cool. I asked if they were expecting a huge showing and I got a snicker and some eyes rolling back in the head, in response. I snapped a few pictures of the inventory and posted them on Facebook IMRG Tucson page, encouraging folks to drop by. Chris Barnett responded with a screen shot of the temperature sitting at 97 degrees, at 10:36. He said he was going to go but decided to throw on the swim trunks and hit the pool instead. That may have been a typical response to my post..



# Rides and Events

## Springerville Overnighter

By Mike Ostrom

Heading to higher ground is a great strategy during the hot summer months. Nancy Ellis and Tom Johnson, spend the summer months at Gateway RV park in Springerville, and always invite friends to come up and visit. While daytime highs in Tucson were hovering in the 110 arena, Springerville and the surrounding high country boasted upper 80's and 90, for the last weekend in July. I posted the overnighter for Thursday-Sunday and 8 people responded in the affirmative.

Debbie and I put the bike on the trailer and drove to Historical Motor Reed's Lodge in Springerville on Wednesday



for four nights. Manny and Stella Frias drove their toy hauler in from Las Cruces, NM to join us. Mark and Nancy Grosvenor had rented a place in Springerville, then Lakeside the week before and we hoped to connect with them before they returned to the Old Pueblo, but our post arrival celebration was well underway as dinner time approached so we took a raincheck.

Tom and Nancy dropped by the room for a toast before we walked across the street to Booga Red's Mexican restaurant, where Manny and Stella joined us. It was very good, as was

the Dos Equis Amber on tap. There were a couple of friends of Nancy's and Tom's there as well.

Thursday morning, Tom and Nancy had to finish their work week and the rest of the gang was just leaving Tucson, so Manny and Stella joined Debbie and me for a breakfast ride to Bear Wallow Café in Alpine. It's a gorgeous 25-mile ride south on US 191 from Springerville, with morning temperatures in the upper 70's. We had preferred parking right in front, but had to grab the last of two booths inside. My breakfast skillet was really good.



# Rides and Events

## Springerville Overnighter (continued)



Afterwards, at Tom's suggestion, we road the Big Lake loop, which starts just north of Alpine. Smooth Three Forks Road becomes AZ 273, just before the turn off for Big Lake. It's a little slice of heaven as the road snakes through tall pines and open fields. To shorten the loop for Debbie, we turned on AZ 261 north, which has been long overdue for a repaving that was underway. We waited for about 10 minutes for the Pilot Truck to lead us down the gravel remains of the road, but the scenery made it worth it.

Some isolated thunderstorms blew through town in the afternoon and the gang coming up from Tucson caught some of it just as they arrived. While they waited for rooms they holed up in Red's backroom Cantina and we joined them. Dean and Noreen rode the trike, Ed King was on his Roadmaster and Phil was on Ol' Dusty. Bonita and Connie caged it as sweeps.

The Springerville American Legion hosted a pot luck dinner that night and Tom cooked up a huge batch of meatballs and Lil' smokies to cover everybody. Debbie and I picked up some potato salad and a lemon ring



cake to play it safe. Manny and Stella brought a couple bags of chips and dip. The bartender poured cold Kiltlifters in between his shots in the nine-ball pool tournament and we registered for Saturday's poker run.

Afterwards, everyone gathered back at Reed's for a night-cap on a gorgeous night and caught the final stages of a beautiful sunset. Connie figured out how to connect via Bluetooth to the boombox Tom had dropped off and played a nice selection of her favorite tunes. Bonita sent Phil to their room for Rolo shot glasses and merriment ensued. Ed had brought over a big bottle of Hornitos and by the end of the night it was all gone! He and I did more than our fair share on killing it.

# Rides and Events

## Springerville Overnighter (continued)

Friday morning, we awoke to cloudy skies and a slight chance of rain. Debbie and I had requested a room with a kitchenette and had bought some bacon and eggs that I fried up for us. Phil and Bonita stopped by to help with the bacon. It was already warming up when we rolled out for our ride down US 191 and 180. A few miles south of Alpine the speed limit drops to 50 MPH and the fun begins. I was in the lead followed by Tom and Nancy on the Multi-strada and Manny and Stella on their black Roadmaster. Ed and Connie King were on their white Roadmaster followed by Dean and Noreen on Goldwing Trike and Phil on his wing. Bonita and Debbie ran sweep in the Ram 1500.



We stopped for a break at the Heifer scenic overlook just south of Luna, NM. As we descended the mountain the speed limit drops to 40 MPH, with successive S curves in many sections. It was a blast! We put tables together in the back room at the Alma Grill so all 12 of us could sit together. Half the table was done eating by the time the rest of us got our food, but it was pretty good.

For the ride home dark clouds had formed and it looked like rain or virga showers were falling under some of them. About 15 miles out of Alpine we hit some damp road and soon after some patches of light rain. We never got wet until we made the turn north on US 191 for the home base. For a couple of miles it came down pretty good then cleared up momentarily when we hit Springerville. About 5 minutes after I parked the bike, the skies opened up!



# Rides and Events

## Springerville Overnighter (continued)

Tom and Nancy invited everyone over to their Gateway RV Park for grilled ribeye steaks, potatoes and corn on the cob. They even picked up some sweet potatoes for Manny, when he said it was his favorite. It was really delicious! Afterward, we did some Karaoke, with Bonita, Noreen, Nancy and neighbor Corey, being the stars of the show. We got a surprise group Facetime call from Teresa "Squirrel" Davidson, who joined the party virtually! It was a great night.



Saturday, we helped support our Veterans on the "Sportsmen For Heroes" Poker Run with the Springerville American Legion Post 30. Everyone started the day by cleaning up the road splash from Friday's rolling bike wash, but the benefits would be short lived. Official KSU was

10:30 AM, but we were headed to Alpine by 10 AM. Manny and Stella came right from breakfast at Booga Red's and rolled in as we were lining up. Tom and Nancy led and I followed. Dean, Phil, Ed and Connie, Manny and Stella were behind me. Bonita, Noreen and Debbie were in the truck running sweep.



# Rides and Events

## Springerville Overnighter (continued)



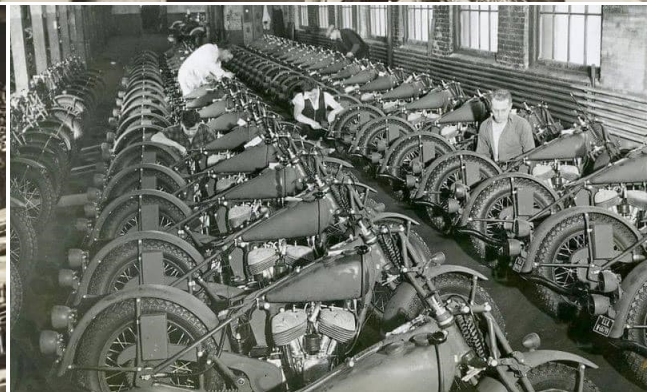
There were two stops in Alpine, the first being Ye Ol' Tavern. The next stop was at Big Lake and we had to ride through some rain and drizzle to get there, but didn't get too wet. There was some real rain on the way to Greer for our fourth card. The Tail Tidy kit eliminated the rear fender on Tom's Multistrada leaving Nancy with a wet racing stripe on her rear, but Tom was nice and dry. Connie had read the warning signs in Alpine and jumped in the truck with the girls. There were a few more sprinkles on the way down to 260, but we set the blow dryer to max for the ride back to Springerville, and were all dry by the time we checked back in at the Legion. Tom ended up winning \$75 with three Kings in the best poker hand.



We all gathered around 5 PM for some excellent BBQ and Green Chili Chicken Mac and Cheese at the Gateway, for our farewell dinner. The next morning the Tucson contingent gathered at Booga Red's for breakfast before heading home. It had been a great weekend! Nobody prefers riding in the rain, but it's part of the adventure and nobody seemed to mind.



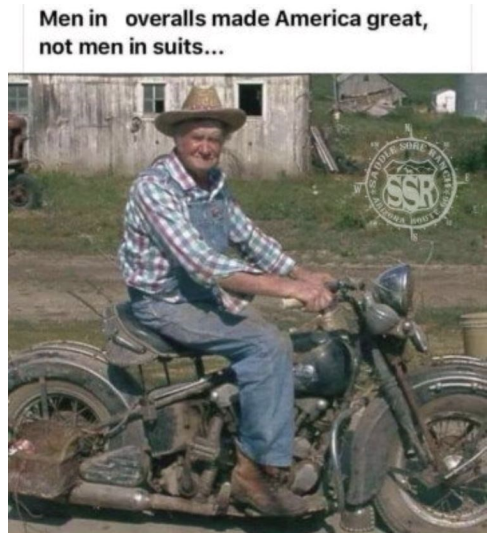
# Springfield Wig Wam



# Odds & Ends



There are some objects in this world that speak for themselves. **The Anti-Tank Motorcycle** is one such object.



*When your buddy says:  
"Hey I have an idea..."*





# Credits and Captions

Thanks to our contributing authors and photographers:

Mike Ostrom

Jim Eaton

John Fucci

Dustin Wheelen

Phil Reiter

eD King



## Amusing captions submitted for this picture:

“And, this is how we dance!”

“Where did that hill I was climbing go?”

“Evel Knievel, the early years”

“Get back here!”

“Just checking my rear tire chains!”



## Just for Fun—Caption Contest

Please email your amusing captions for this picture to: [mdostrom@gmail.com](mailto:mdostrom@gmail.com)

The best will be featured in the next newsletter.



## QR Code for IMRG Tucson PayPal

