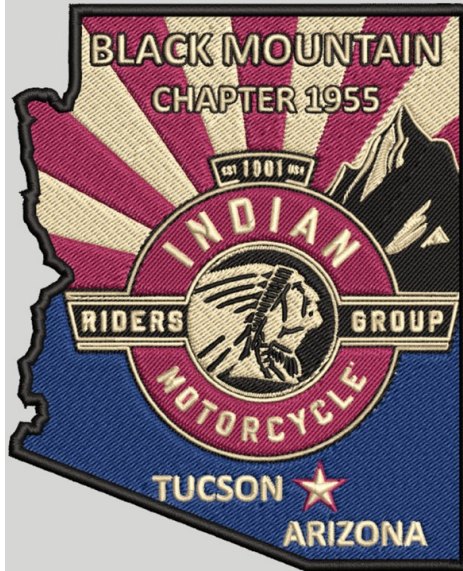




Indian Motorcycle Riders Group Tucson Black Mountain Chapter Newsletter #33 Summer



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2024 Black Mountain Officers

- President:** Mike Ostrom
- Vice President:** Ed King
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- Treasurer:** John Fucci
- Activities Director:** Bonita Reiter
- Road/Safety Director:** Mike Lehnus
- Newsletter Editor:** Debbie Ostrom
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Editor's Note

By Debbie Ostrom

Welcome to our 25-page Summer 2024 Newsletter. Thanks to all the contributors this quarter!

This edition of our newsletter is a little lean, given the hot weather we've been experiencing.

However, we feature a few Rides and Events from various contributing authors! We have the latest racing results, a review of the 2024 Indian Super Chief Limited and Safety Corner. We wrap it up with Unicycles, Odds & Ends, credits, upcoming activities and caption fun.

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

Please send all submissions to: mdostrom@gmail.com

Issue #33 Published July 28, 2024 All Rights Reserved



President's Corner

By Mike Ostrom

Wow! A typical summer in Tucson. Plenty of triple digit highs and a few good storms! Many of us have been beating the heat by doing early-morning rides or heading to higher ground, and this newsletter reflects that.

We have a new chapter patch in the works (see above). Watch Facebook or our website for purchase details.

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

A reminder that July was annual renewal month. See Facebook for PayPal link and other payment options.

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

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

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





Racing Standings

MOTORCYCLE RACING

American Flat Track Super Twins



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

Pos	Rider(s)	Points	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Wins
1	Dallas Daniels	216	1*	3	2#	3	2	2#	1*#	2	1*#	2							3
2	Jared Mees	197	6	5	1*	2#	3#	1*	5	3#	2	1*#							3
3	Brandon Robinson	186	3	1#	3	1*	5	4	6	1*	3	8							3
4	Briar Bauman	167	8	4	4	5	1*	5	2	4	5	4							1
5	Brandon Price	132	2	9	7	8	11	13	7	6	6	3							0
6	Davis Fisher	124	4	6	8	4	14	16	10	5	4	5							0
7	Jarod VanDerKooi	122	7	7	5	6	4	6	8	18	7	10							0
8	Trevor Brunner	97	11	8	9	12	8	12	9	7		7							0
9	Bronson Bauman	80	15		13	16	6	8	11	9	11	11							0
10	Dan Bromley	80	10	12	11	15	9	7	15	11	14	16							0
11	Declan Bender	78	16	15	14	10	18	10	12	8	13	6							0
12	Cameron Smith	76	9	11	16	18	12	14	13	12	10	9							0



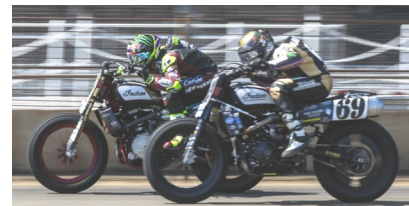
2024 Mission King Of The Baggers Championship

Season: 2024

3/7/2024 3/7/2024 4/12/2024 4/12/2024 4/19/2024 4/19/2024 5/31/2024 5/31/2024 6/14/2024 6/14/2024 7/12/2024 7/12/2024

Pos	No.	Name	Total	Diff	Gap	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
1	33	Kyle Wyman	237	0	0	25	25	20	25	20	11	20	25	13	8	25	20
2	17	Troy Herfoss	223	14	14	20	20	25	20	25	25	25	20	16	9	5	13
3	1	Hayden Gillim	176	61	47	13	11	11	10	16	13	0	11	25	25	16	25
4	29	Tyler O'Hara	161	76	15	6	13	16	11	13	20	16	16	11	20	9	10
5	43	James Rispoli	130	107	31	16	16	13	16	11	7	0	13	0	16	11	11
6	97	Rocco Landers	106	131	24	11	6	10	9	0	6	8	0	20	0	20	16
7	88	Max Flinders	99	138	7	7	5	6	7	10	16	10	10	8	10	10	0
8	85	Jake Lewis	84	153	15	0	9	0	0	6	9	13	8	10	13	8	8
9	13	Cory West	81	156	3	0	8	8	6	9	10	11	9	9	11	0	0
10	50	Bobby Fong	66	171	15	9	0	9	13	8	5	9	0	x	x	13	0
11	10	Travis Wyman	58	179	8	8	7	5	0	7	8	0	7	x	x	7	9
12	78	Kyle Ohnsorg	35	202	23	10	10	7	8	0	x	x	x	x	x	x	x
13	199	Danny Spina	11	226	24	x	x	x	x	x	x	x	x	x	x	4	7
14	11	Ruben Xaus	7	230	4	0	1	x	x	x	x	x	x	x	x	6	0
15	32	Jesse Janisch	4	233	3	0	4	x	x	x	x	x	x	x	x	x	x
16	90	Zachary Schumacher	3	234	1	0	3	x	x	x	x	x	x	x	x	x	x
17	286	Gunnar Ouellette	2	235	1	0	2	x	x	x	x	x	x	x	x	x	x
18	186	Shane Narbonne	0	237	2	0	0	x	x	x	x	x	x	x	x	x	x

Legend 1st place 2nd place 3rd place



2024 Flat Track Schedule

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

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

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



New Bike Review

2024 Indian Super Chief Limited Review

By Jen Dunstan. *Cycle World*, May 30, 2024



Reasons why to ride a motorcycle are diverse and plentiful. America's spectrum of riders come from all walks of life, but the statistics of ownership do reveal an indisputable majority: Most American riders choose to ride a cruiser, and overwhelmingly an American-made V-twin to be exact. Is it for the image? The lifestyle and culture? Nostalgia? Indian's Super Chief Limited aims to satisfy all of those desires and more.

The Super Chief Limited straddles the cruiser and bagger categories within Indian Motorcycle's model lineup. It also performs a delicate dance of retaining some of the simplicity of older-generation baggers while sprinkling in the right amount of modern amenities to meet the sensibilities of riders in 2024.

As far as first looks go, the Super Chief Limited is the quintessential cruiser archetype. Big round headlight, gleaming

chrome buxom V-twin motor, teardrop gas tank, and a power stance that is punctuated by the balloon 130/90 front tire.

It's easy to slide into the saddle with a 26.2-inch seat height, though the voluminous Thunderstroke 116 engine and floorboards make the U-line a bit wide. Nonetheless, a petite rider like me at 5-foot-4 is easily able to flat-foot the SCL. Hefting it up from the sidestand is a bit of labor and pushing around the 739 pounds of the Super Chief Limited will require some muscle.

The riding position of the SCL is rather accommodating, with long floorboards in a mid-to-front forward position and a handlebar that sweeps back for a comfortable bend in the elbow while riding. As a shorter rider, I found the foot controls to be just out of reach so I had to shift my riding position and stretch to engage them. The levers are nonadjustable and the clutch lever in particular is a bit stiff.



New Bike Review

2024 Indian Super Chief Limited Review



The Super Chief Limited is extra “super” thanks to the 1,890cc air-cooled V-twin Thunderstroke 116 engine, an upgrade from the Thunderstroke 111 powerplant in the base-model Super Chief. The Thunderstroke 116 is torquey down low and will happily cruise along in the 3,000 rpm range with a tolerable buzzing in the bars and the seat.

This old motor has some new tricks up its sleeve however, thanks to the three selectable modes of Rain, Road, and Sport. The biggest differentiator between the ride modes is the initial hit of the throttle, going from softest to hardest in a predictable manner. What was not predicted was how harsh the hit would be in Sport mode, causing the rear tire to screech loose when taking

ing off from a stoplight. With each shift, the Sport mode rockets forward with tenacity and it is not for the faint of heart. Ultimately, I found I was most comfortable in the less rowdy Road mode, which still has plenty of power.

Traditional cruisers tend to like going in straight lines or rumbling along gentle long sweepers, and the SCL is no exception. A steel tubular frame, 46mm telescopic fork with 5.2 inches of travel, and dual rear shocks with adjustable preload and 3 inches of travel are standard fare in the cruiser world. Stopping power is delivered by a single 300mm semi-floating rotor and four-piston caliper up front, with a single 300mm floating rotor and two-piston caliper out the rear—both of which are ABS equipped. ty of pounce but with a measure of restraint.

The overall sensation from the SCL is stiffness. Nearly every bump on the street transmitted straight to the seat of the pants, and with forward-oriented floorboards it was difficult to stand up to help aid the short-travel suspension in its mission. The fork was immovable and it’s difficult to imagine the amount of force and stress required to send it through its stroke. It’s likely that Indian has dialed up the suspension settings due to the overall weight of the machine, and the anticipation of a much larger pilot in the seat rather than all 120 pounds of little old me.

The brakes require some strategy to operate them in the most effective manner. Relying entirely on the front brake is a no-no, as the single disc setup is not fully adequate to quickly slow down all the weight of this rolling thunder machine. A thoughtful combination of front brake, generous rear brake, and timed engine-braking are all required to stop the SCL with haste.



A thoughtful combination of front brake, generous rear brake, and timed engine-braking are all required to stop the SCL with haste.

New Bike Review

2024 Indian Super Chief Limited Review



On twisty and winding roads the SCL has some limitations. First on turn in, the wide-profile 130mm front tire is resistant to direction change. When it does finally commit to the corner, the SCL has a tendency to run wide. Increasing countersteering is a natural instinct to help remedy this issue but the floorboards will scrape with minimal effort on that front. Not to mention that the floorboards instead of footpegs means the rider has even less agency to use bodyweight to control the motorcycle.

The Super Chief Limited gets top marks for tastefully integrating technology into classic packaging. In particular, the round dial instrument, which is a 4-inch touchscreen powered by Indian's Ride Command user interface, is intuitive and works quite well. Toggling through multiple tach displays, GPS navigation, Bluetooth connectivity, and music control finds no issues. This instrument has other features I did not get to engage with, such as live weather overlay, live traffic overlay, bike locator, and intuitive destination search. It's an impressive amount of functionality in a small and discreet dial.



The SCL also had hard bags that mimic the look and feel of soft leather saddlebags, complete with fast buckles and shaped to the exhaust. The keyless ignition aspect of the SCL is also slick but not exactly new technology. However, something about a push-start air-cooled V-twin does tickle my fancy.

The Super Chief Limited fills in a niche that is becoming smaller and smaller—much like trying to find a small-bodied pickup truck in a sea of new-age monster trucks. The marketplace has forced manufacturers to supersize and overcomplicate many product lines, and price them



into extremes to make profitable margins. For the rider who wants a simple bagger from yesteryear, yet still have those one or two goodies like cruise control and a fancy dash, the SCL is an unsung hero in meeting the need and bucking the trend of more, more, more.

Put simply, the Super Chief Limited is a refreshingly honest motorcycle. It is not trying to redefine a genre, or smash any figures or records. Load up the tail bags, cue the riding music, and see where the road will lead. It's uncomplicated, just like cruising was meant to be. Starting at \$21,499.



Safety Corner



Stay in the comfort zone

by Dead Mike Lehnus, Road/Safety Director

Know your abilities and make sure that neither your chosen route nor motorcycle is more than you can handle. Your bike should fit you; that means that your feet should be able to rest flat on the ground when seated – no tiptoes. And if the bike feels too heavy for you, it probably is.

You want to be able to easily get on and off your motorcycle and the handlebars and controls should be easy for you to reach. The more familiar you are with your route, the easier it will be for you to focus on safety instead of not missing a turn.

And if you're riding with a group, don't push yourself just to keep up with the pack. Always ride to your comfort level, not theirs.



A graphic containing the Tucson Indian Motorcycle Riders Group logo, which includes a Native American figure and the text "TUCSON INDIAN MOTORCYCLE RIDERS GROUP". To the right, it lists "Mike Lehnus Road/Safety Director" and "SD@IMRGtucson.org". Below the logo is a stylized mountain range graphic and the text "BLACK MOUNTAIN". At the bottom, it says "Facebook: Indian Motorcycle Riders Group of Tucson, Black Mountain" and "www.imrgtucson.org" with a QR code.

Indian eFTR Jr. Electric Minibike For Sale

Like New! Less than 10 miles! Bought this for my Grandkids. They used it once and moved to Texas. Paid \$850 plus tax and fees. IMRG Discount: \$500. Just installed a brand new 36 Volt rechargeable battery pack for years of enjoyment!

For ages 8 and up and up to 175+ pounds, this electric bike delivers a top speed of 15 mph in high-speed mode, and its fresh steel frame, folding metal footpegs, chain drive, an adjustable handlebar, twist throttle, and hand-operated dual-disc brakes. It also has FTR graphics for an authentic look. Great first bike! Send Mike Ostrom an IM if interested.



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 what is now Tucson, although the pronunciation has clearly changed since then.



Rides and Events

18th International Female Ride and Bisbee Party

By Bonita Reiter



On May the 4th, International Female Ride Day, better known as INFRD 2024, lady riders from many different countries and cultures all over the world came together in one interest, that is to ride their motorcycles.

There's a lot of planning that goes into these rides to keep the group safe, and to handle the logistics of the ride, such as, where the group will gas up at, stop for lunch, and secure overnight accommodations. When necessary, local law enforcement needs to be informed that a large group of bikes will be coming through their towns, and to coordinate any necessary traffic control and parking access, with the goal of helping to keep the lady bikers safe.

The Saturday morning meetup spots were Gear Shifters at 8 AM and the TTT Truck Stop at 9 AM, where there were a lot of hugs exchanged and pictures taken. Before lining the bikes up, we had a moment of silence, and then a prayer was offered. Several husbands were there to cheer us on and to take videos. A special thanks to the guys from the Tucson Indian Motorcycle Riders Group, Black



Mountain Chapter for showing support to the lady riders on their special day!

We stopped briefly in Sonoita to top off our bikes' tanks, (and to empty our personal tanks), before heading to Tombstone for lunch. The local VFW chapter had cordoned off a large adjoining lot for parking, and members of the local constabulary were on hand to keep everything organized.



Rides and Events

18th International Female Ride and Bisbee Party (continued)



Most of the ladies continued on to Bisbee, where they had arranged overnight accommodations, while a few ladies returned home. Once in Old Bisbee, the excitement continued, navigating the steep up and down inclines and sharp corners of streets, as we made our way to the house we had rented. Funny, it didn't look like that on my GPS!

The night time hotspots of Bisbee were lit up with laughter and music. The locals were excited to see so many lady bikers, as we were having our moment of fame. Much thanks to the town Bisbee!

Next morning, after so much fun the night before, and trudging up many flights of Bisbee's famous steps, it was time to pack up the bikes. A few of us went to local bakery on the way out of town, where we had a delicious breakfast of scones, quiche and some strong coffee.



On the ride home, our group had dwindled to 7 riders. The trip back to Tucson was uneventful, though we did encounter some gusty winds on the freeway. A post ride check-in assured that everyone had arrived home safely. The comradery and support was amazing! Thank you ladies for a fun filled weekend of riding and laughter, exchanging all kinds of tips to telling fun stories. Maybe next year we will even do karaoke. I'm already looking forward to 2025!



Rides and Events

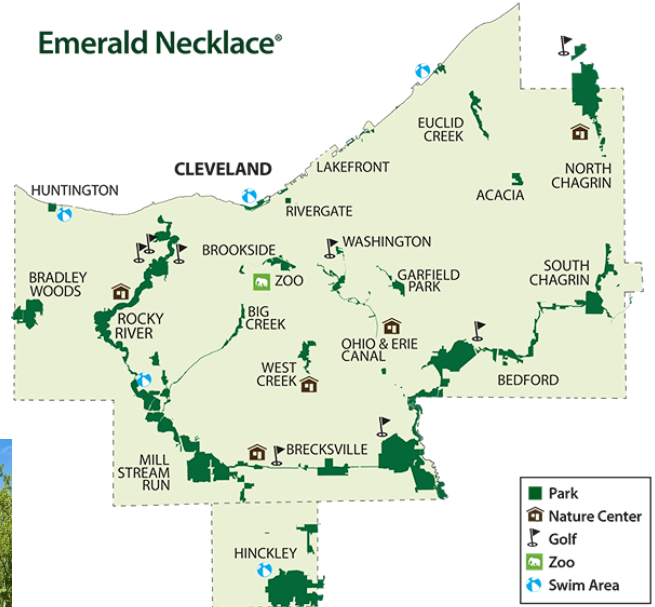
Cleveland's Emerald Necklace

By Mike Ostrom

When Debbie's brother, Ron comes to town, he stays at our place and borrows one of my bikes for the rides we do. When Debbie and I go home to Cleveland, we stay at Ron's house and he lends me one of his bikes for a ride. It's usually his Suzuki DR650 and although our route varies, it always seems to include a good dose of Cleveland's Metroparks.

Cleveland Metroparks has a ring of eighteen reservations, which mostly encircle the city of Cleveland, and are known as the Emerald Necklace. The parks span over 25,000 acres and includes over 300 miles of walking, bicycle, and horse trails as well as some of the most scenic motorcycle roads in the area.

Emerald Necklace®



The speed limit is usually 35 MPH and the light weekday traffic seems to move between 40-45 MPH. It makes for nice leisurely travel on what seems to be an endless road of sweepers and slight elevation changes, often covered by a canopy of trees. The route Ron chose this May was almost exclusively Metroparks and would take us two hours south to Sarah's Winery, just across from Tom Petty's favorite summer venue, The Blossom Music Center.

First order of business, however, was to ready the bikes for the ride after a long winter hiatus. Ron was

going to ride his daughter Elena's 1985 Suzuki SP125, which has historic plates. The 6V system is supplemented by a 9V battery. After replacing the rear turn signal and rewiring one of the front turn signals, they all started working again thanks to a fresh Eveready! Replacing damaged turn signals and tail light on the DR650, made it street legal. We topped off the oil and tire pressure in both and we were ready to roll.

Ron only lives 10 minutes from our start, the Rocky River Reservation, which instantly feels like you've left the city behind. Spring showers had everything in full bloom. May is a perfect time to ride the Emerald Necklace and this May 16th Thursday provided ideal weather to enjoy it. People were walking their dogs, bicycling or jogging along the numerous trails that snake down near the road every now and then.



Rides and Events

Cleveland's Emerald Necklace (continued)



The Mill Stream Run, the largest reservation in the Emerald Necklace, continues along the Rocky River, and features many bridges along the way. Some are engineering marvels, over a hundred feet overhead and others pass over sections of the river that often are only a couple feet below the road. Just beautiful!

We continued south to the Brecksville Reservation, where we took a brief break. I was in much need of a cool drink and the old Brecksville train station happened to have drinking fountains. One thing I miss about Cleveland is the cold clean drinking water. Being on the Lake Erie coast has its advantages. Visible from the train station is the old Station Road Bridge, built in 1882 by the Massillon Bridge Company, to cross the Cuyahoga River. It was part of OH 82, until the Brecksville-Northfield High Level Bridge, visible in the distance, was opened in 1931. Ron and I both have an affection for bridges, new and old.



Ron found out we missed something on our pre-ride tune up. Hydraulic brake fluid was seeping from the front-brake master cylinder on the SP125 and now the brake handle was compressing almost to the grip! The cable-actuated rear drum brake was working flawlessly. Sometimes old school is best. At the speeds we were traveling, Ron didn't deem it an emergency, but I had my doubts when we hit some tight S turns on a long downhill. He was using the gear box in con-



junction with the meager brakes to scrub off speed. Worked like a charm.

We soon arrived at Sarah's Winery and plotted a solution over a carafe of "Irritable" Red wine blend from Ohio and a Turkey melt. There was a service station a few miles away that carried brake fluid and after topping off the cylinder reservoir and pumping the front brakes several times, we headed back north with a functioning front brake on the SP125.

The evening sun provided complete shade and some cooler temperatures in some sections, as we followed a guy and girl on their Harleys. She was on a new Revolution liquid-cooled model with a temp tag and she was obviously a new rider too. After every stop sign created a gap, we would manage to catch back up until they pulled into park. It was a glorious ride back home, as we retraced our route. Riding with Ron when we go back to our hometown is one of the highlights of our visits that become cherished memories.



Rides and Events

Robert's Ride

By Mike Ostrom



Robert Smiley Rollins was tragically killed in a head on collision while on his way back to Reno after the Tucson Runderzvous 3, on April 14th. See the Spring Newsletter for details. Smiley was a member of the Battle Born group in Reno, and his chapter organized a memorial ride and fund raiser for his family, on June 1st.

Our Black Mountain chapter voted to donate \$300 and our individual members contributed an additional \$600, for a total of \$900. I placed a check inside a sympathy card from our group and gave it to Shiree Carter, Robert's daughter. I wrote, in part, that "Robert thanked us for hosting TR3 and said he had a great time. We hope you get some measure of comfort knowing that Robert's last days on earth were spent doing something he loved so much."

To get to Reno, about 850 miles from Tucson, I had to leave two days before the memorial ride with an overnight stay in Vegas. Ominously, US 93 was again closed north of Wickenburg due to another accident. The detour took me SW on US 60 to AZ 72 into Parker and across the California border on US 95 north. The extra 60 miles put me in at Vegas around 3:30 PM in time for rush hour and 100+ degrees heat of the day.



I stayed at the 4 Queens, which has dedicated motorcycle parking in the Valet section. Very nice. Just a few steps from Registration and the Fremont Street Experience, which was hoping on this Thursday night. I inhaled a \$4 Modelo and then sipped another. Ahhh. I jammed with a gorilla and had a Steak-and-Shake burger before retreating to my room to watch My Cousin Vinny with 3 hours of commercials (+ or -).

By 6:30 AM Friday, I was rolling north and just out of Vegas US 95 was closed! What?! Again?! This was freaking me out a little. Another accident on a divided 4-lane highway so bad they had to close the whole road. I felt like was dodging another bullet.

Rides and Events

Robert's Ride (Continued)

I asked a NV DOT guy what the best detour was. He said, if you're on a motorcycle, I'd go through the Spring Mountains. So I did. It was simply wonderful. Beautiful mountain roads with tall pines and vista views, including the shots I took near the 8,400 foot summit. This detour may have added a half hour and 30 miles to my already long day, but it was so worth it! Unlike Day one, the weather was gorgeous as I headed north and climbed in elevation.

Hans Salty Amador had to take his bike in for service at the Reno dealer so he booked a room at the same Atlantis resort that I did, just a block away from the dealer and the meetup location for Robert's ride the next morning. Atlantis has a Sushi Bar that bridges the main drag below. Salty treated me to dinner there. Wow, really good!



The next morning I returned the favor as we both kicked off the day with Eggs Benedict and fruit, before heading to the Dealer, where about 20 people and a dozen bikes were already assembled. Smiley's family was present and feeling emotional over the showing of support. Ride Captain, and Battle Born VP, Mark Thomsen rounded up the gang to go over the route and rules of the road. President, Jeff Justice welcomed everybody and emphasized Safety on the ride. He introduced

Smiley's daughter, Shiree and shared our sympathy. Road Director, Pablo Cortes, who was injured in the accident, was there using a walker and said a few touching words about Smiley. Someone offered up a prayer and then we mounted up.

The route west on US 50 took us into the mountains and South Lake Tahoe. Views of the crystal blue waters of Lake Tahoe are just magnificent! The morning temperatures hovered in the upper fifties in the morning shade, which seemed perfect for the ride. We continued to Placerville, California where we met up with chapters from San Jose, Hollister and Northern California's Gold Country. There were about 60 people total. An impressive showing that the family greatly appreciated!



Rides and Events

Robert's Ride (Continued)



After some photos the long parade of 48 bikes and a few cars continued south on CA 49 to the little mountain town of Sutter Creek, where the plan was to order pizza and then grab ice cream, Smiley's favorite treat. We overwhelmed the tiny town as people looked for places to park in every nook and cranny. There didn't look like many dining alternatives and I didn't want to wait an hour and a half for a pizza, so I decided to ride back to Reno.

Riding in long slow parades is not my favorite pastime. So I actually enjoyed scenic US 50 east, riding solo, until I hit another parade, this time of cars and campers slowly snaking their way up and down the mountain's two-lane. Just before South Lake Tahoe I escaped on lonely CA 89 to CA 88 north back to Reno. It was literally a breath of

fresh air as I climbed in elevation until I had a good look at the snow-capped peaks in the distance.

The ride home seemed monotonous by comparison and I started getting a burning across my shoulder blades. I started to think, "I'm getting too old for this shit"! Then I remembered, Smiley would gladly trade places with me. Riding into old age is not a privilege granted everyone.

I hit Vegas with my low fuel light burning and before it got too hot. My VIP parking



spot awaited and so did a \$4 Modelo on Fremont Street. The Tony Marques Band was on the main stage next to the Four Queens and knocking out some good blues and country. I sipped a cold one and let the music wash over me. Tomorrow is not promised to anyone, so I just enjoyed today.





Rides and Events

Devil's Run

By Mike Ostrom



DEVILS RUN

June is a good time to head to the White Mountains. On average, it's about 20 degrees cooler than in Tucson. This year, Debbie and I trailered the bike north to Reed's Lodge in Springerville, AZ for the annual Devil's Ride, charity event, hosted by the American Legion Post 30 in Springerville.

We arrived Thursday afternoon and had dinner with Nancy and Tom Johnson, who spend the summers at the Gateway RV Park. They had to travel back to Tucson the next day to pick up their Ducati Multistrada at On Any Moto, so they'd have something to ride Saturday for the event.

Friday, Debbie and I mounted up for the 30-minute ride to Alpine for lunch. It's just a beautiful ride south on US 191, past the Nelson Reservoir and up into the tall pines that line the highway. We had planned on going to the former Bear Wallow Café, but it didn't seem as welcoming as the Alpine Grill across the street so we went there for delicious Tuna melts and a cold KiltLifter. Later that night, we stopped in at the American Legion to register for the Devil's Ride and enjoy some Green Chili Stew and cornbread. Yummm!

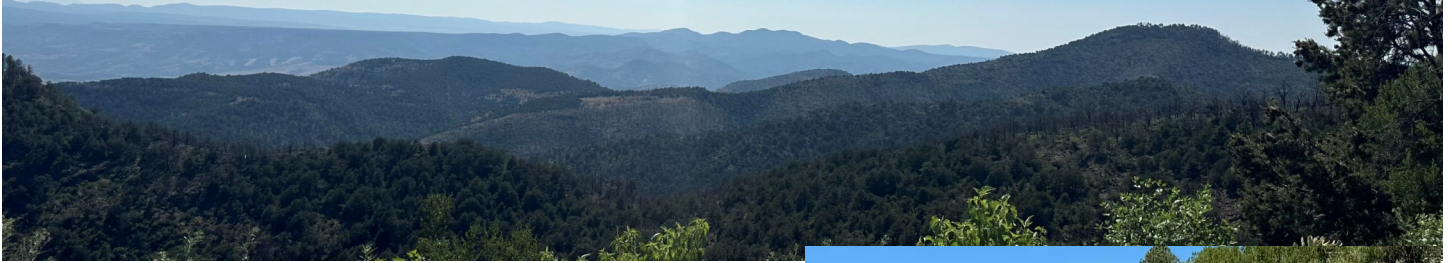
People started rolling in at 7:30 AM Saturday morning at the lodge. Kevin, Paul and Alex had also ridden up from Tucson, camping at Tom and Nancy's RV site. They were up until 1 AM and were in need of a hair of the dog. After a riders meeting, we saddled up for the long 264-mile loop down US 180, across Mule Creek Pass and up Devil's Highway US 191. There was also a short loop around Big Lake.



Just before 9 AM, Gator led the gang of nine bikes south on his Street Glide, stopping in Alpine so the guy on the R1 could top-off his tank. Temps remained in the low 70's as we climbed in elevation. We crossed into New Mexico on US 180 for one of the most scenic sections of the ride. After a brief stop for one-lane traffic at a repaving site along the way, I jumped out front to hit sweeper heaven. Once we passed the 4 or 5 vehicles ahead of us at the stop, we had the road to ourselves down to Glenwood, where we took another break.

Rides and Events

Devil's Ride (continued)



The group got separated a little as we went through the last set of curves before turning west on NM 76 towards Mule Creek. Paul was bringing up the rear and missed the turn and found himself in Silver City before he discovered the error. We waited for him at the three-way intersection of US 191 for about 20 minutes then continued to Morenci for gas, where we finally reached him. He said he would ride back up through Mule Creek to Morenci. An hour and a half later he rejoined the gang for the climb up Devil's Highway.

I had continued up Devil's Highway before the group stopped at a gas station beyond the fork in the road, so I ended up riding the 400+ twists and turns to Springerville, 117 miles away, myself. The Devil's Highway has been touted as one of the best motorcycle roads in Arizona, but I disagree. It's chock full of 10 and 15 MPH switchbacks, which are generally choppy and often littered with stones and pebbles. Not a good combination! I was happy to see a 20 MPH curve sign, where the road was almost always smoother and cleaner.

I stopped at Hannagan's Meadow to take a break and recycle fluids. Like is good at 9100 feet in June. Not too long ago the meadow was under a blanket of snow. I tried to call Debbie, but no cell phone service in paradise. I mounted up for the final 45 minute descent to Springerville at 6900 feet. I arrived at the AL lodge around 3 PM to draw my poker hand, but the Commander with the cards wasn't back from the short loop around Big Lake yet.

Debbie and I had lunch and a cold one or two while we waited for the others. We watched the auction and raffle drawings at the post before heading to dinner at Gateway around 7 PM, followed by Karaoke at 8 PM. The event funds raised benefited local kids and families in need. We were happy to contribute to another good cause this year.

Some of us got together on Fathers Day and did our own loop around Big Lake, stopping at the Ole Tavern in Alpine to whet our whistles, along the way. It was a great weekend and a nice warm up for the White Mountain Rally and Pinetop Hot Air Balloon Fest the following weekend.



Rides and Events

White Mountain Bike Rally and Balloon Fest

By Mike Ostrom

Our 10-day pilgrimage to the White Mountains culminated with the 12th annual White Mountain Bike Rally, hosted by the Hon-Dah Casino in Pinetop, and the White Mountain Balloon Festival. Debbie and I rented a room at The Nook in Pinetop for a week, where daily high temps were in the 80's, beneath the tall pines. We did short rides to Buffalo Bill's Restaurant and Museum in Show Low and to the Alpine Café, about 30 minutes south. We didn't spend much time below 7,000 feet the whole week. It was beautiful.



On Friday morning we headed to Meadow Mountain park for the Balloon ascension, but the event was postponed for a day, due to unfavorable weather conditions. We thought it was nice, but it was quite windy the night before when they made the call. Time for breakfast. Darbi's seems to be everyone's favorite breakfast and lunch spot, but we were seated on the front porch after only a short wait on a gorgeous morning. Yum!

Mark Grosvenor found out his friend's cabin was available in Pinetop for the

weekend and decided to ride up Friday morning. We had forgotten his helmet in Holbrook at the U-Haul rental station on the way back from Utah and he planned to retrieve it after he arrived. It's about a 2-hour round trip from Pinetop to Holbrook, so I volunteered to ride up and get it Thursday afternoon. It was waiting for him when he joined Debbie and I at the Nook around 12:30 PM.



Rides and Events

White Mountain Bike Rally and Balloon Fest (continued)



We rode the short 4 miles to the Hon-Dah casino to pick up our swag bag and for Mark to register for the rally. It is one of the best values in motorcycling. A rider pays \$45 and the passenger pays \$20 for the 2-day event. For that, you each get a tee-shirt, a pin, Hamburger/hotdog dinner Friday night and a steak dinner Saturday night, a chance at two 2024 Harleys; one Friday and one Saturday, a poker run card for a \$4,000 prize and a couple of raffle tickets for other giveaways. Not bad.

Tom Johnson and Nancy Ellis rode into town around 5:30 PM. We rode to the casino just in time for a burger and a chili dog and to see the lucky winner of the Harley Breakout 117. We

all went to the Friday night concert featuring, Turn the Page, a Bob Seger tribute band. They were decent, but we won't pay another \$25 to see them again.



Saturday morning, Debbie and I were at the Meadow Mountain Park at 6 AM, just as the results of a trial balloon gave everyone the green light to inflate their balloons for at least a static display, given the weather forecast of possible thunderstorms later. We got to experience the whole process from unloading the trailer or truck to seeing them fully inflated. There were at least 10 balloons partially or fully inflated when we left at 7 AM and the Smokey balloon was about 50



feet in the air tethered by mooring lines. It was an awesome sight and a bucket list item Debbie and I finally crossed off our lists.

Rides and Events

White Mountain Bike Rally and Balloon Fest (continued)

The forecast showed a good chance of rain most of the day for the \$4,000 Poker Run on Saturday. We agreed to a 7:30-ish KSU with breakfast at the first stop, Trail Riders Restaurant in Eager, about 45 minutes away. We encountered a light drizzle five minutes out of town. Many riders used the first stop to add layers or don raingear. Tom and Nancy made a quick run to their RV five minutes away. Dave showed up on his Honda Africa Twin and put on his raingear too.

We thought the wet forecast might keep some riders at the hotel, but this was the main event of the weekend and there was a chance to win \$4,000, so everyone seemed to be on the 185-mile run. From Eager we retraced our route of last Saturday to the Ole Tavern in Alpine for stop 2 and a red beer. The weather cleared temporarily for the ascent to Hannagan Meadows, at 9100 feet and card #3. It's a gorgeous ride up and backdown to Alpine where we got gas and continued to Big Lake, along one of my favorite roads in the area.

Big Lake look decidedly different than a week ago. Dark clouds loomed in the direction we were headed and a light drizzle forewarned of the real rain that lie ahead. We rode most of the 19 miles to our final stop at Sunrise Park Ski Resort in a steady but light rain. There was enough water in the road that oncoming traffic kicked up a pretty good mist. Our fairings/windshields kept most of the rain off our torsos, but our lower jeans got wet. There were mountain bikers riding the chair lifts to the top and riding down until



Rides and Events

White Mountain Bike Rally and Balloon Fest (continued)

Mark and I gave our completed poker cards to Nancy before heading back to our respective cabins around 2 PM. Debbie ended up with a pair of Queens for the high hand in our group of six. Never did hear what the high hand was for the \$4k. Nancy and Tom hung with their Legion Rider friends at the casino until the line opened up for Steak and baked potato dinner just before 5PM. Nancy found time to win \$850 on one of the slot machines in the bar before dinner! By the time we arrived at 5:30, the line was gone and plenty of large juicy steaks remained. They do a great job and have the process of handling large crowds down pat.



They called off raffle prizes afterwards and gave away a Harley Hydra Glide Revival, that looked a lot like one of the bikes Elvis used to ride. Our friend, Chris Matthieu, won first place for Best Vintage Bike for his 1937 Indian Chief in the soggy bike show!

After the bike giveaway, the bikes fired up and the crowd dwindled. We want back to our rooms. Tom and Nancy waited until dark and went to the park for the final balloon glow of the festival. They posted several pictures and short videos on Facebook, under my post the morning of June 22nd.



The next morning I helped Tom load his bike on the back of a trailer for a ride to Casa Grande. His buddy, that owns Gateway RV Park, bought a 2005 FJR there and Tom was giving him a lift to pick it up. Afterwards, Debbie and I had breakfast at the Picnic Basket before going out to Rainbow Lake. Another light sprinkle wasn't going to dampen our spirits on our last day in paradise.



Rides and Events

Hon-Dah Overnighter

By Mike Lehnus



The ride to the Hon-Dah did not go off without a hitch. Anita and I were about to leave our house when her bike did not start, we just assumed it wasn't plugged in properly so we used her Indian jump pack and got it going.

We arrived at the start point, re-fueled and waited for the others to arrive. We had a couple of cancellations so we were



not expecting a large group once Phil and Bonita arrived and re-fueled we were about to set off when Anita's bike again failed to start.

We assumed Anita had a bad battery so I contacted the dealership and Sonny, who in his always present awesomeness said they would take care of us right away. Phil and Bonita went ahead while Anita and I went to the dealership. While at the dealership they discovered it wasn't the battery, but rather a blown fuse so they replaced it and we were on our way.

We arrived at our first fuel stop and guess what? Anita's bike failed to start. We decided we were too far into the ride so we again put it on the jump pack and were soon on our way. We never did experience her bike not starting.

Rides and Events

Hon-Dah Overnighter (Continued)



The time at the Hon-Dah was, as always, fun. We were able to partake in Prime Rib night and spend some time at the pool.

The ride back was very hot, of course, but we made plenty of re-hydration stops. Anita and I decided to schedule an appointment for them to track down the starting issue for the following Saturday. We dropped the bike off, went to lunch and before we were finished Anita got a call informing her that her bike was



done. The problem was loose battery connections that they didn't tighten down when they looked at it before, and they did not charge us for the visit. I love our dealership's service department.

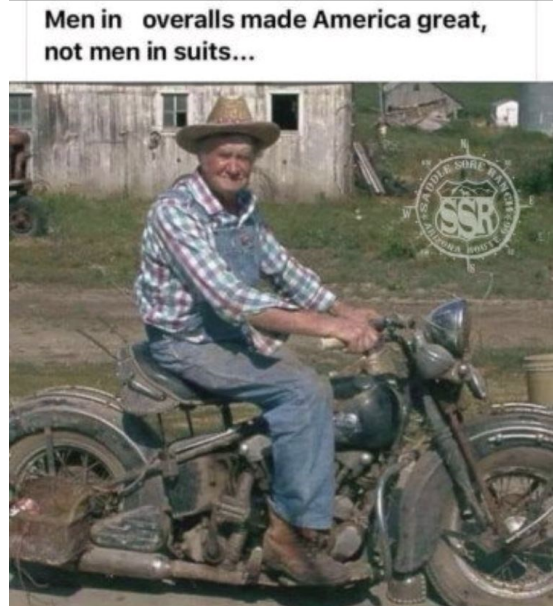
The ride to Pine top, when going through Globe is always beautiful and enjoyable and I look forward to doing it again.



Unicycles!



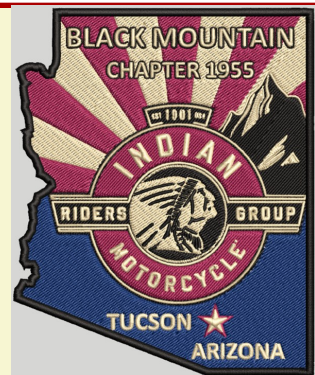
Odds & Ends



Credits Captions & Events

Thanks to our contributing authors and photographers:

Debbie Ostrom	Mike Ostrom
Mike Lehnus	Bonita Reiter
Jen Dunstan, Cycle World	Arizona Daily Star



Amusing captions submitted for this picture:

“I’ll meet you at the bar later”
 “Did you remember the Duck Tape”?
 “ This is gonna hurt!”
 “You’ve been holding me back”!



Just for Fun—Caption Contest

Please email your amusing captions for this picture to: mdostrom@gmail.com

The best will be featured in the next newsletter.



Upcoming Events:

- Aug 3, 4-9 PM Copper Mine Brewery Bike Night, 3455 S Palo Verde Rd STE 135
- Aug 9, 7-9 PM Gear Shifters Bike Night
- Aug 14, 7 PM OPR Bike Night at Shooters
- August monthly ride TBD on Facebook
- Aug 18 Monthly Membership Meeting Rudy’s BBQ 7:15 AM
- October 17-19, Run to the Rez at Apache Gold Casino, San Carlos
- Nov 7-10, Rocky Point - Tim Crandell has 3 rooms left at Vina Del Mar

TUCSON

BLACK MOUNTAIN

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