



Indian Motorcycle Riders Group Tucson Black Mountain Chapter

Newsletter #27 - Winter 2023

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Web Master: John Fucci

Editor's Note By Debbie Ostrom

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

Read the latest motorcycle news and check out the King of the Baggers and Flat Track schedules, including a stop in Phoenix during Arizona Bike Week in April this year.

Thanks to Road Byrd for his Bio. We have articles from the Rocky Point Rally, my brother's visit, Toy Runs, our Holiday Party, Colossal Cave and an overnigher in Casa Grande. We wrap it up with Winter pictures, Odds and Ends, credits and caption fun.

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

Please send all submissions to: mdostrom@gmail.com

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President's Corner By Mike Ostrom

Burr! Our snowbird friends laugh when we complain about cold Arizona mornings, but it doesn't keep us from riding. We have the articles to prove it. Thanks to everyone for scheduling and participating in rides!

Thanks to Ed King, our new VP, for helping organize our Holiday party on Dec 10 and taking a lead role in the Tucson Rundezvous 2, April 12-16, 2023. It promises to be even better than last year.

Thanks to Web Master, John Fucci for developing our Tucson Rundezvous website! Check it out here: <https://rundezvous.imrgtucsonbmc.org/> to register and order Banquet Tickets and Event Tee-Shirts.

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

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

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



News

New 2023 Indian Motorcycle Models

By Rider Magazine Staff, November 8, 2022

2023 Indian FTR Lineup

New for 2023 is the FTR Sport, a model that replaces the FTR S. This FTR sits just below the premium FTR R Carbon but above the FTR and FTR Rally. The FTR Sport features a new tank-panel design, a sporty chin fairing, and a seat cowl. It will be available in Black Metallic with Indy Red accents for \$15,749 and White Lightning with Indy Red and Black Metallic accents for \$15,999.

The FTR Sport will share a new 4-inch round touchscreen display with the FTR R Carbon model, offering navigation and Bluetooth connectivity. Both bikes will come standard with three ride modes (Sport, Standard, and



Rain), lean-angle-sensitive ABS, stability control, traction control, wheelie and rear-lift mitigation, a USB charge port, and cruise control. The FTR and FTR Rally come standard with ABS and cruise control.

The FTR R Carbon separates itself from the rest of the FTR lineup with carbon fiber components, a premium seat, fully

adjustable Öhlins gold front forks, and a gold piggyback shock. It is also the only model with the Indian script logo tank panels and finished with Cloud Silver and Championship Gold pinstriping.

All four FTR models will feature a sportier muffler and a retuned front braking system. The speedometer has been moved up on all FTRs for easier viewing, and a new clutch has been implemented, which Indian says provides improved feel and performance. The Indian FTR lineup starts at \$13,499.

All models with the 4-inch round touchscreen display will now be able to tie their Ride Command account from the Indian Motorcycle app or website to their bike. This will give riders access to features like vehicle health, vehicle locator, and ride tracking.



News

New 2023 Indian Motorcycle Models

By Rider Magazine Staff, November 8, 2022


2023 Indian Challenger Elite

Indian began its Elite program in 2017 with the Chieftain Elite. Since then, Indian's Elite motorcycles, limited to 150-200 units for each bike, feature all the premium options available along with a unique look. In 2022, we saw the first Challenger Elite, limited to 200 units. The 2022 Challenger Elite featured Stealth Gray and Black Metallic paint with Indy Red accents, inspired by American muscle cars.

For 2023, Indian has announced it will be offering 150 units of the 2023 Chal-



lenger Elite in Sapphire Blue Smoke Paint with Black Smoke and Titanium Metallic Smoke accents. For this premium bike with a unique look, you're looking at \$35,999.

The Challenger Elite will have the same PowerPlus 108ci engine with 122 hp and 128 ft-lb of torque that you'll find in other Challengers, but the Elite is packed with all the top-notch options and extras. Those extras include three ride modes, Fox adjustable rear suspension, smart lean technology, an LED headlight and driving lights, an adjustable flare windscreen, select footboards, heated grips, a new precision-cut five-spoke wheel, and Powerband audio with saddlebag speakers. 



News

New Harley X350 and X500 Models

By Ben Purvis, CycleWorld.com, December 16, 2022. Editorial comments by Mike Ostrom

The idea of a small, parallel-twin Harley-Davidson was first announced way back in 2019 as part of a plan to join forces with China's giant Qianjiang group; now not one but two such bikes have been type-approved for sales in China.

It's wrapped around a set of ready-made chassis components, largely borrowed from the Benelli 302S roadster. Benelli is, of course, owned by Qianjiang. The Chinese market QJMotor SRK350 also uses the same parts, as well as an identical 353cc engine. That engine, according to the approval documents, is good for 36 hp in the Harley HD350, but it has a relatively hefty load to move. Ready to ride, the



quoted weight of the smallest Harley is 430 pounds. The type approval says the result is a top speed of 89 mph.

But the HD350 isn't the only fruit of the project. Harley is also making the HD500 (potentially to be called X500), a 500cc twin based around the chassis and engine of the Benelli Leoncino 500. Also type-approved in China, the X500 makes 47 hp and weighs in at 456 pounds wet. Top speed is 99 mph.

Will the small Harleys be sold outside Asia? That remains unknown at the moment. The intention is clearly to attract new riders to the brand in markets like China where full-size Harleys are unaffordable to most riders. However, given there's no reason that the bikes couldn't be approved for

sale in Western markets if there's a hunger for them.

They may sell well in China and India, but Europe and USA sales will be a question of value. Harley's failed Street 500 and 750 line had poor quality and couldn't compete in a segment known for high quality and value. I test rode the Street 750 and felt like a bucket of loose bolts. Nowhere near the quality or value of my Royal Enfield 650, which still sell for under \$6k new! HD knows it has to attract new riders to the brand to stem their eroding market share. Their Pan America adventure bike broke the mold and has been a global success, stealing would-be BMW riders. Maybe the X500 will steal would-be Honda riders.

Indian Motorcycle has not ventured into the small/mid-range market, as of yet. It's entry-level bike remains the 999cc, Scout 60, MSRP \$11,749. It's almost twice as much as the Royal Enfield 650 and probably these new smaller Harleys. Indian faces the same challenges as HD, so don't be surprised if Indian announces a mid-range model in the not-too-distant future, especially if the new Harleys are a hit stateside.



News

First Flying Motorcycle Could Hit the Skies Soon

By MICHAEL VERDON , Robb Report, Jan 3, 2023

One of the smallest jet aircraft ever designed could be several years away from becoming the first sky-legal motorcycle. When it's certified by the FAA, the Jetpack Aviation Speeder will be a flying street bike that uses eight tiny-but-powerful jet engines to cruise 60 mph for about 30 minutes.

While the original design had four turbines, the final product will have eight, two at each corner of the bike to provide safety through redundancy. They will also allow the roughly 300-pound Speeder to carry 600 pounds, a size-to-payload ratio that sets the Speeder apart from other VTOL craft.

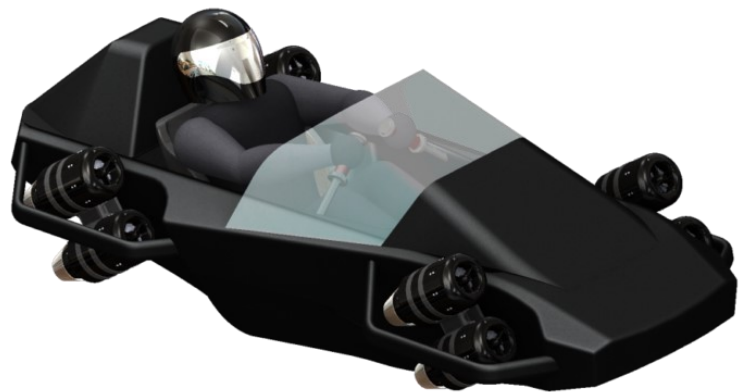
A barebones Speeder P2 prototype is being tested at the company's California facilities. It'll be on a tether until it gains FAA certification. The prototype has achieved autonomous takeoffs and landings. It has also hovered and transitioned to forward flight. The company is also showing off a full-scale, slick-looking black model at events. "It's designed for a pilot with a seating position similar to a motorcycle, with either feet down or back on foot pegs like a racing bike," says Mayman.

An unmanned version is also being developed for the military market as a cargo aircraft. It can fly 100 feet above the ground at 400 mph, making it nearly impossible to shoot down. "We envision sending 10 of these from different directions, like a swarm of drones, all loaded with cargo for life-saving missions," says Mayman.

Focusing on the military version first will be a way to fund prolonged testing before the aircraft eventually transitions into the flying motorcycle, or as Jetpack Aviation calls it, an "autonomous flying vehicle."

While AFV doesn't have the same Easy Rider-cool

ring, it does point to the potential of a new class of aircraft in what is now just a category of one.



In piloted-motorcycle form, the Speeder could potentially reach 250 mph, though even the best riders would have trouble staying on at that speed. So, the company has a governor for the engines and an altitude limiter.

"Theoretically, you could keep going up to 16,000 feet before it ran out of fuel," says Mayman, quipping. "But then you'd need a parachute."

The control unit is connected to multiple sensors that detect where the aircraft is going and what obstacles it needs to avoid to prevent collisions. "If there's a building or tree ahead, it will automatically detect and avoid," he says.

A protective fuselage resembling an F1-style race car could provide the safety envelope needed to increase speed to 250 mph. "With little winglets, it could fly for nearly an hour," says Mayman.



Motorcycle Stats and Rider Magazine Survey Results

By GREG DREVENSTEDT , Rider Magazine, February 2023 Issue

Motorcyclists are a select group. According to the Motorcycle Industry Council, there were 10.4 million U.S. motorcycle owners in 2020, which is just 3.1% of the 331,449,281 Americans recorded in the census that year. Motorcyclists are also a misunderstood group. We participate in a wholesome, fun, skill-based activity, but most of our fellow citizens think we're crazy for doing so. They believe we have a death wish, but in fact, the opposite is true. Riding a motorcycle makes us feel alive. We enjoy the sensations, the escape, the freedom, the challenge, the thrill – and yes, the risk.

Despite persistent stereotypes, few of us are hell-raising outlaws or adrenaline-fueled daredevils. On average, motorcyclists tend to be older males, mostly married guys with families, jobs, and mortgages. But that's changing. According to the MIC, the proportion of motorcyclists who are female increased from 6% in 1990 to 19% in 2018.

Every couple of years, Rider conducts a reader survey to help us get to know you better. Just as we appreciate the emails and letters we receive from our readers, we also value feedback we receive through surveys. I'd like to extend a personal thanks to the 2,010 of you who completed our 2022 survey.

From the responses, we know that 79% of our readers are married, 81% have a college degree or have attended a vocational school, 65% have a household income of \$75,000 or above, and 30% are active military or veterans.

More than one-third (37%) of you own just one motorcycle, but 27% own two, 14% own three, and 20% own four or more.

BMW, Harley-Davidson, and Honda are the most popular brands, but every major brand from Aprilia to Zero is represented among our readers. In terms of type of motorcycles owned, the most popular are touring (37%), sport-touring (31%), adventure (27%), cruiser (25%), naked/standard (17%), dual-sport (16%), and vintage (12%). But let's not leave out dirtbikes (9%), scooters (6%), sportbikes (4%), trikes (4%), sidecars (1.5%), and electric motorcycles (<1%). The total adds to more than 100% because respondents could select more than one type.



- 91% wear a motorcycle helmet all the time, 7% wear one some or most of the time, and 2% rarely wear one. Full-face (41%) and modular (30%) are the most popular types of helmets. 92% own two or more motorcycle helmets (30% own five or more – that's a lot of lids!).
- 90% own two or more motorcycle jackets (7% own five or more). When buying motorcycle tires, 72% expect to pay between \$100 and \$200 per tire. 45% buy motorcycle tires through a dealer, while 41% buy them online and 11% buy them from a mechanic. In terms of ride-assist technologies,
- 72% own a motorcycle equipped with ABS, 39% with traction control, 38% with ride modes, and 30% with tire-pressure monitoring. 65% listen to music or podcasts when they ride. 65% use a helmet communication system, 36% use an audio/ stereo system with speakers, and 19% use earbuds.
- 42% do their own motorcycle maintenance, 38% rely on dealers, 11% go to independent repair shops, and 7% have friends or family members work on their bike (I hope that 7% of you provide the pizza and beer!).
- 37% attended a motorcycle event or rally in the past year, and 52% attended one in the past 1-5 years. The most popular activities at events or rallies are bike shows (71%), demo rides (71%), food and beverage (65%), local tourism (65%), group rides (53%), and live music (52%).
- 42% are familiar with peer-to-peer motorcycle rental programs, and 52% think motorcycle ride sharing will grow in popularity, but less than 2% rent out their own motorcycle to others.





AMA Flat Track Racing Returns to Arizona April 1, 2023

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 Championship:

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



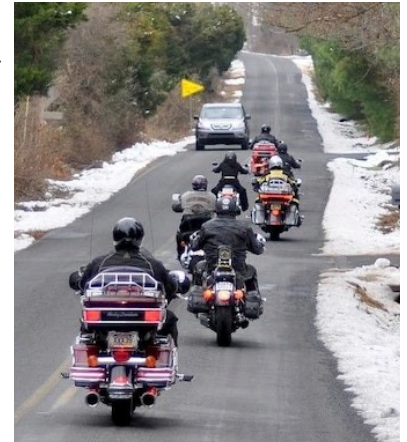
Livestreaming coverage of every Progressive AFT round and King of the Baggers at <http://www.FansChoice.tv>.

Safety & Black Mountain



Winter SAFETY TIPS with Phil Reiter, Safety/Road Director

1. Motorcyclists love to complain about tar snakes. Just as they get gooey and slippery in the heat, those asphalt patches turn hard and slick in the cold.
2. Say it's sunny and dry with temperatures in the 40s at midday. You can still encounter leftover frost or ice in shaded or low-lying areas, so be alert to those situations.



3. Expected loss of traction: cold tires. Probably just about everyone knows that cold tires offer less grip. Braking, accelerating and leaning all must be moderated to accommodate cold tires, especially at the beginning of the ride.

The cold makes you tired. In the cold your body is working harder, generating heat. Extra rest stops and eating right and regularly are important. The cold reduces physical dexterity and mental sharpness. Heated gear, rest stops to warm up or calling it a day early will all help.

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

Reprinted from Arizona Daily Star, Oct 21, 2021

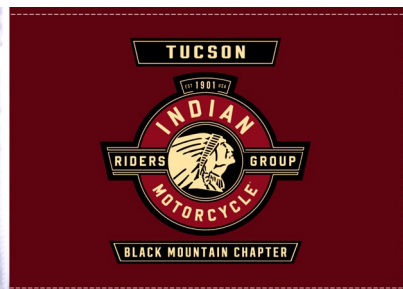
Lying just west of Interstate 10 near the far west end of Congress Street, "A" Mountain, more formally known as Sentinel Peak, stands as one of Tucson's most well-known natural landmarks. (It's the peak with the famous white "A" on its side.) In the valley below the 2,900-foot peak, the Hohokam people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

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



Black Mountain Apparel, Merchandise and Collectables!

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



Biographies

Road Byrd

Hi All, I am a snowbird from New York. I live on the Eastside of town and have been riding for 50 years. I met your group two years ago and have enjoyed your company ever since.

I was here for the first-ever Tucson Rendezvous and enjoyed it immensely. Getting to know and ride with many members has been a joy.

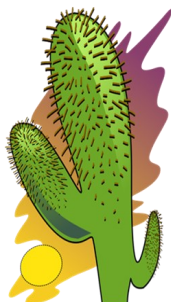
I had my 2007 Night Train in Tucson and sold it. I bought a Road Glide for Tucson riding. I ride my Indian Dark Horse Chieftain in New York during the summer.

I can't wait for the Holiday party and get a chance to put on my dancing shoes. I hope to help with the second annual Tucson Rendezvous and hope it will be even better than the first. I'll be migrating back to New York in April.

See you all on the Road, BYRD



Registration and Online Ordering for Banquet Tickets and Tee-Shirts HERE: <https://rundezvous.imrgtucsonbmc.org/>



Registration Open
Until March 15!

IMRG Tucson Rundevious 2™

April 12-16, 2023

Ride the Old West in Spring!



Desert Diamond Casino & Hotel
7350 S Nogales Hwy, Tucson, AZ
(877) 777-4212 Rooms \$119 before 3/10/23

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

Everyone and all brands
are Welcome!

Online Ordering Until March 15th

Register, buy banquet tickets and shirts Here:

<https://rundezvous.imrgtucsonbmc.org/>

All items are delivered at TR2 Check In, Desert Diamond Room 441

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



Tee-Shirts only \$25



Shirt Front

Shirt Back
\$25

TR2 Banquet Saturday, April 15, 2023, 6 PM

The Barrio Buffet \$43

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

Tortilla Chips and Salsa, Cheese Enchiladas

Pork Carnitas, Carne Asada, Margarita Marinated

Chicken Thighs, Salsa, Guacamole, Shredded
Cheese & Sour Cream

Spanish Rice, Refried Beans

Caramel Flan, Cinnamon Dusted Churros

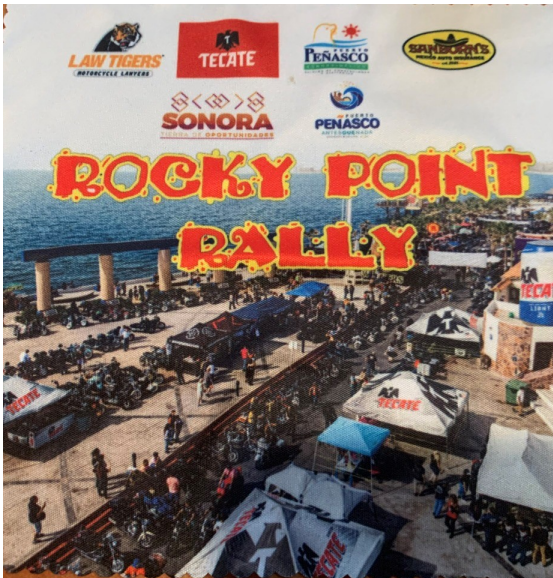
Tucson Rundevious 2 Calendar of Organized Events

Day, Date	Event Description	Time	Meetup Location	Notes
Before March 15	Book room. Register online, order banquet tickets and tee-shirts		Desert Diamond Hotel, 7350 S Nogales Hwy, Tucson (877) 777-4212	Online Ordering link coming by Feb 1st
Wed 4/12	Check in at Desert Diamond IMRG TR2 Hospitality Suite #441 Sign Release, Pick up TR2 shirts, Banquet Tickets	3-7 PM	Desert Diamond Hotel, 7350 S Nogales Hwy, Tucson, Hospitality Suite #441	Free Snacks & Refreshments
Thu 4/13	Check in at Desert Diamond IMRG TR2 Hospitality Suite #441 Sign Release, Pick up TR2 shirts and Banquet Tickets	8-9 AM & 3-6 PM	DD Hotel 4th Floor #441	Free Snacks & Refreshments
Thu 4/13	Ride up Mt Lemmon to lunch at Sawmill Run 99 miles	9:15 AM	DD Hotel South Lot	RC: Mike Ostrom
Thu 4/13	Dinner Ride Barrio Brewery, 800 E 16th St, Tucson	5:45 PM	DD Hotel South Lot	RC: Mike Ostrom
Fri 4/14	Check in at Desert Diamond IMRG TR2 Hospitality Suite #441 Sign Release, Pick up TR2 shirts, Banquet Tickets	8-9 AM & 3-6 PM	Desert Diamond Hotel, 7350 S Nogales Hwy, Tucson, Hospitality Suite #441	Free Snacks & Refreshments
Fri 4/14	Tombstone Sierra Vista Ride 187 miles	8:30 AM	DD Hotel South Lot	RC: Ed King
Sat 4/15	Check in at Desert Diamond IMRG TR2 Hospitality Suite #441 Sign Release, Pick up TR2 shirts and Banquet Tickets	8-9 AM & 3-6 PM	DD Hotel 4th Floor #441	Free Snacks & Refreshments
Sat 4/15	Longhorn Grill brunch in Amado then Arivaca 134 miles	9:15 AM	DD Hotel South Lot	RC: Mike Ostrom
Sat 4/15	IMRG TR2 Social & Banquet Cash Bar	5-9 PM	Hotel #1-3 by Pool Area or TBD	Banquet room based on group size
Sun 4/16	Hospitality Suite Ride home safe or enjoy another day!	8-9 AM	DD Hotel 4th Floor #441	Coffee
	OTHER RIDE OPTIONS			
	Black (A) Mountain (Sentinel Peak)			Scenic view of Tucson
	Sonoita Copper Brothel Brewery and/or Patagonia			Wagon Wheel in Patagonia
	Mission Rd to Green Valley, Amado, and/or Arivaca			La Gitana Cantina in Arivaca
	Globe/Superior loop			Porter's Saloon in Superior
	River Bottom Grill in Florence			Nice back Patio with live music

Rides and Events

Rocky Point Rally 2022

By Bonita and Phil Reiter



Planning and preparation for the Rally had been going on for weeks, getting the routine things taken care of, and making sure that all of the “newbies” were up to speed. Everybody had gotten their insurance in order, secured a nice amount of cash in small bills, checked to make sure that their bikes were in good running order, etc., etc., etc. It was a beautiful morning (in a chilly, overcast, rain-threatening way) for our ride down to Rocky Point. We all assembled at the QT on Ajo, along with at least a couple of other separate groups of riders. You could feel that everyone was excited as the bikes rolled in. We had a large group of bikes, with Tim Crandall in the lead, and his wife Torey caging it for the sweep. Tim did a nice brief on what to expect going across the border and went over the Do’s and Don’ts once again, such as not to carry any firearms, and to make sure you stop for stop signs etc.

Shortly after starting out on Ajo Way, one of the biker’s bags fell off. I stopped my bike and as I ran back to get it, a guy in a truck had stopped, and was about to scoop it up. He saw me running towards it and took off. Torrey pulled over and I gave it to her. When we reached WHY, I found out that all of the biker’s money and her passport were in that bag. We reached the border and we were ahead of the wave, and after we crossed over into Mexico, we made the obligatory stop in



Sonoyta for Tacos and a beer. Shortly after we arrived there, dozens of other bikers came roaring in. The ride to the registration point just outside of Rocky Point went quickly. We stuck around just long enough to buy T-shirts, and to enjoy a fish taco and a drink.

After checking into the hotel with a warm welcome from the staff, and getting settled in our rooms, we gathered for a stroll down the Malecon. Numerous vendors were getting set up to sell everything from tequila laced drinks, to bike accessories, and from curios to tacos. All of the shops lining the street featured “special for you today” prices on all of their merchandise. As the sun sank slowly and beautifully in the west, most of us gathered at the Mermaid bar for dinner. After dinner, we again made a lap down the increasingly crowded Malecon before turning in for the night. Sleep came slowly, as we were being serenaded both by the numerous small musical groups on the Malecon, and by a biker group with a rather loud boom box out on the patio. Fortunately, the bikers were friendly and complied with a request to observe the hotel’s noise ordinance after 11pm.



Rides and Events

Rocky Point Rally 2022 (continued)

The next morning, several of us took advantage of the hospitality at the on-site Bonita Maria restaurant, which always serves up a good breakfast. A bit later after the stragglers had fully awakened, we met in the courtyard and hashed out our plan for the day...basically restaurant hopping from one side of the bay to the other. First stop was Manny's, on Playa Mirador, for snacks and a beer. After an hour or so, we headed out for Sandy Beach and stopped at Wrecked at the Reef, where a live band was playing a variety of decent musical numbers. More snacks, and a beer there, too.



Finally, we ventured out onto the sand, which became increasingly softer and deeper as we arrived at JJ's Cantina. (I don't like riding in the sand). Everyone arrived safely, and we had more snacks and beer. We enjoyed the ambiance of the terraced patio, and watched the quaint fishing boats arrive with their day's catch. The ride back to town was uneventful, as we once again successfully defeated the menacing sand.

By the time we arrived back at the Motel, the Malecon had become crowded with bikes and vendors, with music competing for attention from all quarters. The bars were buzzing, and hawkers tried to corral diners into each of the restaurants as they walked by. Several of us started

off from the motel as a loosely organized group, but eventually split up and chose different places to dine. We wandered down the crowded street, people watching, checking out the bikes and all of the other sights and sounds on the street. Drummers seemed to be in vogue this year. Guys with large drum sets, located every 50 feet or so, competed to see who could beat the loudest and most complicated rhythms, well into the night (even after most of us had turned in for the evening).



Rides and Events

Rocky Point Rally 2022 (continued)



Saturday morning, a few of us early risers had breakfast at the Bonita Maria. By about 10am, Tim had arrived at the Shark Bite Bar, in the heart of the main Street, and had secured the balcony area which he had previously reserved for the day. Folks slowly gathered on the balcony, as groups of bikers began parading down

the street. The bikers settled into their own areas along the street, and gathered around their bikes on the street, gradually creating a narrowing corridor for the remaining bikes to negotiate, without running over anybody's toes.



As the crowd grew larger, and the music grew louder (including the live band playing only a few feet from our area on the balcony), women started parlaying snapshots of their breasts for trinkets thrown from below. (This has come to be expected behavior, only for the duration of the event). All the while, Bonita, and occasionally other members of our group, let loose cascades of bubbles from multiple bubble guns over and through the crowds below. The bubbles drew a lot of attention and appreciation from the passing crowd, and, over the past few years have become an anticipated fixture of the rally. As we started to notice that the bikes streaming by on the street below were mostly ones that we had already seen a time or two, we decided to make our way back through the teeming crowds, blaring music and clouds of burn-out smoke to our home base. Back at the Vina, we collaborated in small groups on our plans for an early departure on Sunday morning.

Rides and Events

Rocky Point Rally 2022 (continued)

By Sunday morning, the group who had decided to travel together had grown substantially, and were actually ready to leave by the appointed time. Phil lead the group safely back to the border, maintaining a moderate, if somewhat over-the-limit speed. After crossing the border, the group split up for the trip back to town. Several of us met up again at Richie's cafe at Ryan Airfield, before again going our separate ways home.

Back home, the Rocky Point rally is now history, documented by so many images in our memories, and in the memories of our cameras, to be enjoyed over and over with each other and with friends in the years to come. And, then there is the anticipation of rallies to come...looking forward to 2023 and beyond!



Rides and Events

Ron Rides Arizona

By Mike Ostrom

Mark Grosvenor and I started discussing potential rides a couple weeks before my brother-in-law, Ron Rich arrived from Cleveland for nine days. We agreed that I would post a ride for the Superior-Globe loop on Friday, November 11th and he would post a ride south to Wisdom's Café for the 18th. Ron and I would fill in the days in between with a few other rides and several different bikes.

We had a good group show up in Catalina for Friday on November 11th. Ron chose the Triumph Trident 660 triple for his first ride, partially for the heated grips and windshield. Much of the ride would be in the 50's and Ron brought his fingerless gloves. Heated grips were a popular luxury for this ride.



Mark Grosvenor was on his GSX-S1000GT, Bob Gardner rode his Super Tenere 1200, Carl Sheets chose the R1200GS and Neil was on the R1250RT. Allen Martini was on his super-charged Kawasaki H2 and Jack left his B King 1340 at home in favor of the FJR for the 200-mile loop. Jeff Bales and I rode our leaning-3-wheel Niken GT's, together for the first time. Possibly the only two in Arizona.

As promised, I locked in cruise control at about 5-10 over the posted speed limit for the ride out through Winkelman. This group can only take so much of that 5-over bullshit and as we approached the Ray mine, Mark led a parade of frustrated riders past me at something a bit north of 5 over. We had a nice romp through the best twisties of the AZ177 leg to Superior. When we rolled into town, Allen and Jack stopped at the Silver King for BBQ while the rest of us continued on to Porter's Café on the riv-

er. KiltLifter and Superior burgers seemed a popular combo before we saddled up for the scenic and sedate loop through Globe and south on AZ 77. Allen, Jack, Carl and Bob retraced our route back AZ177 to get back early. For the rest of us, things heated up again through the sweepers 12 miles north of Winkelman on AZ 77. Ron saw the shift light in 5th gear on the Trident during one spirited sprint. He knows how to use the gearbox to run with the Big Dogs.



Rides and Events

Ron Rides Arizona (continued)



Scott Bales and Tammy rode their Niken GT to the Moose Riders 3rd annual Toy Run the next day, so Debbie and I loaded up toys in the trunk of our Niken to join them. Ron chose the Royal Enfield 650 for the tour through town to various Moose and Eagles lodges. We had a blast! Ron was considering buying a dirt bike for the "There Will Be Dust" ride and checked one out at D-M Air Force base. Ron ended up riding the first of two bikes not in my stable, before passing on the purchase.

Sundays provide some ride and destination options. Ron and I headed to Le Buzz at the base of Mt Lemmon with the intent of riding up the hill with the Desmo SW Ducati club and/or 520 Moto. The gang was still there waiting for the sun to warm things into the 60's when we arrived shortly after 9 AM. Rob Filar suggested riding to Patagonia for the second week in a row and Ron liked the idea. I was aboard the 20-year-old Ducati ST4s and he was on the Royal Enfield 650 again. The ride down Old Spanish Trail and south on AZ 83 was quite spirited and Ron did a nice job of working the gearbox again to squeeze every ounce of performance out of the 44-HP retro twin, flirting with the ton at one point!



We grabbed a coffee at the Lumber Co. in Patagonia and were pleasantly surprised to see a classic car meet just down the road. We checked them out before Ron and I had a surprisingly delicious lunch at Gathering Grounds. We traded bikes for the ride home. Ron declared he had "a

new love that looked good in yellow" after riding the twisties of AZ 83 north of Sonoita on the Duck. He had something in common with another Ron I know. On the way home we traded the RE650 for the Aprilia Tuono V4, before stopping for our second car show of the day!



Rides and Events

Ron Rides Arizona (continued)



Tuesdays are a good day to ride Mt. Lemmon. Our favorite Palisades-resident Sheriff, Aga, is enjoying her “weekend”, which doesn’t include patrolling the Catalina Highway. This mid-November Tuesday also promised to be the warmest of the remaining days before Ron headed back to the frozen tundra, at a balmy 47 degrees in Summerhaven at 1 PM. With that in mind, Ron and I agreed to meet Mark Grosvenor at the base of the hill at 12:30. We invited a bunch of the regular non-working stiffs to join us, but they were all otherwise engaged in hon-eydo’s, previous commitments or in some cases, a lack of a Kitchen Pass. Ron and I were able to knock out our honeydo, repairing Debbie’s leaky sprinkler system in her garden, before departing on a bright sunny day.

Ron chose the Kawasaki Z900RS for the hill, again partially due to its grip heaters and his propensity to wear fingerless gloves. Mark and I were on two Suzuki’s sporting the same GSX 1000 K5 motor; his GSX-S1000 GT and my Katana. They were a pleasure, carving corners on the climb. After a stop at Geology Vista, we agreed to venture to Ski Valley, despite the ice warnings. Ron was homesick for



some snow, after a mild fall in Cleveland.

We arrived at Ski Valley to find the gates open to the top, so we followed Mark up along the narrow road. There was snow piled on the sides of the road and one section of ice on the road in the shade. They had spread sand on the road for traction, which can have the opposite effect on a motorcycle, but we all made it safely. Ron wanted to hike to the high point at some 9,100 feet, where we had a birds-eye view of a plume of smoke from the prescribed burn of the forest below. It was a beautiful day to be on top of the world!

Rides and Events

Ron Rides Arizona (continued)

For a Wednesday's breakfast ride Ron jumped on the Aprilia Tuono 1100RR V4 and I rode the Z900RS parked next to it. The Tuono became one of Ron's favorites even though the short straight route to the Views Restaurant in Oro Valley did little to highlight its strengths. Just the rumble and instant torque of the 175-HP V4 is intoxicating. We enjoyed the view and the company of the Fun Riders, staying a half hour after we paid the checks just to chat and clean the place out of coffee.



On Thursday everyone was giving Dean Hurt a hard time for scheduling an 8 AM KSU and then showing up late. Even though some of us braved temps in the upper 30's/low 40's to get there, it warmed up to 57 before the climb to the Patio Café in Oracle where it was a bit chillier. Not to worry; the owner pulled three heaters around our two tables and the servers brought hot coffee right away. Some of us wrapped two hands around the warm paper cups. Ron had selected the Z900RS with grip heaters and I was on the Ducati Multistrada with heated seat and grips, so we weren't too chilled. After a delicious breakfast, Molly Norman led the gang to Parrish's Motorcycle Museum in San Manuel. It was a little bit of a trip down memory lane for me, with examples of bikes I owned decades ago, among the extensive collection.

It was one of the highlights of the week for most of us.

The Brothers of the Third Wheel sponsored a Trike Night at Growlers on Silverbell Thursday night. Debbie and Dedria decided to stay home, so Ron grabbed the Triumph Trident 660 triple again and I jumped on the Indian Chief Vintage for the ride just before sunset. We beat the rush and found a table on the patio across from the fireplace. I was happy they had Alaskan Amber on tap and Ron found an IPA to his liking. Trikers and bikers started to ride in after the sun went down and the place filled up. Some of our friends were seated in the back by the heaters, which was a good place to be as it got later. When we got home, we fired up some cigars and sipped some Kentucky Bourbon on our own patio, under a heater and the girls joined us for a nightcap.



Rides and Events

Ron Rides Arizona (continued)



On A-Friday the 18th, we started the day with Ron's Blue Corn pancakes and Prickly Pear syrup. Delicious! Mark Grosvenor knew the early morning temps would be cold so he set a 10:30 AM KSU for the ride south and the weather was perfect! We all behaved ourselves until we hit the foothills on AZ 83 and the first real curves of the day. I jumped out front on the Ducati ST4s. Mark on his K1600GTL, Tom Johnson and birthday girl Nancy Ellis on their Ducati Multistrada V4s weren't far behind, followed by Ron on his go-to bike, Trident 660 and Carl Sheets on his BMW R1200GS. Caught behind traffic were Tom Lorenzini on his crotch rocket Ninja ZX9R, Rod Harris on his ST1300 and Oliver on his new BMW K1200GT! Scott Natvman was on his new "best Harley I ever owned", followed by Merle Crutchfield on his KTM 1190 Adventure and Steve Cole on the 2.5 Liter Triumph Rocket III.



We regrouped in Sonoita where Ron and Rod swapped bikes. Ron was interested in checking out a sport tourer and really liked Rod's Honda ST1300. Rod liked his ride on the "sporty" Trident 660 too. We continued through Patagonia on AZ 82 to S. River Road for the second romp of the day.



We jumped on I-19 for a quick ride north to Wisdom's Café where Roland John's new 202-HP Ducati Streetfighter V4 was parked out front. We had a great lunch and ordered some fruit Burros to go. Debbie loved hers!



Everyone was on their own after lunch. Most guys were jumping on I-

19 and beating it north. Tom, Nancy, Ron and I decided to take the fresh pavement of Continental and Mission Roads north. It was fantastic. I goaded Tom by gunning the Duck and he responded by hitting the throttle and lofting the front wheel of the Multistrada. Nancy knew it was coming and held on for dear life as they rode out the wheelie! Ron and I turned on Mark Road off of Valencia, but Tom and Nancy missed the turn. We all rode Kinney Road to Gates Pass. Ron and I pulled into the Overlook, while Tom and Nancy hurried by to prepare for her Steam Pump birthday celebration that night.



Rides and Events

Ron Rides Arizona (continued)

Saturday Ron flew back to Cleveland, but not before one last morning of riding. At 6:30 AM it was 39 degrees in Oro Valley as Ron put on real gloves for the first time all visit and jumped on the Trident one more time. I led the way to the Baja Grill on Campbell aboard the Duck ST4s again. Eight of us enjoyed breakfast before riding to Le Buzz to meet Bill Ronstadt on his vintage BMW R60/5. We rode to Molina Basin and then Windy Point on a beautiful morning. Ron enjoyed chasing Bill on his vintage Beemer, who used every bit of those "skinny tires"! Ron and I were home by noon with smiles on our faces.



Ron really enjoyed the week of riding and socializing. When I asked him what his favorite bike, of the seven he rode was, he didn't hesitate in saying the Aprilia Tuono 1100RR V4. What!?! You spent half your time on the Trident. He said, "I felt safe on the Trident. I thought I could get in trouble on the Aprilia." I knew exactly what he meant. Ron Terrien and Mark

Grosvenor had similar comments after riding the Tuono. We invited him back when Ron and Chris Terrien are in town this winter for a Mike's Motorcycle Shop Bike-a-Palooza! Both Ron's have similar tastes in bikes and beers so there may be some, Rock, Paper, Scissors going on!



Rides and Events

Black Friday Brunch at Sky Rider

By Mike Ostrom

We scheduled a meet up at Ina and the freeway just after the SEAT group scheduled one at Ina and Silverbell. Tom Johnson and Nancy Ellis had a SEAT member join them on their trek across town and Ellie joined the SEAT group as they rolled out, assuming it was us! We had 15 people show up and 14 leave. Our sweep, Phil Reiter had a dead battery on his BMW and had to call the Bonita Rescue Service as we headed to Silverbell ourselves on a gorgeous cool morning.



We turned on Sweetwater for the roller-coaster hills of Camino De Oeste and followed slow traffic through Gates Pass as it warmed to 60 degrees under a bright autumn sun. We arrived at Sky Rider Café just before 11 AM. I had called ahead, so they had a long table set up with ice and pitchers of water. We had good timing. The breakfast crowd had cleared out and we beat

the lunch crowd.

Just as we were finishing up, in walks Ellie! She thanked the BMW motorcycle club for entertaining a tag-along on their ride. It wasn't until they



got to the Stockyards and all the helmets came off, that she realized she was in the wrong group! We were glad she found us at the Sky Rider café eventually! She reported that Nick is on the mend after his motorcycle accident, but doesn't expect him to be back on the bike until this newsletter is published at the end on January.

Afterwards, Tom and Nancy followed me back over Gates Pass and down Speedway to Renegades where I registered for their toy run the following Sunday. We stopped at the VFW on Beverly, down the street for a cold one before heading home.

Rides and Events

Renegades 10th Santa Claus Toy Run

By Mike Ostrom

The early bird gets the worm. I recommended that everyone register early for the first post-Covid Renegades toy run, to assure a tee-shirt and pin, and didn't make it there myself until the Friday before. Debbie and I were #609 and 610 to register for \$22 each, so no pins and I got a raincheck for my XXL shirt, which I'll only wear at their toy runs.

It was already in the fifties when I rolled the Big Chief out of the garage at 9 AM for the half-hour ride to Renegades. A marked improvement from 37 degrees at sunrise in Oro Valley. The bright sun made it seem warmer, but I still switched the grip heaters on low. Bikes were parked everywhere when I arrived. Phil and Bonita parked in the street out back as I made



my way to the front. Moose Santa and Squirrel (Mrs. Santa's sister) were already posing for pictures by the donated coffee and donuts. It seems most of the southern Arizona biker community supports this event. I ran into many friends, some of whom I only see once a year.



I made a few new friends as well, including snowbirds from Minnesota on a nice Indian Chieftain. Our own snowbirds, Jim Frost, Shon and Linda Lowry, were in town for the run.

Rides and Events

Renegades 10th Santa Claus Toy Run (continued)

Moose and Squirrel had to ride directly to the Desert Diamond Casino in Sahuarita to park their red Roadmaster Santa's Sleigh in front of the Indian Motorcycle tent by the main entrance. Jim, Bonita, Phil and I pulled out about 10:20 behind a large gaggle of bikes. We made slow progress across Gates Pass and down Kinney Road. It had warmed up to the 60's and was a great morning to enjoy the scenery. At AZ 86 we went straight toward Valencia, while the gaggle turned left for Mission. We had Mission all to ourselves, south of the turn to the San Xavier Mission. It was a pleasure riding the fresh pavement down to Helmet Peak Rd and into Sahuarita



Good Trouble, including our friend Kirk Fogleman, was already on stage and playing as we arrived at the casino. Shon and Linda moved a couple of tables together and save our group a seat. The meal, included with the registration was better than most years, with multiple choices. After eating we all gathered around the Red Sleigh in front of the Indian tent for a group photo. It also looked like a record year for toys collected too.



Rides and Events

Renegades 10th Santa Claus Toy Run (pictures)



Rides and Events

Seeing Double

By Mike Ostrom

There aren't too many Yamaha Niken GT, leaning trikes around. After a pre-production sellout of the initial production run in 2018, the expensive MSRP of Yamaha's unique engineering exercise had an adverse effect on sales. The Tour de France in 2022 featured Nikens as escort motorcycles sparking a brief resurgence in interest, globally, and the next gen model introduced for 2023. That really isn't how my buddy Jeff Bales became interested. He saw Debbie and I on ours a few times riding with the Tucson Trike Riders, the local chapter of the BTW.

I offered to let Jeff take it on an extended road test when we traded bikes for a ride down to Green Valley, Arizona. He absolutely loved the trike that leans like a regular two-wheeled motorcycle. Because the wheels are individually suspended like many other trikes, it provides a comfortable ride and evokes confidence when leaned over in less than favorable conditions.



After extensive research, Jeff started a nation-wide search for the rare trikes and found one in Wichita, Kansas, over 1,000 miles away from Tucson! He and his fiancé, Tammy drove out to retrieve it and started to farkle it soon after bringing it home. We are both members of Moose Lodge #2543 in NW Tucson and had plans to showcase them together at the annual bike show in November, but rain at Jeff's place in Oracle put the kibosh on that. A couple of weeks later was the 3rd annual Moose Riders toy run and we both showed up for that with our better halves. People thought they were seeing double when we parked together. It was fun seeing the reaction.

We both got together for a 200-mile loop to Superior and Globe, Arizona and had a similar reaction. The unique vehicles seem to attract a crowd wherever we go. It's worse when there's two of them. As we sat at Porter's Café, enjoying a Superior Burger and cold liquid refreshment, just about everyone who walked by had to check them out. They were such a pleasure riding on the curves on each leg of the loop. They inspire effortless confidence when leaned over.

If any Brothers of the Third Wheel are in the Tucson area and want to take a Niken GT for a spin, please let me know. I'm sure we could work a trade for a while. You might even run into one or both of us at an upcoming Trike-In. If so, it won't be double vision, but could be double trouble!



Rides and Events

Holiday Party

By Mike Ostrom

The holiday party was a success at Desert Diamond Casino and Hotel. We had 36 members and guests show up for the official event, but the party started earlier for some of us. In an effort act responsibly, many partiers took advantage of the special \$99 room rate provided in our package, and checked in early. As we were taking our bags and presents up to our room, we saw Ed King greeting Bill and Stephanie Mountain in the lobby and Mike Lehnus getting ready to hit the hot tub with Anita. Debbie and I opened a bottle of wine, after settling in, to kick off the pre-party celebration.



The planning had started a month earlier when the membership approved the funding to offer a 50% discount on the 3-course dinner for active members. Ed King and Debbie Ostrom took the lead in securing the venue and selecting three different main-course options of Old Pueblo Chicken, Herb Roasted Salmon or Grilled New York Strip Steak. Web

Director John Fucci set up an ordering system on our new website, Teresa 'Squirrel' Mrs. Claus' Davidson conducted the raffle drawing for prizes donated from our Indian dealer and our white elephant gift exchange. Bonita Reiter provided the music and expert room audio management.



Rides and Events

Holiday Party (continued)



Debbie volunteered to do the member/guest check in and pass out little main-course placards so the servers could deliver the correct meals to everyone, but got stranded on the 3rd floor when both elevators broke down in the north tower! She was wheeling her rollator around and couldn't use the stairs that some of us took down to the party room. Monica Pena, the hotel catering manager offered to go rescue her and guide her to the south elevators. She got everyone registered before the servers brought in the Baby Spinach, Strawberry, Almond, Red Onion salads.

Erik, Cruz, Myles and Sergei had to close up shop at the Indian store at 6 pm and managed to make it to the party before the food arrived at 6:55PM. As everyone was finishing their Chocolate Cake & Cheesecake dessert squares and coffee, I took the

opportunity to thank our officers that served over the last year, the party committee and our dealer for their continued support.

Squirrel took over as MC for the raffle giveaway and to orchestrate the White Elephant gift exchange. It didn't take



long before the scrooges started stealing gifts. Booze is always a popular gift and Squirrel limited each gift to two thefts, assuring the Crown Royal and Gentleman Jack didn't risk breakage in frequent transit. It was a blast!

There were some post-party night caps going on in the rooms and the next morning some folks got together for breakfast to extend the celebration. By all accounts, it was enjoyable event and may become an annual tradition.



Rides and Events

Colossal Cave and Montgomery's

By Mike Ostrom

December 23rd is a busy day for those rushing around taking care of last minute shopping and running errands. I wasn't sure how many people would find the time to join us for a ride down Old Spanish Trail to Colossal Cave on the Friday before Christmas. I was mildly surprised to pull into McDonald's parking lot on Tanque Verde, 5 minutes before KSU, and see 15 riders, including Bogey's date strapped to the back!

I led the parade down Tanque Verde



to Houghton and the curves of the Old Spanish Trail, built in 1949 when Rincon Valley ranchers got tired of being stranded by floods. So, not that old, or Spanish, but still a great motorcycle road. We managed to get the group through all the traffic lights in tact and we stretched out on the trail and up the tight road to the Colossal Cave Mountain Park. There were plenty of cars

parked in the lot at the top, but the picnic concrete pads at the far end were open for motorcycle parking.

After soaking in the vista view we moseyed down to the cave entrance snack shack and gift shop. Frank "Bogey" Bogatitus and Ron Rice hiked down the Nature Trail for a better view. Linda Lowry snapped some pictures of the outpost, founded in 1934. It had warmed up to the 60's and was just a perfect day to be out in southern Arizona as most of the country was in an Arctic deep freeze.



Rides and Events

Colossal Cave and Montgomery's (continued)



Everyone was getting hungry after a half hour or so. After we arrived at CC, I eventually got ahold of Montgomery's and let them know about 20 of us were headed that way. They had two long tables set up for us when we got there. TJ "Moose" Johnson, Squirrel and Jim Eaton, were sitting at another long table on the other side of the restaurant and had already ordered. They

joined us and we had a total of 18 people. Some of us ordered the same Fish-n-Chips we'd get on Friday lunch runs. It was delicious!

We all left at different times and in a few different directions. After leading all day on the Chief Vintage, I was happy to follow Tom Johnson and Nancy Ellis on their Multistrada down Mary Ann Cleveland Road toward Houghton. I continued north when they split west toward Pantano. Mt Lemmon was calling my name so I rode up until there was snow piled up on the side of the road and snapped some pictures before heading home.



Rides and Events

Casa Grande Car and Bike Show Overnighter

By Ed King



The Casa Grande Car & Bike Show started mid Tucson at the QT on N. 1st Street, headed up Oracle (77), then on to 79 we turned onto Cactus Forest Rd. towards Coolidge. After that, I as leader of the pack, was lost and just following my GPS. We got there about 12:30, just in time to check into the Radisson and begin our quest of finding the street fair and car show.

Bikes were a little scarce but we did get a picture of it (see photos). It really was not the only bike, but there were very few - we did see some nice customs that had also been in Puerto Penasco at the Rally. Once we arrived, we checked in at the Radisson (the hotel was alright but not really what we were expecting). After that, we gathered



much like stray cats, and headed for the street fair. The hotel was only a few blocks from the event so no further riding was necessary.

Each of us found a car that we fell in love with, but nobody took any home. Next our focus turned to food and drink. Bill Mountain had the foresight to make a reservation at BeDillions; it was a really nice place and we all enjoyed our meals and drinks and drinks. Did I mention drinks. After that we headed to "eD" and Connie's room to watch football and have some drinks. Note

"eD" forgot his Tequila. Who would have thought? Nice evening with great friends and much laughter.



Rides and Events

Casa Grande Car and Bike Show Overnighter (continued)



The next day brought us out for breakfast - more food. I think this is an eating club that goes for motorcycle rides. We went to The Big House - no, not the prison, the restaurant that has really good food. We all filled up in anticipation of our ride home. We departed at a variety of times depending on our tolerance for the temperature; most came back via the freeway to make certain we could get back in time for the day's football.

All in all it was a great time with an

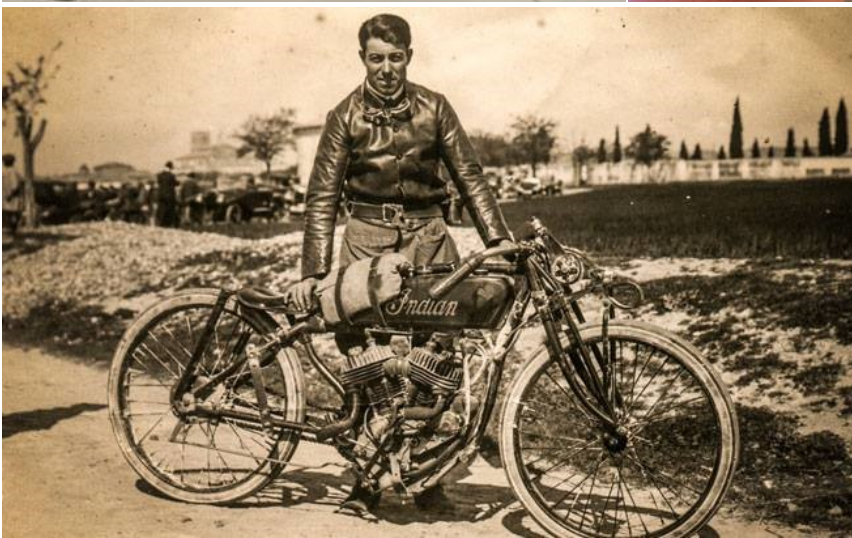
all star cast: Dean (Clarence) & Noreen, Bill & Steph, Phil & Bonita, Manny & Stella and eD & Connie. Stay safe out there everyone and thanks for participating - hope to see more of you for all of the up and coming riding, (and eating), (and drinking) events.



Winter



Odds & Ends



Credits and Captions

Thanks to our contributing authors and photographers:

Mike Ostrom	Greg Drevenstedt
Ben Purvis	John Fucci
Bonita Reiter	Michael Verdon
Phil Reiter	John Road Byrd Levy
Ed King	Teresa Squirrel Davidson



Amusing captions submitted for this picture:

“Mark on a typical offroad adventure”
“What monsoon season does to desert sand”
“Save the bike, save the bike; I’ll be OK! “
“These 50-50 tires suck!”
“Early days of mud wrestling”



Just for Fun—Caption Contest

Please email your amusing captions for this picture to:

mdostrom@gmail.com

The best will be featured in the next newsletter.



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