

# Indian Motorcycle Riders Group Tucson Black Mountain Chapter Newsletter #36 Spring 2025



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## 2025 Black Mountain Officers

**President:** Mike Ostrom  
**Vice President:** Ed King  
**Secretary:** Debbie Ostrom  
**Treasurer:** John Fucci  
**Activities Director:** Bonita Reiter  
**Road/Safety Director:** Mike Lehnus  
**Newsletter Editor:** Debbie Ostrom  
**Web Director:** John Fucci

## Editor's Note

By Debbie Ostrom

Welcome to our 48-page, 36th issue, Spring 2025 Newsletter. Thanks to all the contributors this quarter!

In this edition we feature more new 2025 Indian models and 2025 King of the Baggers race schedule and Daytona results.

We pay tribute to our dear brother, Nick Jeffers, who has gone to the endless road in the sky. Mike Lehnus has some defensive riding tips. We have three autobiographies, Ride and Events articles from our TR4 Ride Captains and we wrap it up with Indian Fours 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](mailto:mdostrom@gmail.com)



## President's Corner

By Mike Ostrom

We have had a busy Spring with plenty of rides and the 4th installment of the Tucson Rundezvous at our new home, Casino Del Sol, April 9-13, 2025. By all accounts, it was a huge success, despite record-breaking heat! We are already planning TR5 and have an active summer calendar planned. Please join us!

We lost our brother, Nick Jeffers on February 7th in an accident. Condolences to Ellie. Ride In Peace Brother!

A special welcome to new Tucson Black Mountain members. Everyone is welcome to join us, no matter what you ride. Send an email: [President@IMRGtucson.org](mailto:President@IMRGtucson.org)

Just \$2/month provides many exclusive member discounts and freebies Contact John Fucci for details.

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.



# Industry News

## Indian's Liquid-Cooled Chieftain & Roadmaster PowerPlus 112

*Polaris Press Release, January 24, 2024*

Indian Motorcycle today expanded its PowerPlus family with the Chieftain PowerPlus and Roadmaster PowerPlus. In addition, the company introduced a 112ci version of its PowerPlus engine after two years of developing and refining it through the Indian Motorcycle Racing program in route to the team's **2024 King of the Baggers** championship.

As with the Indian Challenger and Indian Pursuit chassis-mounted fairing models, these new PowerPlus fork-mounted fairing models combine a classic muscular American V-Twin style with rider-assist technologies never before offered in an American V-Twin motorcycle. Meanwhile, the new PowerPlus 112 engine expands on the unparalleled performance of its 108ci predecessor – going beyond the power limitations



of traditional V-Twin motors to deliver more consistent, sustainable power, with instant acceleration and effortlessly sustained high speeds within every gear throughout the range.

The 2025 Chieftain PowerPlus and Roadmaster PowerPlus redefine the American V-Twin riding experience, featuring distinctive American style, next-generation performance, rider-centric technology, and comfort to go the distance.

### STYLE



The new Chieftain PowerPlus and Roadmaster PowerPlus wear aggressive and chiseled lines that are a visual representation of their high-performance hearts. Their compact stance makes each model look smaller, lighter, nimbler and more athletic. The new fairing's design is sleek and aerodynamic, offering improved handling and stability at high speeds to provide superior control when compared to previous Chieftain and Roadmaster models.



# Industry News

## Indian's Challenger & Pursuit Elite PowerPlus 112

By Rider Magazine Staff, April 22, 2025

Designed for those desiring a premium experience, the 2025 Indian Challenger Elite and Pursuit Elite are exclusive limited-edition models loaded with special features and unique details, as well as high-spec components. These models are limited to only 350 units of the Challenger Elite and 250 units of the Pursuit Elite, and they arrive in dealerships this month.

Both models can be distinguished as Elite machines by their multilayered paint schemes that take 24 hours to complete.

The Indian Challenger Elite's design is inspired by Gene "Alabama Flash" Walker who set a land-speed record on an Indian PowerPlus in 1920. It includes a tri-tone paint scheme with Black Candy and Red Candy finishes and Crystal White Pearl Satin paint. Shattered glass particles in the paint add depth. It also includes a headdress logo and black Dark Horse finishes. The center console is individually numbered and includes an image of Gene Walker's PowerPlus racebike.



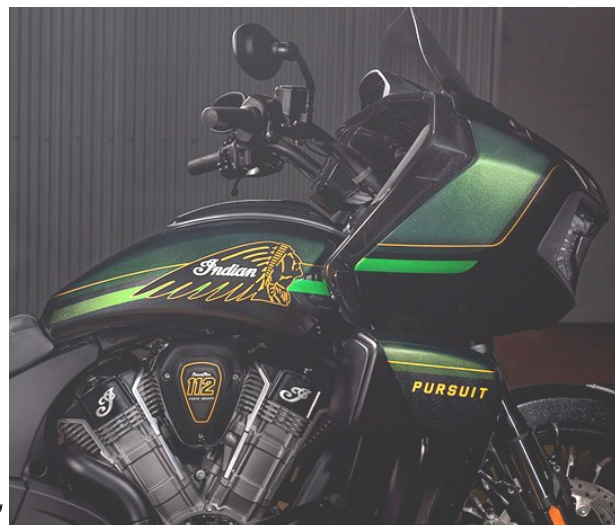
The Indian Pursuit Elite was inspired by the 20,000 PowerPlus motorcycles produced for the U.S. Army in 1916. It also features a tri-tone paint scheme, with Black Candy and Black Forest Candy finishes and hand-painted Championship Gold accents. Like the Challenger Elite, the Pursuit Elite includes PowerPlus 112 engine covers, exclusive Elite badging, black Dark Horse finishes, and an individually numbered console.

Powering these two models is the liquid-cooled PowerPlus 112 motor that debuted this year in the Chieftain PowerPlus. It's the same engine used in Indian's King Of The Baggers racebikes and makes a claimed 126 hp and 133 lb-ft of torque, offering three ride modes. The bikes include inverted forks, dual radial-mounted Brembo calipers, Metzeler Cruisetec

tires, headdress footboards for rider and passenger, and more premium components.

The Indian Challenger Elite and Pursuit Elite come with Indian's Rider Assist package. In addition to the previously offered SmartLean technology, Rider Assist includes bike hold control, electronic combined brakes, blind spot warning, tailgate warning, and rear collision warning. Lighting includes Pathfinder Adaptive LED headlight, driving lights, and saddlebag lights. The windscreen is adjustable via a handlebar-mounted button, and the bikes include cylinder deactivation when stopped at idle, keyless ignition, remote locking storage, cruise control, and USB charging.

The Elite models also come equipped with premium PowerBand audio, including Bass Boost and four 100-watt speakers on the Challenger and six 100-watt speakers on the Pursuit. The 7-inch display features Ride Command functionality for smartphone connectivity and offers Apple CarPlay. Riders can also manage the standard Electronically Adjustable Rear Suspension Preload through the Ride Command system. The 2025 Indian Challenger Elite is priced at \$39,999, and the 2025 Indian Pursuit Elite is priced at \$44,999.



# Rides and Events

## Test Riding The New PowerPlus 112 Chieftain Dark Horse

By Mike Ostrom

The Indian Motorcycle Demo truck rolled in and Scott unloaded 21 2025 models on Friday, April 18th! It was a beautiful day for test rides with temps hovering in the upper 60's to mid 70's most of the day. A pretty good crowd was on hand with many riders taking multiple models for a spin. I was one of them, arriving around noon after breakfast in Patagonia.

On the top of my list was the new PowerPlus 112 (1834cc) Chieftain Limited, with Indian's most powerful production engine, boasting 126 horsepower! The Sunset Red Dark Horse model I rode had a stage one exhaust installed so it was probably pushing 130 hp and sounded great! The real treat was how smooth and seamlessly the liquid-cooled engine applied its 133 ft-lbs of torque. It pulled strong from the basement and sprung forward with a twist of the grip. I knew I wasn't on my Chief Vintage 111 with a stage II kit any longer. There was a noticeable improvement in responsiveness, partly due to the sport mode that had been selected. I didn't mess with the other two ride modes on our short test loop.

I didn't mess with the suspension settings either. With 5.1" of front fork travel and 4.5" rear suspension travel, the ride is comfortable and well composed. I didn't even notice the train-track-like mini speed bumps on Wetmore until I rode the Sport Chief. The seat was comfortable, but seemed to lock my 6'2" frame into one position. I'm guessing, Debbie would like the passenger seat as well, complete with backrest installed. She's not a fan of the wraparound backrest found on the Pursuit's trunk.



I did play with the adjustable windscreen. Unlike a H-D Road Glide I rode, Indian nailed the aerodynamics with a smooth airflow at most settings and a complete cone of silence without buffeting in its highest setting. The Chieftain competes more directly to Harley's Street Glide, which I haven't ridden. The 100-Watt sound system is powerful, but I didn't find a volume that wasn't too loud at a light and loud enough to hear over the exhaust and wind noise. I guess I just prefer earbuds or helmet speakers for my music.

The MSRP printed on the tank with the upgrades was \$34,499, but Indian is offering \$1,000 cash back currently.

# Rides and Events

## Test Riding The Sport Chief 116 and Scout 101

Next up was a ride on the Ghost White Metallic Smoke Sport Chief 116 air-cooled twin, priced at \$20,499. It seemed much slimmer with its bikini fairing and narrow seat, just sitting on the bike waiting to roll. Once we did, one glaring deficiency became apparent. It rode like a truck! I have a Harley Sportster 883 SuperLow with 2.3" of rear suspension travel and this Sport Chief felt almost that bad! Those train-track mini speed bumps on Wetmore were jarring! There is 5.1" of travel on the KYB inverted-



forks and 4" of travel on the piggy-back Fox shocks, but they were not tuned for comfort on this test mule. John Fucci, however, rode the Sport Chief RT with mini bags and reported a comfortable ride.



The Sport Chief's 116 ci motor

with 120 ft-lbs. of torque felt strong but it falls short compared to the Chieftain's PowerPlus 112, despite having about 150 lbs. less mass to move. The twin four-piston Brembo brakes did an excellent job of hauling down the Sport Chief, reminding me once again how things have improved in the 11 years. My Chief's brakes felt truly vintage in comparison.

The Ride Command is packed in a 4" round display provides a lot of info, although the small turn signal indicators are difficult to see in bright AZ sunshine. The fairing looks good to my eye and did a good job of keeping the wind blast off my torso. It's too bad the



rough suspension is a deal breaker for me. At least as it was setup on the demo bike.








A Scout 60ci Bobber lists for \$9,999, which is arguably the best value in the lineup. I test rode the Scout 101 with premium components and 111 HP from its 1250cc liquid-cooled motor, with an MSRP of \$16,999. The first thing I noticed was I couldn't adjust the low slung mirrors off the handlebars for a good rear view that didn't include my forearms. It's not too much different than looking at my shoulders with conventional mirrors, but I couldn't get used to them on our short test loop. The Scout 101 passed the mini speedbump test on Wetmore. Not as plush as the Chieftain but better than the rough Sport Chief. The bike was also the lightest of the three I tested and had a redline

of 9,000 RPM, almost twice as high as the big V-twins. It makes useable power down low and jumps forward with a twist of the throttle. The seat was small but comfortable for the short spin, but the forward foot pegs and drag bars, had me stretching forward with feet and hands, which might get old after a while.





(2 Races Each)

- 6–8 Mar  Daytona International Speedway, United States  
Daytona 200
- 2–4 May  Michelin Raceway Road Atlanta, United States  
MotoAmerica Superbikes at Road Atlanta
- 30 May–1 Jun  Road America, United States  
MotoAmerica Superbikes at Road America
- 11–13 Jul  WeatherTech Raceway Laguna Seca, United States  
MotoAmerica Superbike Speedfest at Monterey
- 15–17 Aug  Mid-Ohio Sports Car Course, United States  
MotoAmerica Superbikes at Mid-Ohio
- 12–14 Sep  Circuit of the Americas, United States  
MotoAmerica Superbikes at Texas
- 26–28 Sep  New Jersey Motorsports Park, United States  
MotoAmerica Superbikes at New Jersey

## King of the Baggers Results

### MISSION KING OF THE BAGGERS

1. Kyle Wyman	Harley-Davidson	50
2. Troy Herfoss	Indian	28
3. Bradley Smith	Harley-Davidson	26
4. Tyler O'Hara	Indian	23
5. Kyle Ohnsorg	Indian	22
6. Rocco Landers	Harley-Davidson	20





## Join Tucson Black Mountain Chapter for a VIP Weekend at Laguna Seca, July 10-15, 2025!



Laguna Seca for the King of the Baggers and a VIP weekend with IMRG friends on July 11-13. Below is the link to Roam to the Races Together. We will leave Tucson early on Thursday, July 10 and ride 500 miles (7.5 hours seat time) to Castaic, CA. Friday we will ride 273 miles (4.2 hours seat time) to Hilton Garden Inn, Monterey for check-in 11-3PM. Special events and Races Friday, Saturday and Sunday. Return home Monday and Tuesday July 14-15.

See Facebook IMRG Tucson Events for Ride details.

### [Indian Motorcycle Roam to the Races](#)

Friday, July 11		Saturday, July 12	
11:00 AM - 3:00 PM	<p>Event Check-in</p> <p>Location: Hilton Garden Inn 1000 Aguajito Road Monterey, CA 93940</p> <p>Check-in with event staff to pick-up your gift bag and wristband. <i>Wristband must be worn for all meals and activities.</i></p>	8:00 AM - 9:00 AM	<p>Continental Breakfast</p> <p>Location: Hilton Garden Inn (Parking Lot) 1000 Aguajito Road Monterey, CA 93940</p>
5:30 PM - 9:00 PM	<p>Dinner and Live Entertainment</p> <p>Location: Wave Street Studio 774 Wave Street Monterey, CA 93940</p> <p><i>Drink tickets given upon arrival with a wristband. *If arriving late, registration will be available at the dinner venue.</i></p>	9:00 AM	Ride Staging and Safety Speech
		9:15 AM	Kickstands Up to WeatherTech Laguna Seca
		10:00 AM	<p>WeatherTech Laguna Seca 1021 Monterey Salinas Hwy, Salinas, CA 93908</p> <ul style="list-style-type: none"> <li>• Exclusive parking for Indian Motorcycle</li> <li>• Visit our display area for access to the Indian Motorcycle activation zone, featuring our latest products and a covered seating area with a livestream of the race.</li> <li>• Demo our new PowerPlus models</li> </ul>
		11:30 AM	Lap around the track
		5:00 PM	Event Concludes

# Safety Corner

## Ride Defensively to Minimize Risks

by Dead Mike Lehnus, Road/Safety Director



**Assume Invisibility:** Ride defensively, always assuming other drivers don't see you. Make eye contact with drivers whenever possible, and position yourself strategically to be visible in their mirrors and blind spots.

**Left Turn Danger Zone:** Intersections are high-risk areas. Be extra cautious of cars turning left, a major cause of motorcycle accidents. Slow down, increase your following distance, and make sure you have the right of way before proceeding.

**Maintain a Safe Cushion:** Keep a safe following distance from the car in front of you. A good rule of thumb is the "2-second rule": pick a fixed object on the road ahead (like a sign) and watch the car in front of you pass it. Count "one Mississippi, two Mississippi." If you pass the object before you finish counting, you're too close. Increase your following distance in bad weather or heavy traffic.

**Signal Your Intentions Clearly:** Don't confuse other drivers with sudden maneuvers. Use your turn signals well in advance before turning or changing lanes.



## Ride In Peace Nick Jeffers

On February 7, 2025, IMRG TBMC member Nick Jeffers was exiting Golf Links Road onto Aviation Highway when he struck a car parked in the gore area with the rear wheel of his Indian trike, flipping it. Nick died in this tragic accident and is survived by his beloved wife, Ellie. Nick and Ellie were regulars on the Thursday breakfast rides and he is sorely missed. Our heartfelt condolences, Ellie. Ride In Peace Nick!



## The Origin of Our Tucson Black Mountain Chapter Name

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

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

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



# Biographies

## Rick & Annie May

We met in high school in 1970. We were married in July 1973 and bought our 1st bike in October 1973. It was a chopped 1950 Harley Panhead. In 1978 while in the U.S. Coast Guard, we were hit from the



rear on the freeway by a van doing about 85 mph. By the time we both got our casts off our legs Rick had rebuilt the bike and had it ready to go.

Since 1973 we have never been without at least one Harley of some sort. In 2023, after 50 years of HDs, we finally decided we would throw an Indian, a 2022 Springfield, into the line-up. Our current bikes are a 1971 Harley FLH, a 2017 HD Heritage, and our 2022 Springfield.



I am a retired machinist/CNC programmer/designer. Annie is a retired legal secretary. We have two sons and three



grandsons. The oldest son is an engineer with Raytheon and the youngest is an F-16/Delta pilot. We now spend as much time as possible traveling on one of the bikes or pulling our toy hauler around the country with one of the bikes.



## Troy Guffy



My wife and I moved to Tucson a little over two years now with our three cats from Houston, TX. I grew up in Wyoming and she's from Chicago. I enjoy all aspects of the outdoors. I had to give up golfing but now have more time to enjoy riding motorcycles (road and adventure), camping, kayaking, fishing, and hiking, and I look forward to making new friends in the Indian Black Mountain Chapter.



# Biographies

## Glen Pinion

Hi!

I hail from Dallas Texas. I have lived in Tucson since 2021.

A navy fleet diver veteran, I began the two wheel fixation at 14 with a 78 XL125, then a real bike- XR200. In the middle 90s I raced Texas Cross Country racing association as an amateur one season and placed 2nd on a KDX200 and a YZ125. Next two years I placed 2nd as well.



A motocross accident in 1997 left me off the dirt and on the street. Since then I have owned a 97 Erion Racing Honda CBR900RR, a 2004 Harley Low Rider, a 2003 HD Night



Train custom, a 2018, 2019 HD Road Glide, a 2009 HD Softtail Deluxe, a 2015 Ducati Hypermotard, a 2023 Ducati Hypermotard RVE, a 2023 KTM1290 Duke evo, an Aprilia factory 1100 Tuono, and a 2020 HD Street Glide.

I'm a former Old Pueblo Riders (OPR) member and road captain. My passion for riding averages 15000 miles a year, only because I have to work.

My beautiful wife Staci introduced me to the IMRG Tucson Black Mountain group and I look forward to doing some more riding with everyone!



# Rides and Events

## Ground Hog Day Again in Patagonia

By Mike Ostrom

The day started with Punxsutawney Phil, "the Seer of Seers", "Prognosticator of Prognosticators" and "Weather Predictor Extraordinaire," seeing his shadow and predicting six more weeks of winter. We saw our shadows too as 26 of us gathered for a ride to Gathering Grounds (Hog) in Patagonia. It was already in the 60's as we headed down Wilmot toward Sahuarita Road around 10:15 AM, after Glen Pinion repaired a flat tire on a friend's Harley! It was a bright sunny day in southern Arizona. Perfect riding weather. We could definitely take another six weeks of this!

As is typical, a few riders zipped past me shortly after turning south on AZ 83. Mark, Tom and Nancy led the way and were soon out of sight. I had cruise control locked in at 63 and kept most of the group in sight, except Chris and Debbie driving sweep in a cage. We all gathered at the AZ 82 intersection before riding the last 12 miles west to Patagonia.

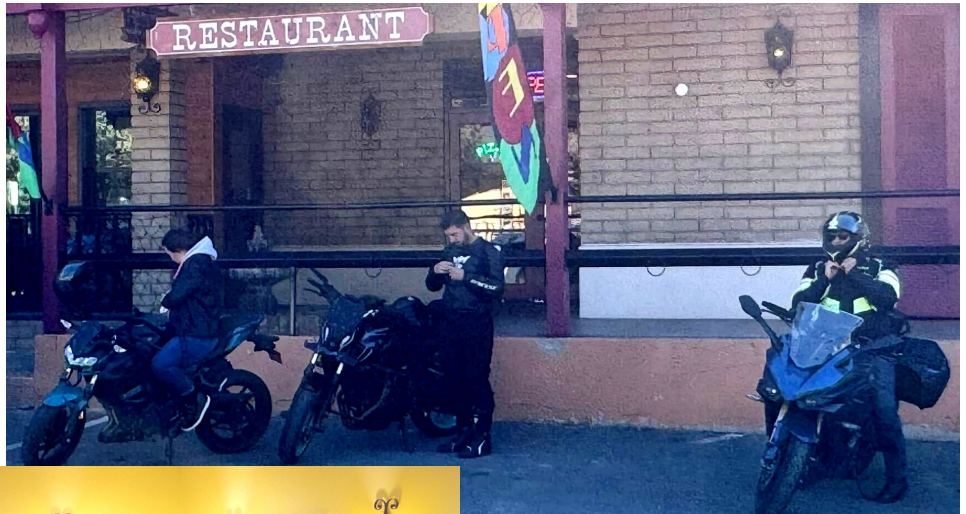
We thought we might have to split the large group between at least two restaurants, because Gathering Grounds has limited seating. We hadn't been to Wild Horse restaurant in awhile so we decided to try it out. When I told them there would be about 10 of us, they opened up their back room just for us. Pretty soon, more and more riders came filtering in until the room was at capacity and we had to bring in several more chairs to squeeze around the 5 tables in the room.



# Rides and Events

## Ground Hog Day Again in Patagonia (continued)

As we had arrived around 11 AM, the kitchen was planning to switch from breakfast to lunch, so the waitress, obviously unfamiliar with our group, asked us to all agree on breakfast or lunch! For a group that couldn't usually agree that the sky was blue, we settled on lunch. Apparently the kitchen was unaware that we had advertised the ride as a Brunch Run. The staff brought out chips and salsa to placate us we waited for lunch to arrive. The food came out in batches, so



everyone in the room that ordered one of their juicy burgers got served first while the rest of the table watched. Unfortunately, the people who ordered tacos or Mexican fare were last in the pecking order.

We all left in small groups, headed back the way we came or continuing south-

west on AZ 82 toward Nogales. The afternoon weather was perfect for riding. A few friends made a slight detour to the Copper Brothel in



Sonoita for a cold one before heading home. Chris and Debbie drove back to our place and cracked a cork on a nice Zinfandel on the back patio with birthday boy Sean, while waiting for Ron, who prefers the brothel's Kaelani's Lei'd in the Shade IPA.

There may be better days to live over and over again, but this Ground Hog Day wouldn't be a bad one at all!



# Rides and Events

## Death Valley

By Mike Ostrom

The weather forecast changed daily leading up to our departure for Death Valley. Mark Grosvenor, Phil and Bonita Reiter and I had booked rooms for the three nights, months before the February 11th departure. Snowbird, Ron Terrien decided to join us shortly after arriving from Green Bay in January. We were committed and up to a week before we left it looked like the ride would be chilly but dry. But things would continue to change.



This would be the first time in 25 years that 87-year-old Craig Littlefield would not be doing the annual ride. To fill the vacuum, Tom Butler and Mike Brewer stepped up to help with coordination and making sure everyone was in a subgroup if they wanted to be. Dave Robertson and I had ridden to Judy's Cookhouse together a couple weeks earlier and he decided to join our subgroup of six.

The formal meetup was at the Maverick station on Tangerine and I-10, with several groups meeting there and departing around 8 AM. We decided to

leave at 8:30 AM for the 90-minute trek to Gila Bend for brunch at the Space Age restaurant. Our plan was to skip a long lunch in Salome, AZ. Last year riders arriving on the backend of the lunch rush were there for two hours.

We were warned of the road closures on Old US 80 but we took it north anyhow. Mark navigated the detour route to Salome Highway for a straight diagonal NW toward Parker. The only problem was 9 miles of it was unpaved! Mark and Dave conferred at pavement's



end while the rest of us waited at the last paved fork in the road, 300 feet back. We all agreed to give it a go, so we all could check it off the adventure bucket list. Bonita looked like a pro, making that 900-pound Indian Vintage dance through the sand!

We crossed into California and rode US95 and Needles Highway into Laughlin for our first night's stay at the Edgewater. The greater group gathered at the Riverfront Bar while Bonita was busy winning over \$500 on the slots! We walked along the Colorado River under a full moon to the Outback Steakhouse for dinner. Bonita joked that she needed to go back and get me some more afterward...



# Rides and Events

## Death Valley (continued)

The next morning we were seated at a table at the Edgewater Denny's when an announcement rang through the restaurant and casino to move two motorcycles with Arizona plates parked near the entrance. Mark and I had retrieved our bikes from the garage for easy loading after our morning coffee, but Security wasn't happy. He gave Mark 5 minutes to load and roll.

We left for another Denny's in Searchlight, NV about 45 minutes north on US 95 around 7:45 AM and lost Bonita and Phil along the way. I waited by the curb to flag them down, but they decided to top off their



tanks before breakfast while the rest of us were too hungry and chilly to wait. After breakfast the rest of our little subgroup went to top off their tanks. I was the last to roll out of Denny's besides Phil and Bonita, and quickly came back to the restaurant, near the intersection of The Joshua Tree Highway that would lead us back into California, and saw nobody from our group. I assumed they had all taken off without me, so I set cruise to catch-up speed and off I went in pursuit.



By the time I arrived in Baker, CA to catch the CA127, Death Valley Road, I realized they must have been behind me. So I sent a text to the group, took some pictures, did a fluids recycling stop, but didn't see or hear from them. So, I continued to Salome to refuel and chat with others who had gathered there for lunch. Soon after the gang finally rolled in. They had gone to a station in Searchlight with a long line at the pumps and Phil and Bonita went there to wait.

# Rides and Events

## Death Valley (continued)

Mark continued through the entrance to Death Valley National Park, but Phil and Bonita joined some others by the sign for a photo op. We made our way to Badwater, at 273 feet below sea level, where it hit 70 degrees for the only time during the trip. The four of us decided to ride through the Artists Pallet, while Phil and Bonita continued on to Furnace Creek, where Mark picked up his National Parks Senior pass! Now he's set for life.



It got noticeably cooler as we rode up to Beatty, NV for our stay at the Exchange Club. Some of us headed across the street to the Happy Burro for their Fritto Bowl Chili and adult beverages. We gave Craig a call to let him know we missed him and to ask for his credit card number! He graciously agreed to buy the first round, but Bonita had already beat him to the punch, paying for everyone's chili with her slot winnings.

I was up early on day three, checking a couple different weather forecasts. It looked cold and rainy for most of the options south to Boulder City where we had non-refundable lodging reserved at the Sands Motel. We saw a brief window of opportunity if we left at 7:30 AM and headed down US95, instead of back down to Death Valley. There was a light drizzle that changed to a light mist and some dry stretches as we rode in temperatures that hovered around 40 degrees all the way to the first sign of civilization, just north of Vegas an hour and a half later. We warmed up in McDonald's as we plotted our next steps.



Phil and Bonita decided to ride alone, leaving shortly after we did, but avoided most of the rain, dropping into



the valley and ending up in Pahrump for breakfast with others from our greater group. Ron and Dave decided to head for Boulder City. Ron was visiting a friend and Dave was hoping for and got an early check-in on a Thursday morning.

# Rides and Events

## Death Valley (continued)

Mark was aboard his new-to-him BMW K1600GT with built-in GPS mapping. He took the lead out of McDonalds on what should have been a straight shot down US95 to I-11, to circumvent Vegas traffic. But Mark's GPS thought it might be nice to delve into the stop-n-go, red-light rich reality off the freeway. Dave and I dutifully



followed him the first time for about a 10-minute detour that led right back to the freeway. But when he pulled off again near downtown Vegas, Dave waved goodbye and headed for Boulder City. Mark waved me into the lead and we caught a front door, who led us most of the way down to Kingman.

I had canceled our room in Boulder City and reserved a fully refundable one in Kingman. It was only 1 PM and we were about 5.5 hours from home. Hmm...it's good to have options. We agreed to just beat it home. I cancelled the Kingman room and off we went.

We got lucky again, as a couple of cages were sharing the job as front-doors on our way through Blood Alley to Wickenburg. As is typical, some guy was jumping out in oncoming traffic to try and improve his position by a couple of cars. I had flashbacks of Smiley's bike laying in front of another guy's car on that ill-fated pass last April. We waited for passing lanes to make our move.

By the time we got to Wickenburg, the rain was behind us and the sun was trying to warm things up a bit. Mark and I discussed routes home and in a rare occurrence did not reach consensus. He wanted to take Vulture



Mine Road and 85 to Gila Bend avoiding most I-10 traffic. I was in favor of the shortest route home, which included some beep-n-creep on I-10 near Phoenix during rush hour. We went our separate ways and both enjoyed some sun and warmer temps. Ultimately, I made it home at 6:20 PM and Mark made it home 20 minutes later.

Phil, Bonita, Dave and Ron all enjoyed their afternoon and night in Boulder City. Some guys had waited until 11 AM checkout time in Beatty before riding to Boulder City and never saw a drop of rain. I wish we would've thought of that, but it was good to be home.



# Rides and Events

## Copper Brothel

By Mike Ostrom

Mid-February brought a nice string of perfect riding weather days, so it wasn't much of a surprise when 16 bikes showed up for a ride to The Copper Brothel Brewhouse in Sonoita for lunch on a Friday. We had quite an eclectic mix of bikes and riders. I gathered the group around for a safety talk, explaining the route and asking the faster guys to line up near the front. We headed down Wilmot to Sahuarita Road to AZ 83.



As is usual with this group, a few guys zipped past me before we hit the curves on 83. Mark Grosvenor led the charge, followed by Tom Johnson and Tyler Stranik. Ron Terrien and I trailed. There was some slower traffic most of us passed along the way. Erik, Chris Tafoya, Road Byrd and Jim Frost brought up the rear.



Erik and Chris were passing a slower truck right before a curve and Erik found himself coming in a little too hot. He hit the guardrail and landed hard on his



shoulder. The Triumph Scrambler bounced off the guardrail and slid about a 100 feet down the road. Chris just missed Eric on the ground as he rode by with a handful of brake on his big Road Glide!



# Rides and Events

## Copper Brothel (continued)

Chris went ahead to warn oncoming traffic to slow down, while Road Byrd and Jim assisted Erik and called 911. The rest of us were unaware of the accident until we arrived at the brothel and saw our missed calls and text messages. Two EMS vehicles from Sonoita had passed us on AZ 83, but I didn't think it could be for one of our guys. A couple of guys rode back to the scene to help. Erik was wearing good gear and helmet, which prevented head trauma or road rash. He was sore the next day and on the road to recovery.



We sat out on the patio at the Copper Brothel and enjoyed the beautiful day after we heard Erik was okay. Eventually Chris, Byrd and Jim arrived for a



delayed drink or food. Alaskan Amber was on tap, so I didn't hear anyone order Roxie Red. Plenty of good conversation and laughs. Dave was bragging about the size of his...portfolio, so Mark suggested he could buy the next round!

Bob Gardner led the charge back on his Super Tenere like he



was late for a party! He was followed by Tom on the Multi V4s and Dave on his royal blue R1250 RT. Mark and I followed on our near-twin Super Duke GT's. There seemed to be a cleanup crew at the site of Erik's spill. We rode by cautiously. It was a gorgeous ride home, even though I rode the freeway most of the day.



# Rides and Events

## Mammoth and JWJ Motorcycle Museum

By Mike Ostrom

It started out as a typical Saturday morning. I had breakfast on the patio under a space heater at Baja Café with some riding buddies. Then it was home to see if Debbie was up for a ride to Mi Pueblito Restaurant in Mammoth. She wasn't, so I pointed the Big Chief toward Catalina and met Bob Britton, Al McDonald, Rick and Annie May there for KSU 10:30. Phil and Bonita Reiter had planned on coming, but



obviously had a little too much fun at Bob and Helen's place the night before.

Whenever I head to Mammoth or Oracle, I think about visiting Parrish Traweek's JWJ Motorcycle Museum in San Manuel. Parrish is an active off-road racer and has continued to contribute to the JWJ museum started by and named in part for his dad.

I mentioned it to the brunch gang and they were all interested in extending the ride a little and checking out the museum. Parrish has a deep passion for motorcycles and always tries to open the museum for interested bikers. I sent him a text and ETA and he was waiting when we pulled up.



A couple of other local regulars were there as well, including one other collector. Parrish knows about every bike in there and loves sharing details with attendees. He'll walk around and ask, "you recognize this one"? He seemed surprised on one occasion when I responded, "looks like a Suzuki TL 1000". My first new bike, an orange 1974 Honda CB360, still sits in the back in a state of semi-mod condition, sporting knobby tires. I haven't made an offer, but I get a sense most of the inventory isn't for sale at market value.

The gang wandered around for about a half hour— 45 minutes, signed the guest book and contributed to the donation jar. We bid farewell to Parrish and his wife and saddled up for a scenic ride up Webb Rd. and through Oracle on the way back south. It had turned into a perfect day to extend the ride a little after soaking in some vintage bikes.

# Rides and Events

## The Prowl Motorcycle and Chopper Show in Bisbee

By Glen and Staci Pinion



The Prowl in Bisbee, AZ has been celebrated every March since 2022. A weekend where an expected 1,000 motorcycle enthusiasts roll into town with their choppers and vintage bikes to take over the Historic Gulch. Bikers from all over the world make their way to this quirky haunted town nestled into the mountains, all with one thing in common...the love of motorcycles. As first year and second year attendees, we found the camaraderie unbelievably fantastic.

Bisbee, a historical town, was the largest city in Arizona in the early 1900s! The Prowl also has some history to it. This fantastic motorcycle street party started much earlier, in 2015, as the Howl and Prowl. After a hiatus in 2018, The Prowl came back in 2022 and quickly grew by word of mouth and social media.



The vibe was everything one would expect – loud bikes, live music, drinks,

food vendors, and an eclectic group of people who were there to make friends, have fun, and ogle over gorgeous, vintage bikes. The vast array of geographic backgrounds included people riding in from across Arizona, Texas, New Mexico, Minnesota, and more. Even some mates from “down under”

Australia flew into the US, bought some choppers and took off on a cross-country road trip to partake in The Prowl.



# Rides and Events

## The Prowl Motorcycle and Chopper Show in Bisbee (continued)

This year was a cold ride to Bisbee. Riders encountered rain, snow, and freezing temperatures. But that didn't detour many. The streets were crowded with bikes, and everyone checking them out. There are not many places where you can roll into town, grab a beer, sit on the street curb, and watch a unique display of people, bikes and tent campers. Anyone and everyone on an old bike are made to feel special at The Prowl.



*Ed note: Glen made Staci feel special by dropping to one knee and reenacting his proposal behind a chopper with a "Just Married" sign. She said yes again!*



Though not known as a rally of "Stars", we had the pleasure of meeting a local star. Jay Allen, best known as the creator of the legendary Broken Spoke Saloon in Sturgis, SD (and a Peter Fonda look-alike) was born in Bisbee and welcomed us with open arms to his town. The Lowell District in Bisbee is a vintage strip lined with old cars and the feeling you are taking a walk-through history. Jay owns most of the cars on Erie Street in Lowell and is instrumental in keeping the ghost town alive. It was our pleasure to give the original Bisbee Breakfast Club and the local merchants in Lowell our business to help preserve its heritage.



To top it all off, Chris Matthieu's 1937 Indian Chief won Best Vintage motorcycle of the event, earning him \$1,000 and a cool Prowl 2025 kick start pedal! This fabulous rally will only continue to grow, so book your rooms early for 2026. The Prowl is an event not to miss!



# Rides and Events

## Snowbird Ride to Salt River Canyon

By Mike Ostrom



Nine years ago, Ron Terrien retired to his hometown, Green Bay, WI. By November, the first year, he sent me an email saying he had just snowblown two feet of snow on his driveway and wanted to know if he could come down the following January for a week. Sure! You can stay at my place and ride any bike you'd like too! We scheduled a group ride to the



Salt River Canyon that year and have done it every year since. Now Ron and Chris have their own Snowbird home in Tucson and he keeps his own BMW R1200R here year-round. His one-week visit has turned into a three-month stay, so this year we scheduled the 9th annual Snowbird ride for the first day of Spring.



The nearly perfect weather had 16 bikes show up this year; a new record. Tom Johnson and Nancy led the gang north out of Catalina, but as soon as the road opened up north of Oracle, Mark Grosvenor, Neil Hejny and Bob Gardner jumped in front for the first curves of the day and I joined them. The group got spread out a little north of Winkelman, where Scott Turnball took the lead on his Honda VFR1200 DCT. It's sweeper heaven and very scenic. We all regathered at the Speedway in Globe for fuel and a break. Jacob decided to head back home on his Harley 117 and Tyler joined him on his Rocket III 2.5 L.

The next leg north on AZ 77 is also beautiful as we climb in elevation, cresting 6,000 feet, through the San Carlos Reservation. I recorded the low temperature for the ride at a balmy 58 degrees, before beginning our descent into the canyon. A Highway Patrol Trooper was camped out at the Safety Brake Check pullout, just before the Salt River Canyon, but we all passed without disturbing his nap.

# Rides and Events

## Snowbird Ride to Salt River Canyon (continued)

Scott had zipped to the front just before entering the official SRC and I followed. This is the highlight of the Snowbird ride for many of us and the road wasn't too congested on this Friday afternoon. The road is in decent shape and the scenery is spectacular! I stayed on Scott's tail until he missed an upshift with his Dual Clutch Transmission and went wide on a left curve into a pullout, allowing me to carve underneath him. It's the same corner that snuck up on Merle a few years ago on his KTM 1190 Duke when I was following him.



We had been separated by a Harley group along the way and we all pulled into Becker Butte about the same time, lining up along the stone wall. Except for me. There was a truck and trailer there when I arrived, so I ended up parking out front like a sore thumb. Always have to be different!



As we hydrated and chatted, Ron walked up to me and said, "Something's missing." And I was thinking the Ducati ST4s yellow Duck. But in the 8 previous SRC Snowbird rides, he was always on one of my bikes (usually the Duck) and we'd swap bikes at Becker Butte for the return ride back south. He rode his own bike this year but we traded anyhow. Tradition!



The Harley group beat us to the punch on gearing up and leaving the Butte ahead of us. I was hoping they were headed to Show Low, but no such luck. Mark, Neil and Scott headed out first and I was one of the last to leave. There are several line-of-sight spots and some passing lanes on the canyon road, which allowed some of the guys to safely pass slower traffic. I didn't catch up to the Harley pack until the other side of the canyon at the first passing lane. Half the guys were in the right lane and half were in the left lane, causing me to bob and weave through them as I passed.

After passing the last guy I came into a 25-MPH switchback a little hot. I healed Ron's BMW over and dragged the lowered footpeg half way



around the curve! Later I heard that just before Scott passed one of them, he gave Scott a flying bird, as his wife tugged down his arm!

Scott was not discouraged.

# Rides and Events

## Snowbird Ride to Salt River Canyon (continued)

Scott passed Mark about a mile or so from the top of the canyon and had not slowed down by the time he reached the truck pullout. This time, the trooper was awakened and issued Scott a Performance Award. Apparently, that one stretch of road by the pullout is marked down to 45 MPH. I'd call it a speed trap if we hadn't seen the guy parked there on the way down. As thanks for taking one for the



team, Bob bought Scott his Coke at Porter's!  
Rod on his trusty ST1300, John on his new Transalp 750 and



Phil aboard the R1200RT, skipped Porter's and Superior all together and rode AZ 77 back home from SRC. In hindsight, it wasn't a bad call.

Porter's was short handed and we waited 20 minutes for a drink and over an hour for our food. Showing up for a late lunch had worked in the past, but some of the first wave of the lunchtime crowd was still there when we arrived around 1:45 PM. The Superior burgers and Kilt-Lifter were worth the wait, but just barely.



It was 3:30 when we pulled out south on AZ 177. Snowbird Barry on his beautiful VFR800 and I, back on my Mandello, were again among the last to leave. The Earlybirds were no where in sight, at first. Eventually, I caught them, stuck behind slower traffic. We got around them and enjoyed the last real curves of the day, leading to Ray Mine.



Scott was by the side of the road taking pictures as we rolled into Winkelman. Neil, Mark and Carl shared lead duties on the long haul back to Tucson, to complete our 300-mile loop. Snowbird ride #9 was officially in the books and, performance award aside, was one of the best ever!



# Rides and Events

## Meet Paul Johnson (if you can find him)

By Mike Ostrom

By all accounts it was a success! The first indicator was, Paul Johnson was nowhere to be seen. He was squirreled away in his office, completing paperwork for the two bikes he had sold before lunch. The place was crawling with potential buyers and IMRG Tucson was well represented by our leadership team and members.

As I pulled in around 11:30, VP, Ed King was just getting ready to leave. He'd been there over an hour and had taken the time to test



ride the new liquid-cooled 2025 Roadmaster 112 ci and came away very impressed. At 123 hp, the PowerPlus engine packs a pretty good wallop, even when compared to Ed's Roadmaster 116. The guys told me he had been in the day before checking it out too. At \$37k++ it's not easy pulling the trigger, but it could happen by the time you read this.

The rest of the 2024 big-bike inventory was on sale with some marked down \$5k! Bike sales across the industry have been significantly off over the last year and most manufacturers were offering some kind of deal. There were some decent deals on used bikes too. One lucky girl took home a used Scout 60 for around \$8k, I think. Mike Lehnus gave her his card.

Several riders were taking new bikes for a test rides throughout the day, even though the Demo Truck was due in town in 3 weeks. There's no better way to sell one. I remember my first ride on a 2014 Chief Vintage during Arizona Bike Week. I was hooked!

Just about the time people started asking about lunch, it showed up. Paul had ordered chicken fingers, fries and coleslaw from Canes, next door. It was good. One guy said he was expecting hotdogs or something, so it was a pleasant surprise. Unlike past events, tables were set up inside, although it was a beautiful day.

Paul finally came around to introduce himself and ask who and where Zack was. Maybe another potential buyer. The crowd thinned a little after lunch. Jim Frost and I took off shortly after that. John Fucci, Terri Deppa, Phil Reiter and Dead Mike stuck around for a while.



# Rides and Events

## San Tan Flat

By Mike Ostrom

It had been a few years since we ventured out to San Tan Flat for lunch. Officially in Queen Creek, Arizona, it geographically closer to Chandler than Florence or even Coolidge. On the last Sunday in March, ten of us met in Catalina for a 9:30 AM departure. Ed's Quail Creek Riders were already there when I rolled in. The weather was in the upper 60's as I led the group up AZ 79 to Florence. Traffic was moderate on the 65-MPH two lane, but we had to eventually pass a couple of cars who had not taken advantage of their cruise control on the 35-mile stretch through the desert.



After a 10-15 minute comfort/hydration break in Florence, we headed west on Hunt Highway. As I recalled from earlier rides, this was the least favorite leg of the route. New housing developments made it seem more congested than normal and road construction through one of the busiest sections of San Tan Valley brought us to a complete standstill for several minutes until we changed lanes. Luckily, temperatures in the low 70's made it bearable.



My Google Maps had given up the ghost as a function of my fat gloving the screen and my inability to read the small font that resulted. So I was kind of going from a poor memory and a sixth

sense that told me to get in the left lane and start looking for a sign. So it might have been divine intervention, when a voice from the heavens said, "Here's your sign."

# Rides and Events

## San Tan Flat (continued)

We had beaten the lunch rush at San Tan Flat and were able to find a few tables with at least partial shade. There was a small line at the ordering window by the kitchen, after we had whetted our whistles. The girl taking orders suggested we wait to ring up our payments until everyone in our group ordered so the food would all be delivered at the same time. So ten minutes later, after the whole group had ordered, we had to get back in line to pay! Almost a perfect system.



Shortly thereafter, Ed King and Jim Frost came out carrying two big trays of food. That part of the system worked like a charm. I had forgotten how good their half-pound burgers were. I had the Duke with bacon, cheese, grilled mushrooms and onions. It was delicious and made me forget the stop-go on the way in. That and the Kiltlifter draught.

Dean and Noreen plotted a course back home that went through Coolidge to I-10. Ed said he was going to let his GPS guide the Green Valley contingent of Larry, Steve, and Mary



home, which may have been the same route Dean took. Mark, Phil and I retraced our route back to AZ 79 in Florence. Traffic flowed much better through San Tan Valley on our return. Mark and Phil cut across Park Link Rd to I-10 and the west side of the Old Pueblo, while we continued through Catalina, riding past our meetup with 150 miles on the trip meter. I got home around 2:30 and it was still in the upper 70's. Just about perfect!

