



Indian Motorcycle Riders Group Tucson Black Mountain Chapter Newsletter #37 Summer 2025



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Editor's Note

By Debbie Ostrom

Welcome to our 26-page, sizzling hot Summer 2025 Newsletter. Thanks to all the contributors this quarter!

In this edition we feature 2025 King of the Baggers race schedule and results.

We feature Mike Lehnus safe driving and riding tips. We have several Ride and Events articles and we wrap it up with Celebrity 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



President's Corner

By Mike Ostrom

Summer is hot in Tucson so we ride in the morning and head to higher elevations!

July is membership renewal month so please renew on Facebook or Zelle John Fucci \$24.

Please join us for our Folds of Honor National Charity Ride on September 20th. Register on our website (below).

Tucson Rundezvous V will be at Casino Del Sol, March 25 -29, 2026. Mark your calendar and please join us!

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

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.





(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

Season: 2025

Pos	No.	Name	Total	Diff	Gap	3/6/2025 3/6/2025 5/2/2025 5/2/2025 5/30/2025 5/30/2025 7/11/2025 7/11/2025							
						Total	Total	Total	Total	Total	Total	Total	Total
1	33	Kyle Wyman	186	0	0	25	25	20	25	25	16	25	25
2	76	Loris Baz	110	76	76	0	16	25	20	6	10	20	13
3	1	Troy Herfoss	104	82	6	8	20	16	0	11	25	13	11
4	29	Tyler O'Hara	86	100	18	10	13	11	0	16	13	7	16
5	97	Rocco Landers	77	109	9	9	11	5	0	10	6	16	20
6	38	Bradley Smith	76	110	1	20	6	10	16	0	5	11	8
7	43	James Rispoli	63	123	13	0	0	0	13	20	20	10	0
8	69	Hayden Gillim	58	128	5	0	10	13	11	13	11	0	0
9	13	Cory West	50	136	8	0	7	7	10	7	0	9	10
10	78	Kyle Ohnsorg	47	139	3	13	9	9	0	8	8	x	x
11	85	Jake Lewis	37	149	10	11	8	0	0	9	9	x	x
12	45	Cameron Petersen	32	154	5	16	0	x	x	0	7	0	9
13	88	Max Flinders	23	163	9	0	0	6	9	0	0	8	0
14	96	Brandon Paasch	8	178	15	x	x	8	0	x	x	x	x

Legend 1st place 2nd place 3rd place

Safety Corner

Safe Summer Driving and Riding Tips

by Dead Mike Lehnus, Road/Safety Director



There's just something wonderful about summer. The weather is warm, flowers have bloomed, and vacationers are out and about. But as many hit the road in their pickup truck, sedan, crossover, SUV or RV, we can't forget those who think the best way to see the state is on two wheels.

For all drivers:

Remember: A motorcyclist has the same rights, privileges and responsibilities as any other motorist on the roadway.

Give a motorcyclist a full lane width to maneuver safely.

Always look for motorcycles by checking your mirrors and blind spots before changing lanes.

Motorcycles are smaller and more difficult to see, so keep an eye out.

Allow more distance – three or four seconds – when following a motorcycle. This gives the motorcycle rider more time to maneuver or stop in an emergency.

For motorcyclists:

Obey all traffic laws and be properly licensed.

Wear a helmet and use reflective tape and gear to be more visible.

Never ride while impaired or distracted – it is not worth the risk of killing or injuring yourself or someone else. According to the NHTSA, more than 1/4 of all motorcyclists killed in 2018 were drunk.

When it comes to riding a motorcycle, training and safety gear are critical. ADOT encourages all riders to take a state-authorized training course.



Now let's get out there and enjoy a nice (safe) summer!



The Origin of Our Tucson Black Mountain Chapter Name

Reprinted from Arizona Daily Star, Oct 21, 2021

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

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



IMRG Tucson Rundezvous V



INDIAN MOTORCYCLE
TUCSON

MARCH 25-29, 2026 CASINO DEL SOL RESORT
5655 W. VALENCIA RD. TUCSON, AZ 855.765.7829



Ride Mt Lemmon, Kitt Peak, Tombstone and More!
Estrella Tower Rooms \$109-129 by March 11th, RV/Trailer Parking!
Registration \$10, Shirts \$25, Banquet \$69 [Rundezvous™ Home](#)

Kick Off Spring in Style!

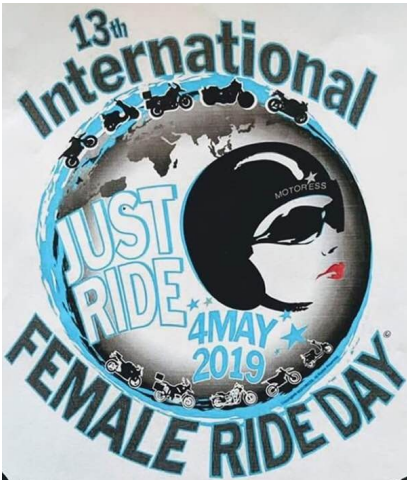
Tucson Rundezvous IV Donates \$1500 to Sister Jose



Rides and Events

International Female Ride Day—Tucson

By Bonita Reiter



On May the 3rd, lady riders from many different countries and cultures all over the world participated in the 19th annual IFRD, with a common purpose: to meet together and ride their motorcycles. IFRD isn't just another day on the calendar. It's a unified action, a global movement where women riders of the world come together in a spirit of camaraderie to celebrate and share their passion for riding motorcycles.

There is a lot of planning that goes in to these rides to keep the group safe, and to handle the logistics of the ride, such as, where the group will gas UP, stop for lunch, and possibly secure overnight accommodations. When necessary, local

law enforcement needs to be informed that a large group of bikes will be coming through their towns to coordinate any necessary traffic control and parking access, with the goal of helping to keep the lady bikers safe.

I'm extending a special thanks to the guys and gals from the Tucson Indian Motorcycle store, which was our first meet-up spot, for showing support to the lady riders on their special day! And, thanks for the swag bags, also.



The main Saturday morning meetup spot in Tucson was the TTT Truck Stop, where there were a lot of hugs exchanged and pictures taken. Before lining the bikes up, we had a

moment of silence, and then a prayer was offered. Several of the riders' husbands were there to cheer us on and to take videos, though participation in the ride was reserved for women only.



Rides and Events

International Female Ride Day—Tucson (continued)



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

Participants scattered to several of the well known local restaurants for lunch and liquid refreshments. Some of the ladies had arranged overnight accommodations in Tombstone, while other riders had planned to return home in the afternoon. Those who were new to Tombstone were able to catch the OK gunfight re-enactments, and maybe even a stagecoach ride down Main Street. Then, after hours the excitement continued, with folks enjoying food and music and possibly even the "Battle of the Nations Rodeo", at the nearby Rodeo grounds,

which also featured pow wow dancers. What more could you ask for in "The Town Too Tough to Die"?

My husband, Phil, joined us for lunch, and relying on the advice of some locals at the VFW, we had to check out the nearby Tombstone Brewery, which featured live music on the patio, awesome burgers, and delicious hand-cut fries.



All in all, it was a very fun day. The weather was beautiful, the ride was exhilarating, and the camaraderie was welcomed. I'm already looking forward to next year's ride!



Rides and Events

Distinguished Gentlemen's Ride

By Mike Ostrom



Canceling the May membership meeting worked out well this year. The Distinguished Gentlemen's Ride fell on the third Sunday of the month and I was able to register, raise some funds for Men's health and ride with about 97 other Gentle folk in Tucson and 125,000 worldwide.

The 520 Moto Alliance led the Tucson ride once again this year with sponsorship from Gear Shifters AZ, Triumph and AZ KKT, among others. The meetup was at Gear Shifters again and

when I rolled in early around 8 AM there were only a handful of bikes on site, mostly belonging to 520 Moto volunteers. The coffee wagon wasn't even open yet, but I was first in line once it did. AZ Kawasaki KTM and Triumph had a little display set and



a few dozen donuts, which were also appreciated with the coffee.

This event specializes in "classic and vintage style motorcycles, dressing dapper and riding to raise funds and awareness for men's mental health and prostate cancer research." Shortly after my arrival, the dapper riders aboard classic bikes started rolling in. It was quite a mix again this year of bikes and outfits. Some hardware I hadn't seen before and

some familiar rolling art. It was good chatting with friends I don't see as often as I'd like.

This year a Jerry Berg, from Florida, was in town for his daughter's graduation from U of A and a business meeting, so he rented my Royal Enfield 650 for the event. I rode my birthday present from Madam Editor, a Triumph Speed Twin, which pays homage to Edward Turner's original Speed Twin from 90 years ago. There seemed to be a lot of Triumphs in the group this year, both new and old, and one Indian Chief!



Rides and Events

Distinguished Gentlemen's Ride (continued)



Gear Shifter's lot was just about full by the time KSU rolled around at 9:30 AM on a beautiful morning in the 70's. My early arrival, placed me 4th behind Master of Ceremonies and ride leader, Gawain Douglas. Jerry was also in the lead pack. The 22-mile route had us venture into the scenic foothills via Kolb Rd and loop back down on Craycroft to a mid-ride gathering point near Campbell and River Rd. Three sub groups eventually rolled in with almost everyone ironically finding shade under a bank of solar panels. Jamie had driven a chase truck with a cooler full of bottled water, which hit the spot.

After the break we continued south on Campbell and looped around the university and back up to our final destination, Mission Motor Collective, in the old Cycle Gear location at Grant and Stone. It's another cool place for riders to hang out, offering a huge assortment of beers on tap and in bottles or cans. They also provided free pizza to the gang, that showed up in waves after navigating all the downtown lights. There was a line to the bar for about 15 minutes.

In closing, Gawain thanked the many sponsors and volunteers, recognized



fund raising leaders and announced we had exceeded our goal in collecting \$13,688 for Men's Health! Again this year, we beat the Phoenix ride with the highest contribution per rider, despite their ride having over twice the participants. By all measures it was a successful event, and everyone completed the day without a breakdown or mishap. Not bad. We'll have to do it again next year!



Rides and Events

Gathering Grounds in Patagonia

By Mike Ostrom

Memorial Day weekend is the official kick-off to the summer and to celebrate we scheduled a ride to Gathering Grounds in Patagonia on an uncharacteristically cool day for the end of May. Four people responded, "Going" on our Facebook page, but the perfect day brought out around 16 or so. They just kept rolling into the Wilmot Shell, including Ed King with new oil, pipes and a backrest on his Chieftain PowerPlus 112. Snowbird Shaun isn't headed back



to Ohio for 3 more weeks so he showed. Charla didn't have to work so she was on the back of Mark's trike joining some fellow Mooseheart Riders. Some usual suspects of the weekday breakfast club were also game for a

weekend breakfast run, including Mark Grosvenor, Natvman and Road Byrd.

We were rolling south by 8:15, the advertised KSU. Michelle DeNardi was going to ride from Sierra Vista and join us in Sonoita and had asked what time we'd be there. Google maps said it was 50 minutes away, so I said 9 AM. Five of us made a yellow light at Houghton and pulled over to wait for the rest. I was locking in cruise control on the Big Chief around 5-8 MPH over the post speed and expected at least Mark to blow past me on his KTM once I turned on AZ 83. But he was content to follow me even through the twisties, as was most the group. We didn't get too spread out, as usual.

I rolled to the stop sign in Sonoita at 9 AM sharp and Michelle was waiting. In another 12 miles we were looking for parking spaces in the vicinity of Gathering Grounds. Jackie Mills had parked her Spyder out of sight and asked her if she found a spot in Patagonia. We saw a new Triumph Speed 400 parked in front and were happy to see its new owner, Ross Carroll inside.



Rides and Events

Gathering Grounds in Patagonia (continued)



We sat at several tables inside and out. The staff did a good job of taking the orders and bringing out delicious food. One of the things I like about this place is they keep coffee urns filled and set up next to stacks of cups, so you can walk in and grab a cup right away.

Several of us decided to continue SW on AZ 82 to River Road in Nogales. Mark led the way to Pendleton Road, which is our favorite way to avoid I-19

on the way back north. Ed decided to jump on the Interstate at Ruby Rd. instead for his jaunt north to Green Valley. We almost regretted our choice as we approached a sign which read,

“Loose Gravel”. It was only about a mile and car traffic had created some nice tracks for us to follow.



We jumped on I-19 for about 1 KM to go through the border checkpoint then returned to the frontage road all the way to

Green Valley where we took a short hydration break.

Mark shot ahead for his sprint up Mission Road and we never did see him again. Chris Parolin stayed close to my six with Rick and Annie May riding sweep on their pretty Heritage. It started to warm up a little by the time we passed Rick and Annie’s place at Mission and Los Reales. Chris and I continued over Gates Pass and went our separate ways on Silverbell. It was still a dry 96 degrees when we pulled into the barn around 1:30 PM. Not a bad kick off to summer!



Rides and Events

Haas Moto Museum, Dallas

By Mike Ostrom

We flew out to Dallas to visit family, shortly after my 70th birthday. To celebrate, my son Tim and daughter-in-law Laura treated me to a morning of motorcycle nirvana at the Haas Moto Museum in Dallas. “The Haas Collection, with over 230 motorcycles spanning 13 decades, is a joyous revival of a cultural phenomenon that continues to evolve to this day”, The intro for the museum continues: “Not only does the Collection immerse you in the evolution of motorcycles from 1899 to the present day, it also unveils an unparalleled collection of over 60 custom motorcycles—a dazzling testament to the Renaissance notion of inventors creating art for the sake of art, with no blueprint or predecessor to guide their hands”. I get a special thrill out of moto museums and have toured many over the years, but Haas



Museum has a very unique collection of rare vintage bikes and one-off customs that these pictures simply don't do justice. Bobby Haas was the Moto Museum Founder, Collector, and Curator. A renowned photographer for National Geographic, Bobby got the motorcycle bug late in



life, kick-starting his first classic at age 64. He not only amassed this beautiful collection, he also designed some of the most stunning customs on display. He sadly died in 2021 but his legacy lives on at the Haas.



We were greeted by a knowledgeable docent and long-time partner of Bobby's who shared some interesting trivia about the collection and how the 20,000 SF museum was laid out.

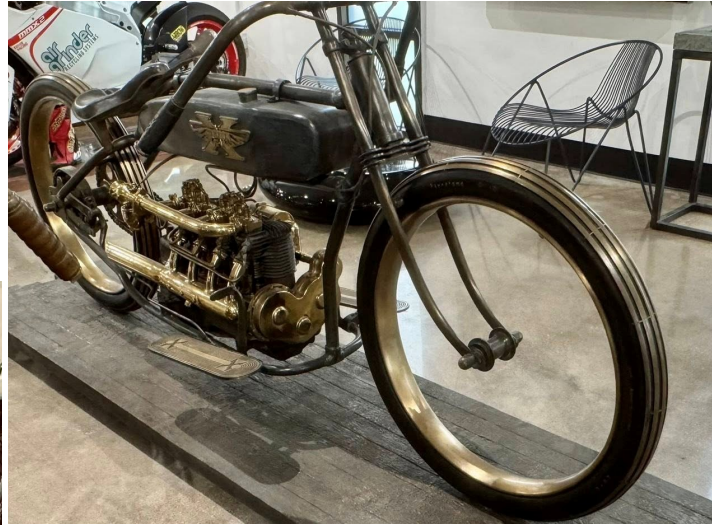
History Hall features 70 motorcycles arranged in chronological order from late 19th century modified bicycle frames to modern muscle bikes, including a current-model Scout. Some of my favorite vintage Indians and Excelsior fours are in this collection.

Rides and Events

Haas Moto Museum, Dallas (continued)

The **Race Track** features a collection of world record holders that span 60 years, including some vintage Board-Track racers from the early twentieth century.

Sidecar Alcove is a tribute to the segment of motorcycle culture where three-wheeled machines afforded a spacious compartment for companions. Some of these customs are very cool!



“The Haas Moto Museum devotes an uncommonly large portion of its space to the occupants of **The Custom Shop**, a clear acknowledgement that the design and fabrication of one-off custom motorcycles represents the very pinnacle of motorcycle design and engineering. No other motorcycle museum in the world boasts a collection of



sheer creativity and artistic excellence that rivals “The Custom Shop at The Haas Moto Museum”. I had a chance to talk to the head mechanic as he was updating an old, amphibious



Ar-go. He has his



dream job and is able to float between various projects in various stages of completion throughout the shop.

One very cool aspect of the museum is all the **Sculptures and Artwork** that adorn the walls and even busts through one! This place takes motorcycle art to a whole new level!

Before I knew it, two hours had passed. Even Laura seemed to enjoy the art aspects of the place without delving into the fascinating engineering or appreciating the mechanical evolution of the species over the last century. Before we left, I bought a souvenir tee-shirt and a nice tabletop book featuring the museum’s many wonders and the story behind them.



Rides and Events

Benson Loop Gleeson Rd

By Mike Ostrom

Summer officially arrived, but we got lucky with the weather on the longest day of the year. Mike Lehnus wasn't taking any chances when he scheduled the June 21st ride. He posted something close to home and invited anyone that cared to join him. His better half and favorite sweep, Anita, would not be joining him as out-of-town work called.

Mike posted a 9:30 AM KSU from the Maverick at AZ90 and I-10. Mark Grosvenor suggested a Tucson pre-meetup and eight of us agreed to meet at the Shell on Wilmot at 8:30. Mark led the way to Benson, locking the cruise at just about the speed limit.



traffic with a flagman. We only waited about a minute before we were rolling again. During a brief stop in the shade in Tombstone, Mike got a call that



The trouble was the speed limit was 75 MPH and Bonita was not having it! She and Phil rolled in shortly after the rest of us.

Mark read that the intended route down AZ 80 through St David was closed on June 21st. Clarification by Mike showed one lane



the Horseshoe Café in Benson was closing for a plumbing issue. We brainstormed alternative lunch destinations before continuing to Gleeson Rd.

I like Gleeson Rd. After getting out of Tombstone it opens up through hills and farms with some nice sweepers. It's probably my favorite part of this ride. The only thing to look out for are the cattle guards. The first two give you a rude warning that the third one can launch you into exoatmospheric orbit if you're not careful! I kept an eye on how much air Mike's Roadmaster was catching on all three and prepared accordingly. Not sure if one of them was the cause of Julie's phone going on its own ride, but it didn't do well when landing and tumbling on the terra firma.

Rides and Events

Benson Loop Gleeson Rd (continued)

We took our time and by the time we hit the T-bone of US 191 in McNeal, everyone had caught up for the turn north to Elfreda and Sunizona. It's beautiful farm country and I always enjoy taking in the sites as we cruise along at the posted limit. We turned west on Dragoon Rd and jumped on I-10 west to AZ 80 exit in Benson. We followed Mike into the parking lot for the Horseshoe Café, as I wondered if he had forgotten that they were closed. He said they had called him back while on the road to let him know they were now open. Real-time comms baby! It's good to have a Plan B or C, but on this ride we ended up back on Plan A.



It had been several years since I'd been in the Horseshoe and then it was only for a cold one. They have a nice menu and everyone raved about their lunch. My Philly Cheesesteak was piled so high, I had to eat half of it with a fork before I could fold up the hoagy roll a pick it up. The best I've had in years!

It was 1 PM when we finally got out of there and even the slightly higher elevation couldn't mask that it was summer in southern Arizona. Ed King and the guys from Green Valley plotted a course back that involved AZ 83 to Sahuarita Rd. I just jumped on I-10 for the 45 miles back to Tucson. Traffic was moving along at 80+ MPH but the Big Chief registered 106 degrees by the time Ruthrauff Rd rolled around. It was a good ride to kick off Summer, but I was ready for it to be over.



Rides and Events

Grandkids' First Ride

By Mike Ostrom

It had been over three years since my son Tim drove out to Tucson from LA with the family. Since relocating to the Dallas area, where my daughter Melissa and her four kids live, Grandma and Grandpa would jump on a plane to visit family and all six grandkids. We really never expected any of them to drive almost a thousand miles to visit us in Tucson again. So, we were surprised that Tim, Laura and their two boys James, 9 and Preston, 7 would be coming out for July 4th and to celebrate Grandma's (Debbie's) birthday early!

Melissa's two oldest kids had a chance to ride the little Indian FTR Jr. eBike and a Coleman CT100 minibike on their last visit to Tucson, but I sold them when all the grandkids landed in Texas. I didn't think they'd ever be ridden again and they were taking up valuable space in the garage.



The minibikes were gone, but there was room on the back of Grandpa's bikes for James and Preston. I shot Tim a text, asking if the boys were now old enough to ride on the back and he responded instantly, "Yes". And I thought, YES! I think Tim was about the same age when I gave him his first ride, some 35 years ago. A proud family tradition would continue.

The grandkids had no idea why their Dad was measuring the circumference of their heads before their visit, choosing to keep the bike ride a surprise. Grandpa was ordering helmets and riding jackets that Amazon promised to deliver before they arrived. Both helmets arrived on time but Preston's smaller jacket was delayed. No worries, he could borrow his older brother's jacket. The helmets fit both boys perfectly, but Preston's hands were somewhere in the sleeves of James' jacket when he wore it. LOL.

Grandpa was in his glory, showing the boys how the helmet vents worked, straps buckled and how to squeeze'm on their heads.



Laura had burned her leg on a hot exhaust pipe on one of their visits when Tim and I returned from a ride, so she warned the boys to be careful. I've been riding for over 50 years and that one still gets me from time to time when moving bikes around in shorts. The boys would be wearing long pants for their rides.



Rides and Events

Grandkids First Ride (Continued)

We started with a couple of orientation rides around the block. The boys each got a chance to start the bike and Dad instructed them on the proper technique for getting on and off the back passenger seat. James went first as I motored at 20 MPH and warning when we were going to lean over in a corner. When we got back, his Mom asked him how it was and he said, "Better than I expected", and he had an ear-to-ear grin.

His younger brother, Preston, has been a motorcycle nut since he was about 18 months old. On earlier visits, he'd sneak into the motorcycle gear closet and pull out helmets and gauntlet gloves and try them on for size. He wasn't yet strong enough to lift a helmet over his head, so he'd lay it down on the couch and push his head in! He'd want to sit on all of my bikes, stretching to reach the handlebars. When I finally put him on the little minibike I had back then, he famously said, "Oh this is way too small"!



His turn around the block on the back of my bike was met with enthusiasm as well. Each boy took another turn, to finish our orientation ride. The next day they would each get a turn riding on a real ride to breakfast, about

20 minutes away. Because Preston's riding jacket still hadn't arrived, James would ride to the restaurant and then lend Preston his jacket for the return trip.

I had chosen a route that mostly avoided traffic on the way to the Views Restaurant on Rancho Vistoso Blvd. But they were closed



due to a maintenance issue. Hmm. We needed a Plan B and the Maintenance guy suggested Sunny Side Up Café. It was a good suggestion, but included a stretch on Oracle Rd. with a speed Limit of 55 MPH! Tim and I conferred and decided to go for it. I turned into the right lane maxing out around 50 MPH and James was fine. It helped that Mom was acting as our chase vehicle with the rest of the family.

After breakfast, Preston borrowed James' jacket and the first thing we did was jump on to Oracle Rd. At least it was in a 45 MPH zone in Catalina. He loved it. Tim and I did a fist bump at a red light and Preston wanted to follow suit. He reached out toward Dad, but his fist was somewhere in the jacket sleeve! So funny. It was a great first ride and both boys got to brag they went 50 MPH!



Rides and Events

Bisbee Badassery

By eD King



Saturday morning, July 5th, 9 a.m.—the temperature was still in the “mildly sweaty” zone, so a handful of heat-resistant riders set off for a new biker-themed restaurant in Bisbee, Arizona, appropriately named The Badassery. Four of us left from Quail Creek in Green Valley: myself (eD King), Steve Colton, Kuntu, and IMRG Tucson President, Mike Ostrom.

We rolled out promptly at 9:00 a.m., heading toward the Roadrunner Market at Houghton and Sahuarita

Roads. There, we scooped up two more brave souls—Chris Parolin and Phil Reiter—who also seemed to think a triple-digit forecast sounded like fun.



By the time we left the Roadrunner around 9:30, it was a comfortable 87°F. Unfortunately, the humidity had RSVP'd to the ride as well. Luckily, we were heading into higher country via Highway 83 through Sonoita. From there, we picked up Hwy 82 east toward Whetstone, then turned south on Hwy 90 toward Sierra Vista.

After about 60 miles, I gave the group a much-needed hydration stop at a QT—mostly so they wouldn't vote me out as ride leader. Refueled and rehydrated, we



continued on Hwy 90 toward the Mule Mountains of Bisbee. Once we hit Hwy 80, it was a straight shot to our destination: The Badassery on Tombstone Canyon Road. We'd ridden a scenic 100 miles, and the weather had cooperated beautifully. Warm, yes— but at the higher elevation, it felt great. As we rolled up, a vintage '50s BSA choppers stood proudly out front like a two-wheeled greeter, just begging for a photo op.

Rides and Events

Bisbee Badassery (continued)

After a short wait, we were seated on the patio, where an enthusiastic misting system took its job a little too seriously. We were cooled down—and also slightly rinsed. The temp had dropped to a very pleasant 84°F, made even better by live music from a local duo called Us Too.

Cold local beers were ordered, thirsts quenched, and the owners shared some backstory about their decision to leave the big city and embrace the Bisbee biker dream. The sandwiches? Legit. No complaints—well, maybe from the mist system, which might still be a little aggressive.



Post-lunch, we grabbed a few more photos, then wandered into the attached ice cream shop. Because seriously—what biker ride isn't improved by a scoop of rocky road? Eventually, we saddled back up and rolled toward Tombstone. Yours truly led us on a brief accidental detour (classic), but a quick U-turn got us back on track.

Heading north (west) on Hwy 80, we spotted storm cells off in the



distance. Sure enough, we got lightly rained on in Whetstone—but hey, we're bikers. We don't melt, we marinate. The temps started rising again from a low of 69 as we dropped back down via Hwy 82 and Hwy 83.

At the intersection with Sahuarita Road, three riders peeled off toward I-10 and Tucson, while the rest of us turned west toward Green Valley.

By then, the mercury had climbed into the low triple digits, and we were all ready to trade asphalt for A/C. All told, it was about 210 miles round trip from Quail Creek and a little more from Tucson. A day of twisty roads, mountain views, scattered showers, good food, and great company. Just another epic day riding in Arizona. I'm in. Where are we going next week?



Rides and Events

Pikes Peak Adventure

By Mike Ostrom

The Bucket List is an ever-evolving wish list, mostly of places to go and things to see. I don't know anyone, besides Morgan Freeman, who actually has a real physical list. But everyone seems to have a mental one tucked away in the back of their brain somewhere. One of the things that has been on my mental bucket list for a long time, is riding my motorcycle up Pikes Peak. Former IMRG Tucson VP, Mark Grosvenor was spending some quality time with his wife, Nancy, in higher elevations, including Santa Fe, NM, this summer. He had Pikes Peak on his bucket list too and suggested a ride up it in July.



I would spend day one, riding up to Santa Fe, myself and then we would ride together to Canon City, Colorado, which is about an hour from the entry gate at the base of the mountain. Google Maps puts my hotel in Santa Fe about 477 miles from my garage door if you don't miss any turns. I wanted to avoid the Interstate as much as possible, so the plan was to cut across Arizona and New Mexico in a northeasterly direction from Show Low to Grants, NM.

Instead of taking the low tact to 117 and past the El Malpais Natural Arch as

planned, I landed in St John's for a break and a bite, when I finally checked Google Maps. Oops, missed the turn, or more appropriately turned north on

AZ 61 when I should have continued on US 60.

AZ 61 becomes NM 53 and it is a beautiful ride on a lonely two-lane to Grants that was worth the extra miles on day one. I found a front door on I-40 and made pretty good time until the rush-hour choke point at I-25 in Albuquerque. I ended up checking in around 4 PM with the time change. Not bad.



Rides and Events

Pikes Peak Adventure (continued)



The next morning Mark and I met at a McDonalds, five minutes from my hotel in Santa Fe, for the ride to Canon City, CO. We had agreed on a scenic 317-mile route that included the Angel Fire and Red River loop, north of Taos. We were making good time on US 64 outside of Taos when we came upon a line of slower traffic led by three patrol cars with their red and blue lights blazing. And they were behind another line of traffic, slowly making their way up the winding road, like a funeral procession.



Oh wait...

Eventually, the procession turned toward the mortuary and we had open road ahead of us. We crested Bobcat Pass at over 9800 feet before we descended into Red River for a walkabout and some photo ops. We continued on NM 38 to complete our Taos loop and turned north for Colorado.

One of the more unique attractions along the way is Bishops Castle. Constructed by one man, Jim Bishop, it is a towering testament to one man's artistic vision. Except for a short stint on I-25, we avoided the freeway all the way to Canon City, CO for our night's stay.

It looked like rain was rolling in so we ordered an Uber to a place downtown that had beer on tap and an extensive menu that included, *Rocky Mountain Oysters*, "the original sack lunch."



Pikes Peak now requires a reservation to enter the park. For \$2 you reserve a timed entry slot and for another \$18 you can ride to the 14,115 foot summit. We had reserved the first available time slot 8-10 AM on Wednesday July 23rd. We left the hotel early for the 1-hour ride to the entry gate in Cascade, CO. I was leading on lightly traveled roads and we arrived at 7:35 AM, five minutes after the park opened. The entry gate had two lanes open, was allowing cars to enter and, opened a third lane as we waited!



Rides and Events

Pikes Peak Adventure (continued)



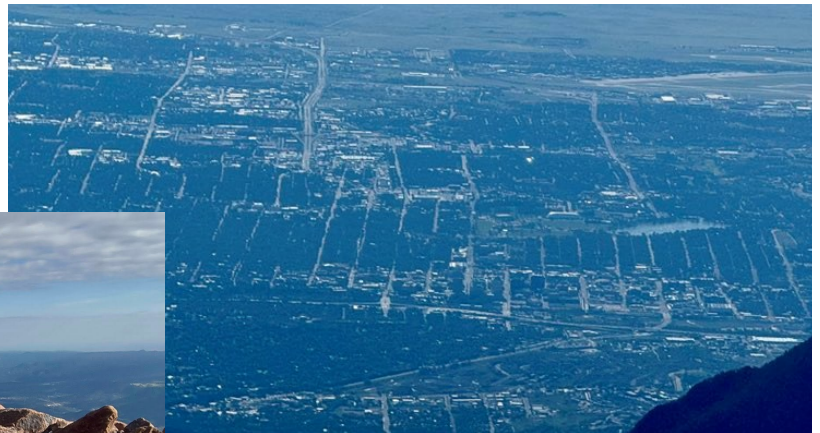
The 19-mile road to the peak is a mixed bag of 30-MPH winding curves and tight 10-MPH switchbacks with steep inclines. To make it more interesting there are sections with no guardrails and sheer falloffs. The higher you go, the rougher the road gets and the more the wind blows, especially above the 12,000 foot tree line. The guys that race up here eve-

ry year are almost as crazy as the guys racing the Isle of Man!

I was the first one to reach the top and a Park Ranger seemed excited to see me, driving over by my bike waving and smiling. It's a rocky desolate place, and can seem lonely at the top until company arrives. Mark said the temperature was 48 degrees and the windchill made it seem colder when we arrived shortly after 8 AM.

The views were stunning! We snapped some shots and documented our accomplishments with a selfie by the Summit marker. Slowly, other vehicles we had passed on the way up began to filter in as we were ready to head down. Curiously, there are no restrooms available at the top. There's a beautiful glass-walled Emergency Shelter building, but it was locked. I guess the 20-MPH gusts don't qualify as an emergency on the peak.

The morning coffee, long ride up to the summit and the blustery weather was having an effect on our shrunken bladders. We headed down in search of



port-a-potties and found some about 3 miles down. It seemed easier to navigate the switchbacks on the way down, as gravity helped smooth your acceleration out of the hairpins. Or we were just getting used to them, or both. Being the first to leave the top, meant an open road on the way down too. We thoroughly enjoyed the ride and placing a big virtual checkmark on our bucket lists.

Rides and Events

Pikes Peak Adventure (continued)

Speaking of bucket lists, another item on Mark's was Cripple Creek, CO. It was only about an hour from the base of Pikes Peak, down gorgeous CO 67. We arrived too early for lunch, but not for a snack. We parked just up the street from the Gold Camp Café, which offered a nice menu of sandwiches, paninis and pastries, as well as a full range of espressos, cappuccinos and lattes. Afterwards we did a little sight seeing and Mark picked up some souvenirs.

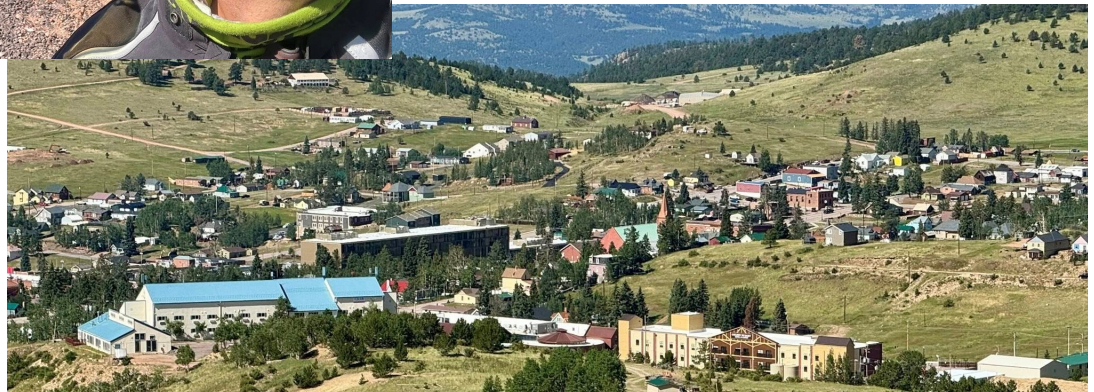


When I got back to the bike, I checked my tire wear and the rear tire showed a ghosted image of cords lying beneath a too-thin band of rubber. Uh-oh! The front was getting close to the wear bars too. I was over 800 miles from home and the rear tire was maybe good for 200 of it, if it didn't include rain or wet roads. I started calling



motorcycle shops along my route to Gunnison, where I had a room reserved that night. No luck. Nobody carried the 190/55ZR17 Rear or even the more common 120/70ZR17 front.

Colorado Springs was an hour in the opposite direc-



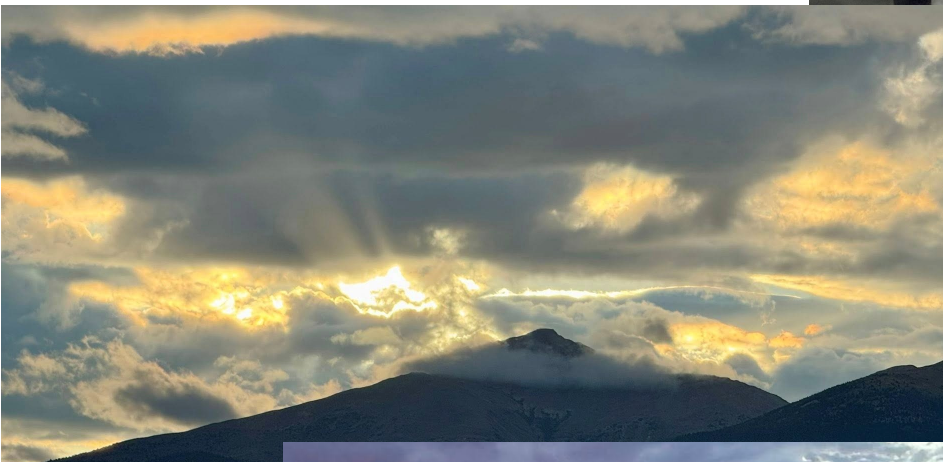
tion, but Rocky Mountain Cycle Plaza had the sizes I needed in Michelin Road 5's. The girl in service said she couldn't get me in until tomorrow, so I asked to speak to the manager, Eric, who agreed to squeeze me in if I arrived in an hour or so. Which I did, pulling in around 1:15 PM. Fifteen minutes later the bike was up on a rack. Things were looking promising! Gunnison was 170 miles and over 3 hours away. The sooner I got started the better, because the chances of rain increased as the late afternoon turned to evening.

Unfortunately, the shop did not have the huge 75mm, 12-point socket required to remove the rear axle nut. The rear was the one tire that had to be changed. The front was good to get home on. After calling around they found the socket at Colorado Springs Powersports, who agreed to loan it out!

Rides and Events

Pikes Peak Adventure (continued)

When the tech mounted the front tire he noticed resistance from the front wheel bearings. You're kidding? Apparently the seal had failed, allowing water in and rust to form. They didn't have the right size bearings in stock. I might've made it home on the original bearings, but didn't want to take a chance. They called Whisler, the local bearings supplier and they had them in stock! I jumped in the truck with one of the service guys to retrieve the socket and buy the bearings and seals we needed. He decided to make it two trips so the tech could get started on the rear wheel. Those guys went above and beyond the call of duty and by 5:35 PM I was ready to roll west to Gunnison, CO, 170 miles away.



Looking at the weather radar, the whole state had a wave of green between me and my hotel for the night. There was more yellow and orange (heavy rain) on the northern US 24 route, than the southern CO 115 to US 50 west route, so I chose the latter.

I was able to scrub in the fresh tires on a dry CO 115 headed south. Shortly after turning west, I hit a light rain, as advertised. It was rush hour, so traffic was heavy and moving



slowly in the wet conditions. I had another concern; the sun was setting and the overcast skies and rain on my face shield was making visibility an issue. And I still had two and a half hours to Gunnison!

After an hour or so the rain stopped and the roads dried out. I could see some blue sky in the distance and the sun peeking through for the first time. I stopped for some gas and a bite at the first town after I outran the rain. Traffic was now light on US 50 and I was making good time. I stopped for a photo op at Monarch Pass and later to capture some beautiful sunset pictures. I rolled into Gunnison at 8:45 PM, just as it was getting dark.

Rides and Events

Pikes Peak Adventure (continued)



The next morning I had 427 miles to cover to Holbrook, AZ, under blue skies. I had other longer routes as options, like CO 149, but I was still tired when I woke up from the previous day's long ordeal. The quickest route was also a good one, at least while still in the Rockies. After continuing on US 50 to Montrose, I would be riding south on US 550 and CO 145, along the San Miguel River, past Telluride and through Delores.

I made a slight detour to Mountain Village to ride the free Gondola towards Telluride. I did want to take all three legs into town but I wanted take a short loop to see how the rich and famous live. Going from Mountain Time into Arizona I would

gain an hour, so it felt like a little bonus.

After the drudgery that is US491 south and I-40 west, I checked in just before 4 PM in Holbrook. The next day, I was on the road before 7 AM, making good time to Show Low and through the Salt River Canyon, with my first stop in Globe . It was a gloriously cool morning. I made it home by 10:30 before it got too hot and after quite an adventure!



Celebrity Odds & Ends



Credits Captions & Events

Thanks to our contributing authors and photographers:

Debbie Ostrom

Mike Ostrom

Bonita Reiter

Ed King

Mike Lehnus

Arizona Daily Star



Amusing captions submitted for this picture:

“Everybody’s Doin’ the Loc-a-motion”

“The new alternative fuel is Steam”!

“I never thought riding those rails was so difficult”

“I’m looking for Jay Leno to race his Jet Bike”



Just for Fun—Caption Contest

Please email your amusing captions for this picture to:

mdestrom@gmail.com

The best will be featured in the next newsletter!



Upcoming Events:

- Membership Meeting at Rudy’s BBQ August 17, 7:30 Breakfast, 8AM Meet
- Indian Flags of Honor Charity ride, Sat, Sep 20, 9 AM Dealer RC: Mike O.
- Run to the Rez, Oct 16-18, Apache Gold Casino, San Carlos, AZ
- 25th Rocky Point Rally, Nov 6-9, 2025
- Tucson Runderzvous V March 25-29, 2026, Casino Del Sol



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