



Indian Motorcycle Riders Group Tucson Black Mountain Chapter Newsletter #38 Fall 2025



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Wigwam Springfield, Mass. 1917

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Editor's Note

By Debbie Ostrom

Welcome to our 30-page, Fall 2025 Newsletter. We have several contributors this quarter! Thanks everyone!

In this edition we feature shocking Industry news, and a not-so-shocking comparison between the Indian Chieftain PowerPlus and H-D Street Glide, as well as Demos & King of the Baggers results.

Al McDonald provides some seasonal safety tips. We have several Rides and Events articles, including Rick & Annie May's odyssey to Indian Bike Week, John Fucci's Folds of Honor Charity ride and Ed King's search for Wisdom's. We wrap it up with Fall 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: mdestrom@gmail.com

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President's Corner

By Mike Ostrom

Fall is a great time to be riding in Southern Arizona and our Snowbird friends are migrating south! Welcome back!

Mike and Anita Lehnus have resigned their positions. Thanks for your service! I have appointed Teresa Davidson as Secretary and Al McDonald as Road/Safety Director for the balance of the 2025 term.

Our annual Holiday Party is December 13th at Desert Diamond Hotel. Tickets are Free for 2+ year members and \$20 for one-year members. See the website for details.

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.



Industry News

Polaris Sells Indian Motorcycle

By Jonathon Klein, RideApart.com



In a shocking announcement, Polaris has said that it intends not only to separate Indian Motorcycle into its own business, but to then sell it to a private equity group called Carolwood LP.

Polaris has announced it intends to not only spin off its Indian Motorcycle business into its own separate company, but that it then intends to sell the legacy American motorcycle brand to Carolwood LP, a private equity group, who has put former Vance & Hines CEO Mike Kennedy, who also worked for Harley-Davidson for two decades, in charge of the company.

Polaris CEO Mike Speetzen stated, "Polaris and Indian Motorcycle both stand to benefit from this deal, which will enable each business to move faster, deliver industry-leading innovation, and lean further into our respective market strengths. For Polaris, the sale will further strengthen our focus on the areas of our portfolio that offer the strongest growth potential and allow us to accelerate investments in key initiatives and create wins with customers and dealers."

The executive added, "Under Polaris' ownership and investment, Indian Motorcycle has been re-established as a celebrated brand and major player in the global motorcycle market.

With its current product portfolio, global dealer network, category expertise and manufacturing resources, the Business is well positioned to succeed as a standalone company with a dedicated focus on its industry. We were highly intentional and selective in our search and planning efforts for Indian Motorcycle's next chapter of growth. In Carolwood, Indian Motorcycle has a partner that believes in building on the Business' current momentum and supporting its next stage of success. We are confident and committed to making this a seamless transition for Indian Motorcycle dealers, customers and employees."

This is something no one really saw coming, as while Polaris has had a rough year due to a list of factors, most involving the American marketing pulling back on its spending due to economic turmoil and chaos, as well as unemployment and high interest rates leading to lackluster sales, the sale of Indian just wasn't a rumor at all.

As for Indian's future, the private equity group that purchased the company, Carolwood LP, which has food and beverage labels under its leadership,

as well as a sports outlet, picked Mike Kennedy to run Indian Motorcycle after current CEO Mike Dougherty retires when the transaction is done. According to the release, Kennedy was the CEO of the RumbleOn dealership group, the CEO and President of Vance & Hines, and worked at Harley-Davidson in multiple leadership roles for 26 years.

That, however, isn't all.

According to the release, there will be some changes in staffing through the transaction, as the companies state, "As a part of the deal, approximately 900 employees will transition as a part of the new Indian Motorcycle Company. Indian Motorcycle will retain the majority of its team, including engineers, designers and staff, along with manufacturing resources. Manufacturing facilities in Spirit Lake, Iowa, and Monticello, Minn., as well as the industrial design and technology center in Burgdorf, Switzerland, will transition to the new standalone motorcycle company as a part of the deal."



Comparison Test

2025 H-D Street Glide vs. Indian Chieftain PowerPlus

By Greg Drevenstedt, Rider Magazine

Red-Blooded Rivalry

We love a good, old-fashioned rivalry. Army vs. Navy. Ford vs. Chevy. Coke vs. Pepsi. And of course, Harley-Davidson vs. Indian. Two of the oldest American motorcycle brands – Harley-Davidson was founded in 1903 and has operated continuously ever since; Indian was founded in 1901, went bankrupt in 1953, and was resurrected in fits and starts until Polaris Industries took over in 2011 – have been fierce rivals in terms of design and engineering, sales at dealerships, and racing in multiple disciplines.

Standard equipment on Indian's PowerPlus 112 models includes a 6-axis IMU with SmartLean Technology (lean-sensitive ABS and traction control), electronically linked brakes, hill-hold



control, remote locking saddlebags, and the radar-enabled Rider Assist Package with blind-spot and tailgate warnings and rear-collision warning lights. Behind the fairing is a 7-inch touchscreen TFT display with Indian's Ride Command infotainment system, which includes an audio system, Apple CarPlay, Bluetooth, navigation with traffic updates, tire-pressure monitoring, and customizable displays.

When Harley-Davidson's Street Glide was updated in 2024, it lost weight, gained power, added rear suspension travel, and got a fresh look, with more modern, sculpted lines on its batwing fairing and saddlebags. Similar to the Indian, the Harley's standard Rider Safety Enhancements electronic package includes electronically linked brakes, cornering ABS, traction control, Drag Torque Slip Control, and hill-hold control. The Harley isn't available with radar-enabled safety features, but its 12.3-

inch touchscreen TFT display is massive and includes customizable displays and infotainment capabilities like those on the Indian.

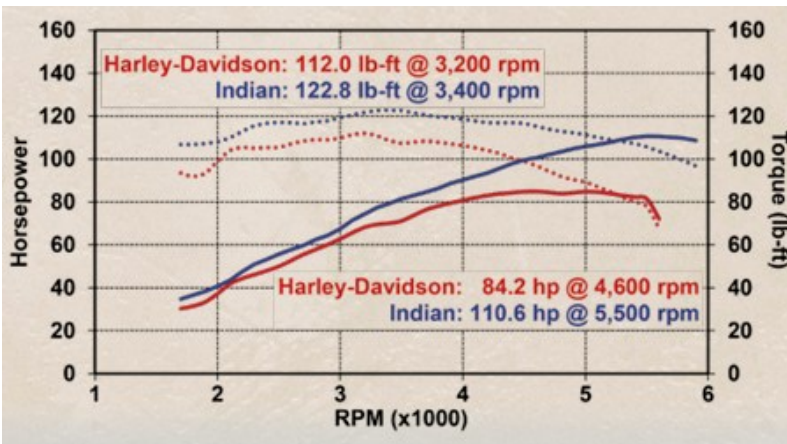


Comparison Test

2025 H-D Street Glide vs. Indian Chieftain PowerPlus (cont)

Start Your Engines

Although Harley's Milwaukee-Eight 117 V-Twin has liquid-cooled cylinder heads and wins the displacement arms race – 1,923cc vs. 1,835cc for the PowerPlus 112 – Indian's fully liquid-cooled, higher-compression powerplant was dominant on Jett Tuning's rear-wheel dyno. As shown in the chart below, the Indian outguns the Harley throughout the rev range, and its advantage increases with revs above 3,000 rpm. Peak figures for the Harley – 84.2 hp at 4,600 rpm and 112.0 lb-ft of torque at 3,200 rpm – are respectable, but the Indian blows them away: 110.6 hp at 5,500 rpm and 122.8 lb-ft at 3,400 rpm.



These baggers truly are big. Fueled up and ready to ride, the Indian tips the scales at 842 lb. while the Harley weighs 811 lb. That 31-lb weight difference amounts to less than 4% of the Harley's mass, but it feels much lighter when lifting it off the sidestand and pushing it around. The Indian is not only heavier, it's also longer, stretching 65.7 inches between the axles versus 64 inches on the Harley. And from nose to tail, the Indian is almost a half-foot longer: 98.5 inches vs. 92.9. From the saddle, the Harley feels more compact, with the handlebar, fairing, and footboards closer to the rider than on the Indian.

King of the Road

The Indian PowerPlus 112's torque advantage, which ranges from 6 lb-ft at 2,100 rpm to more than 20 lb-ft above 4,800 rpm, is certainly felt from the saddle. Even though the



Chieftain carries some extra weight, it launches off the line and accelerates with more gusto than the Street Glide. That's what most riders love about big V-Twins, the ability to drop the hammer with a quick twist of the wrist regardless of gear, and the Indian delivers in spades. But once you hit the Chieftain's torque peak around 3,400 rpm, engine vibration becomes more pronounced, which can feel coarse depending on throttle position. What the Harley lacks in absolute grunt, it makes up for in smoothness. Not a dull or boring smoothness, but a finely tuned thrum.

Comparison Test

2025 H-D Street Glide vs. Indian Chieftain PowerPlus (cont)



What surprised us was how well these big baggers did when pushed hard on technical backroads. Not for lack of trying, we rarely scraped their footboards. The weight of heavy fairings on their handlebars didn't adversely affect handling, and their tires – Dunlop Harley-Davidson Series (D408/D407) on the Street Glide and Metzeler Cruistecs on the Chieftain – provided reassuring grip on pavement of varying quality. Comfort-wise, however, the Indian clearly outshines the Harley. The Chieftain's single rear shock with 4.5 inches of suspension travel soaks up hard hits much better than the Street Glide's dual shocks with

3 inches of travel. And although both baggers have wide, deeply dished seats, the Indian's is more supportive.

The Harley's lighter weight and shorter wheelbase give it an edge in terms of handling. The Street Glide dips into corners, carves around hairpins, and does tight U-turns more readily than the comparatively ponderous Chieftain. Both bikes are dead-nuts stable on straight roads regardless of speed (and both have standard cruise control), and it is during highway cruising when the Chieftain's more spacious cockpit is appreciated. The rider can stretch out



Both baggers have bright LED headlights, and the Harley's turnsignals are integrated in its batwing fairing.



more, and the Indian's longer footboards provide more options for leg position.

Both baggers have batwing-style fairings that protect the rider's torso and arms from wind and weather, and both

have ultra-bright LED headlights to illuminate the road after dark. There's a big difference, however, in terms of windscreens. The Harley has a dark-tinted shorty screen that is mounted at a flat angle atop the fairing, and below it is a vent that reduces turbulence. Thad, who is 5-foot-8, could see over the dark screen but complained about not being able to see through it; at 6-foot, I was able to see well over it. The Indian has a lightly tinted windscreen that has a steeper angle and is electrically height adjustable. When raised up, it creates a quiet pocket of air in the cockpit.



Slowing these baggers down is the job of dual 4-piston front calipers pinching large 320mm discs plus a single rear caliper. Both offer serious stopping power, but the Harley has a more aggressive initial bite, and its rear 4-piston caliper can even feel grabby if the pedal is not applied with finesse. Cornering ABS is standard on both bikes and provides a reassuring margin of safety on dirty or slippery roads.

Comparison Test

2025 H-D Street Glide vs. Indian Chieftain PowerPlus (cont)

Coastal Cruising (Conclusion)

When we stopped for gas or tacos or photos or more ibuprofen, Thad and I compared notes on the Harley and Indian. We were generally in agreement with Kevin Duke's assessment of the Chieftain PowerPlus published in our May issue (and on RiderMagazine.com) that "Indian has built one of the best baggers in America." By most of the criteria used in a touring-bike comparison test – performance, comfort, ride quality, wind protection, technology, and convenience – the Indian beats the Harley. The Street Glide is lighter and more compact, which gives it sharper handling, but on the wide-open roads where big baggers spend most of their time, such an advantage becomes less important.

Just as the Indian Challenger did against the Harley Road Glide back in 2020, the Indian Chieftain PowerPlus wins by decision. However, there are less tangible qualities to consider. One is styling, which is in the eye of the beholder, but to us, the Street Glide looks more cohesive, more harmonious.

Harley-Davidson has been making variations of this motorcycle since the batwing fairing debuted on the 1969 FLH Electra Glide, so it has had decades to get the formula right. That's where the Milwaukee-Eight 117's smoothness comes in too. Cruising down the road on a Street Glide just feels right.

It always seems like a cop out to say "you can't go wrong with either bike" at the end of a comparison test, but in this case it's true. Harley and Indian are fierce competitors, so it's no surprise that they've built similar bikes in an effort to attract similar customers: those who want an American-made V-Twin bagger for the open road. Some will choose purely based on brand preference, some will buy based on specs or price, and others will buy purely on emotion. None of them will be wrong.

2025 HARLEY-DAVIDSON STREET GLIDE

Base Price: \$27,749
Price as Tested: \$28,599 (Brilliant Red)
Warranty: 2 yrs., unlted. miles
Website: Harley-Davidson.com

ENGINE

Type: Air-/liquid-cooled, transverse 45-degree V-Twin, OHV w/ 4 valves per cyl.
Displacement: 117ci / 1,923cc
Bore x Stroke: 103.5 x 114.3mm
Horsepower: 84.2 @ 4,600 rpm (rear-wheel dyno)
Torque: 112.0 lb-ft @ 3,200 rpm (rear-wheel dyno)
Compression Ratio: 10.3:1
Valve Insp. Interval: NA (self-adjusting)
Fuel Delivery: Electronic Sequential Port Fuel Injection
Lubrication System: Dry sump, 5.0 qt. cap.
Transmission: 6-speed, cable-actuated slip/assist wet clutch
Final Drive: Belt

CHASSIS

Frame: Tubular-steel double cradle w/ two-piece backbone & steel swingarm
Wheelbase: 64 in.
Rake/Tail: 26 degrees/6.7 in.
Seat Height: 26.4 in. (laden)
Suspension, Front: Conventional fork w/ 49mm stanchions, no adj., 4.6 in. travel
Rear: Dual shocks, adj. preload, 3.0 in. travel
Brakes, Front: Dual 300mm floating discs w/ 4-piston calipers, fully linked & ABS
Rear: Single 300mm fixed disc w/ 4-piston caliper, fully linked & ABS
Wheels, Front: Cast, 3.50 x 19 in.
Rear: Cast, 5.00 x 18 in.
Tires, Front: 130/60-B19
Rear: 180/55-B18
Wet Weight: 811 lb
Load Capacity: 549 lb
GVWR: 1,360 lb
Fuel Capacity: 6 gal.
Fuel Consumption: 41.7 mpg
Estimated Range: 250 miles

2025 INDIAN CHIEFTAIN POWERPLUS

Base Price: \$26,499
Price as Tested: \$32,749 (Dark Horse w/ 112 & PowerBand Audio)
Warranty: 2 yrs., unlted. miles
Website: IndianMotorcycle.com

ENGINE

Type: Liquid-cooled, transverse 60-degree V-Twin, SOHC w/ 4 valves per cyl.
Displacement: 112ci / 1,835cc (as tested)
Bore x Stroke: 110.0 x 96.5mm (as tested)
Horsepower: 110.6 @ 5,500 rpm (rear-wheel dyno)
Torque: 122.8 lb-ft @ 3,400 rpm (rear-wheel dyno)
Compression Ratio: 11.4:1 (as tested)
Valve Insp. Interval: NA (self-adjusting)
Fuel Delivery: EFI, 52mm dual-bore throttle body x 2
Lubrication System: Semi-wet sump, 5.0 qt. cap.
Transmission: 6-speed, cable-actuated slip/assist wet clutch
Final Drive: Belt

CHASSIS

Frame: Modular cast-aluminum main frame w/ engine as stressed member & cast-aluminum swingarm
Wheelbase: 65.7 in.
Rake/Tail: 25 degrees/5.9 in.
Seat Height: 26.5 in. (laden)
Suspension, Front: Inverted fork, no adj., 5.1 in. travel
Rear: Single shock, adj. preload w/ remote, 4.5 in. travel
Brakes, Front: Dual 320mm semi-floating discs w/ 4-piston radial calipers, fully linked & ABS
Rear: Single 298mm floating disc w/ 2-piston caliper, fully linked & ABS
Wheels, Front: Cast, 3.50 x 19 in.
Rear: Cast, 5.00 x 16 in.
Tires, Front: 130/60-B19
Rear: 180/60-R16
Wet Weight: 842 lb (as tested)
Load Capacity: 543 lb (as tested)
GVWR: 1,385 lb
Fuel Capacity: 6 gal.
Fuel Consumption: 40.2 mpg
Estimated Range: 240 miles



Comparison Test

PowerPlus 112 Demo Day Comparison

By Mike Ostrom

If you haven't read the H-D Street Glide vs. Indian Chieftain PowerPlus comparison above, you really should. If you'd rather read this first, Spoiler Alert: The Indian kicked some serious Harley ass! I know VP Ed King has not stopped talking about how much he loves his new Chieftain PowerPlus 112, so I had to check it out for myself. What better time than Demo Days at our hometown Indian Dealer. Pat was just out at Run to the Rez a few days earlier with the Demo Fleet and was in Tucson for a couple of mid-week days. Traffic was light so Chris Parolin, a few other riders and I had our pick of the litter.



Over the course of several demo truck stops during the last couple of years, I've sampled most of the current offerings. All of the air-cooled 116 chiefs, The new Scouts, including the top of the line 101 Scout, The liquid-cooled Pursuit and Challenger with the 108CI motor and the new PowerPlus 112 Chieftain last time Pat came around. Today I decided to just ride three models with the PowerPlus 112 engine for a back-to-back comparison.

A word about the motor: It is the best motor I've ever experienced in a heavyweight cruiser, period. It's in Sport-bike territory! Compared to the 2014 Vintage with a 111 ci stage-two kit and performance exhaust, that I rode in on, the PowerPlus seems better in just about every way. The old girl would fare much better against the new H-D Street Glide 117 tested above, where at least I could keep it in sight. As good as it looks on paper (see HP and Torque curves above on page 4), the PowerPlus 112 feels even better on the road.

Being on a first-name basis with our favorite Demo lead, Tina, lends you a little leeway on the road test loop and especially when accelerating on the freeway. Unlike the horsepower curve for my relic and the Harley which levels off at 4,000 RPM, the PowerPlus 112 has much more torque and just keeps pulling like a freight train to a peak of 5,500 RPM! That is a huge difference on the street, and it's addicting. I quickly ran out of room before I ran out of motor on our modest test loop. Now I know why Ed is always twisting that throttle! Long live the PowerPlus 112!



Comparison Test

PowerPlus 112 Demo Day Comparison (continued)



So how different would it feel in the Roadmaster, Dark Horse Challenger and Chieftain? That was my mission. First out of the gate was the new Roadmaster PowerPlus 112 Limited. Debbie doesn't like the high arms on the backrest built into the trunk on the Roadmaster, but I love the model. For some reason, it seemed the smoothest of the three I rode. The fueling was spot on and the tranny shifted smoothly. It seemed well composed over bumpy Prince Road and pulled strongly, despite being the heaviest of the trio. It also seemed to offer the best weather protection too.

I jumped on the Dark Horse Challenger next. Big difference. The motor was the high point but it didn't fuel nearly as cleanly as the Roadmaster and the tranny/driveline had much more slack/snatch in it, exacerbating the poor fueling. Disclaimer:

This bike appeared to have been much longer in the test fleet than the other new model 112's, and I didn't play with the various drive modes to find a smoother option. It also seemed to rattle more over the bumps, and the seat was comfortable for our short test loop, but no match for the plush Roadmaster seat. I did like the dash the best of the three, with the speedo and tach placed next to each other.

After some great BBQ from Rudy's, I took my last test



ride of the day on the world-conquering Chieftain PowerPlus Limited 112. It seemed the lightest of the three and at 842 pounds ready to roll, it is 91 pounds lighter than the 933-pound Roadmaster, but only 13 pounds lighter than the Challenger at 855 Pounds. I think most of that difference is in the fairing. The Chieftain has good protection and adjustable shield like the others, but gets the job done with less bulk and just seems lighter on its feet than the Challenger. And it didn't rattle over the bumps or have any driveline snatch ei-

ther. It does seem to have the same seat as the Challenger, which is okay, but a step below the Roadmaster seat. I didn't ride the Pursuit, which I believe has a similar seat to the Roadmaster, so some apples and oranges there.

Apples and oranges aside, if I were to personally choose one of these three for my next purchase, it might be the Roadmaster PowerPlus 112 Limited starting at \$31,999. Of course, it's the most costly of the three! A close second in my book is the Chieftain Power Plus 112 Limited at \$27,499, to start. The Challenger Dark Horse rings in at \$28,499.



New Bike Review

First Production Hybrid Motorcycle

By Mike Ostrom

When Zero Motorcycles' fully electric bikes first hit Tucson, I took one for a test ride. I thought they were cool. At first, when rapidly accelerating from a stop, all you hear is the whine of the electric motor until wind noise drowns that out. Then it's like being in a glider. It performed like a regular motorcycle in every way but without the exhaust noise or noticeable vibration. As with all fully electric vehicles (EV's), range and recharge time are important factors to consider when making a purchase decision. Some Tesla models can travel up to 400 miles on a single charge, but still need a few hours at a charging station to "fill up". The Zero had a usable range of about 75 miles and no quick charging capability. I asked one brave Zero owner if he rode it up Mt Lemmon and he said, "Not all the way. I don't have enough range to go all the way up and make it back home". That's a deal breaker for me. I don't want to be stranded on the side of the road looking for a 110V outlet and a long extension cord!



For those of us who are intrigued by electric power and instant torque, but don't want to suffer full EV range anxiety, there is a two-wheeled solution. In 2024, Kawasaki introduced the world's first production hybrid motorcycle, the Ninja 7 Hybrid. Similar to Hybrid cars, it has a 58HP, 451cc parallel twin gas internal combustion engine combined with a 7kW electric motor and 48V battery. Together they make a total of 68.5 horsepower and 44.6 lbs. ft of torque.

There are several modes to choose from. There's no clutch lever, so the clutch is operated by the ECU and engages smoothly from a start in Manual or Automatic Transmission modes. There are paddles on the left grip for shifting up or down in MT mode. In AT mode the bike shifts up and down for you, but the shifts are clunky and at full throttle, it shifts into top 6th gear at 50 MPH.

There is a Sport and an

Eco mode. In Sport mode there's an option to use eBoost, which provides full electric motor torque for about 5 seconds and full gas motor performance if you hold the throttle WFO! This is available from a dead stop with launch control. The light turns green, you whack the throttle open and hang on! The bike launches like a shot with the front wheel momentarily hovering above the ground. Redline comes quick so you have to be ready to paddle shift to second! Kawasaki claims the bike is quicker to 60 than a ZX10 crotch rocket! This feature is only available in Sport MT modes.



New Bike Review

First Production Hybrid Motorcycle (continued)



There's an EV mode that only uses the battery and electric motor. Kawasaki claims it has a 35 km (22 mile) range, but only uses the first 4 gears and has a top speed of an indicated 44 MPH. I call it stealth mode. I get a kick out of rolling up to biker buddies in stealth mode, but I get passed on most Tucson streets where 50 is the norm in 45 MPH zones.

Having two power units, each with their own radiator and cooling systems comes with a weight and size penalty, if not a performance penalty. The Ninja 7 Hybrid's 60.4-inch wheelbase is 4.9 inches longer than the Ninja 650's and its 500 pound-weight is 77 pounds more than the Ninja 650, which makes about 63 hp with no instant maximum torque.



The bike holds its weight low and handles well. That stretched swing arm looks like a drag bike's, and helps prevent wheelies when using eBoost on holeshots! Early gas mileage is in the 60 MPG range, but the bike only has 500 miles of break-in as of this writing. It should improve. The ergonomics are sporting but relaxed. On a 170-mile loop down Mission and Arivaca Roads the only thing that bothered me was the seat and that was after a good hour in the saddle. There are no aftermarket replacements currently and there may never be.

When introduced, the bikes were priced at \$12,499, a full \$5k over the aforementioned Ninja 650. They just sat on showroom floors collecting dust—globally! This year Kawasaki offered a \$2500 rebate and dealers cut into their margins just

to move them off the floor. I bought mine for \$5600 + freight, prep, tax, title and registration, for a total of \$8k OTD! That's *less* than a Ninja 650. I think I got a bargain. Last I checked, there was one more left that might be had for even less! Look up Bruce at AZ KKT and tell him Mikey Mike sent you.





(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



Kyle Wyman is 2025 King of the Baggers Champ

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 8/15/2025 8/15/2025 9/12/2025 9/12/2025 9/26/2025 9/26/2025															
						Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	
1	33	Kyle Wyman	264	0	0	25	25	20	25	25	16	25	25	16	25	13	0	13	11		
2	76	Loris Baz	194	70	70	0	16	25	20	6	10	20	13	10	10	20	20	11	13		
3	1	Troy Herfoss	183	81	11	8	20	16	0	11	25	13	11	20	0	9	25	9	16		
4	69	Hayden Gillim	172	92	11	0	10	13	11	13	11	0	0	25	11	25	8	25	20		
5	29	Tyler O'Hara	144	120	28	10	13	11	0	16	13	7	16	8	20	8	6	7	9		
6	43	James Rispoli	130	134	14	0	0	0	13	20	20	10	0	13	13	10	11	10	10		
7	97	Rocco Landers	118	146	12	9	11	5	0	10	6	16	20	9	0	16	0	16	0		
8	45	Cameron Petersen	117	147	1	16	0	x	x	7	0	9	11	16	0	13	20	25			
9	38	Bradley Smith	115	149	2	20	6	10	16	0	5	11	8	x	x	11	16	4	8		
10	13	Cory West	80	184	35	0	7	7	10	7	0	9	10	0	9	6	10	0	5		
11	78	Kyle Ohnsorg	72	192	8	13	9	9	0	8	8	x	x	x	x	5	7	6	7		
12	85	Jake Lewis	67	197	5	11	8	0	0	9	9	x	x	x	x	7	9	8	6		
13	88	Max Flinders	47	217	20	0	0	6	9	0	0	8	0	6	0	4	5	5	4		
14	96	Brandon Paasch	8	256	39	x	x	8	0	x	x	x	x	x	x	x	x	x	x		
15	10	Travis Wyman	7	257	1	x	x	x	x	x	x	x	x	7	0	x	x	x	x		

Legend 1st place 2nd place 3rd place

3/6/2025	Daytona 200
3/6/2025	Daytona 200
5/2/2025	MotoAmerica Superbikes at Road Atlanta
5/2/2025	MotoAmerica Superbikes at Road Atlanta
5/30/2025	MotoAmerica Superbikes at Road America
5/30/2025	MotoAmerica Superbikes at Road America
7/11/2025	MotoAmerica Speedfest at Monterey
7/11/2025	MotoAmerica Speedfest at Monterey
8/15/2025	MotoAmerica Superbikes at Mid-Ohio
8/15/2025	MotoAmerica Superbikes at Mid-Ohio
9/12/2025	MotoAmerica Superbikes at Texas
9/12/2025	MotoAmerica Superbikes at Texas
9/26/2025	MotoAmerica Superbikes at New Jersey
9/26/2025	MotoAmerica Superbikes at New Jersey



Safety Tips

November–February | The Snowbirds Are Back!

by Al McDonald, Road/Safety Director



Welcome, Winter Riders!

The mesquite trees are shedding, the desert air's gone crisp, and if you've noticed a few more RVs on I-10 than usual — congratulations, you've survived another Tucson summer.

That's right, folks — our winter riders and snowbird friends are rolling back into town! Some come from Minnesota, some from Manitoba, and all of them are thrilled to be where "cold" means 55 degrees and a light jacket instead of snowblowers and frozen brake lines.

So grab your leathers, pour a coffee, and let's talk winter riding Tucson-style — where the sun shines, the cactus doesn't care, and your seat can still burn you if you park facing the wrong direction.



Desert Cold Is Still Cold — Gear Up, Cowboy

Yes, it's Arizona. No, it's not "hot" all year. The desert in winter is like a cheap motel blanket: thin, full of surprises, and probably not enough. Here's how to stay warm and still look good doing it:

- **Base layers:** Not just for hikers. They keep your bits from freezing off during that ride up Mt. Lemmon.
- **Heated gear:** It's not cheating — it's just modern cowboy tech.
- **Neck gaiters:** Because a 45 mph breeze on your throat is basically a tiny hurricane.
- **Thermal socks:** No one's impressed by your frostbitten toes, Bob.
- **Pro tip:** If you can see your breath at the gas station, it's heated vest o'clock.

A Word to Our "Experienced" Riders

Let's face it, some of our snowbird friends have been riding longer than some of us have been walking. We salute you! But remember, Tucson drivers are... let's call them creative. Stay sharp, signal early, and keep your head on a swivel — especially near campus or downtown, where turn signals seem to be optional accessories.

Need a break mid-ride? No shame in that. Pull over, grab a Sonoran dog from a roadside stand, and tell us again about that time you rode a '67 Triumph through a snowstorm — we'll never get tired of it.

Final Thoughts

Tucson's winter riding season is the best in the country: blue skies, open roads, and just enough chill to keep the mosquitoes away. So, whether you're a desert rat or a snowbird on the run, keep it rubber side down and sunny side up. Ride safe, stay warm, and remember, in Tucson, "cold" is just an excuse to wear cooler-looking gear.

I want to take a moment to thank **Anita Lehnus** and former Road/Safety Director, **Mike Lehnus**, for all their contributions to the group. You left me some big shoes to fill. I hope to make you proud. You are missed.



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 Black Mountain Annual Holiday Party!

December 13, 2025, 5-10 PM
Desert Diamond Hotel
7350 S. Nogales Highway, Tucson

Grand Holiday Buffet
White Elephant Gift Exchange
Night Cap around the Fire Pit
Hotel Rooms \$109
520-294-7777,0 Mention IMRG

[IMRG Tucson Black Mountain](#)



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!

Rides and Events

Mi Pueblito Loop to Lupe's

By Mike Ostrom



When mid-August high temps are forecasted to be only 101, we like to ride! People that don't live here don't understand that, and that's fine. I mean I posted an 8 AM KSU, with full intention to be back home while the thermometer was still in double-digit range, but it makes a good story.

It's good to have a plan, so I chose Mi Pueblito in Mammoth as our breakfast destination. They chose to go on a week-long vacation with their extended familia, who owns La Casita, just down the street. The sign in the window said the vacation started the following day, but the locked doors suggested it started a day early. We were now officially on another Black Mountain Adventure!

We started brainstorming Plan B breakfast alternatives. I suggested Maria's in Hayden, which got a few nods of approval, until I mentioned the likely return temperature might be knocking on Triple Digit's door. Natvman suggested Lupe's, back at the AZ 79 T-bone and most of the nine folks either liked the idea or were ambivalent. Chris Parolin, on the



other hand, wanted to ride to Globe for breakfast, so he ventured off himself.

Eight of us headed back south on AZ 77 to an open Lupe's. They always seat us at the long table in the back. Service is friendly but a little slow. Yitsiee sat beneath a huge buck trophy that looked Hangry! A couple that came in after us got their food before we did, which isn't unusual. Eventually, our breakfast arrived and by all accounts was pretty good. The Lupe's gang all managed to get back home before the triple digits arrived. Not sure about Chris, but he knew what he was getting into when he rode to Globe. 101 isn't that hot...really!



Rides and Events

Taking the Scenic Way Home

By Mike Ostrom

We have found a home for our monthly meetings at Rudy's BBQ on Ajo at I-10. For some of the members who live north of there, it usually means jumping on I-10 for 15-20 minutes to make the early summertime meetings in time for a breakfast taco before the meeting. The club typically picks up breakfast for active members who attend, making membership a great value.

After the meeting, we like to take the scenic route home. John Fucci, Chris Parolin, Al McDonald and Phil Reiter have been regular attendees. In August we had Darrel Block join us



and Bonita Reiter act as sweep in her Jeep. Instead of jumping on the freeway, we head west on Ajo. There's a little bit of stop-n-go traffic until we get out of town, then it opens up and the speed limit climbs to 55 MPH all the way to our turn north on Kinney Rd. The road through Tucson Mountain Park is a little rough in places, but its scenic. It smooths out nicely once we turn on Gates Pass Road.

In August, we stopped at the east entrance to the park for some photos and a stretch. It was a gorgeous morning, but it was starting to warm up, so we made it brief. We turned on Camino de Oeste for the roller-coaster hills, following Sweetwater to Silverbell. Phil and Bonita continued to Cortaro while the rest of us turned on Ina and then went our separate ways. John rode past his street and followed me until I turned into my neighborhood. All told it took about an hour to get home. A nice Sunday ride.



Rides and Events

Wisdom's for Lunch via Arivaca & Amado

By Ed King

Six riders braved the Arizona summer heat on August 23, 2025, for a lunch run to the legendary Wisdom's Café in the thriving metropolis of Tumacácori, AZ. Steve Colton and I kicked things off at 7:30 AM from Green Valley, cruising up Mission Road to Valencia road, where we met four more heat-resistant souls at the local QT: Mike Ostrom, Mark Grosvenor, Clarence Dean Hurt (we'll just call him Dean), and Phil Reiter. From there, what was supposed to be a straightforward lunch ride quickly turned into: "Well, that was fun... where to next?"



We left the QT on West Valencia, then headed west on Ajo Way (AZ-86). At Three Points, we topped off the tanks—because the route ahead is about as remote as Arizona gets—and turned onto South Sasabe Road (SR-286). The next 45 miles offered some of the straightest pavement in the state, framed by spectacular views of Kitt Peak and the Quinlan Mountains. Arizona never

disappoints; no matter which way you look, there's always a mountain range (193 of them, if my trivia is correct). But I digress—much like we tend to do when riding.

Our first unplanned stop was Buenos Aires National Wildlife Refuge, thanks to Mark's suggestion. Right away, we were greeted by white-tailed deer, followed by a small herd of pronghorns galloping through the tall grass as if escorting us into the refuge. We parked near the headquarters, rehydrated, and debated our next move. Dean proposed a stop in Sasabe, and off we went.



Rides and Events

Wisdom's for Lunch via Arivaca & Amado (continued)



Turns out, Dean happens to know Debra, the woman who runs the only business in town: the Sasabe Store and Hilltop Bar. She graciously opened the bar for us to wet our whistles. There we met Matt, a fellow traveler who joined us for beer, bike talk, and a little storytelling. By the time we left, we'd recruited him for one of our Thursday breakfast rides (we hope he realizes that wasn't just beer talk). After exchanging business cards and tall tales, we set off again—well, most of us. Steve, thinking we were heading to the

Sasabe border crossing, rode south while the rest of us sped toward Arivaca. We eventually noticed he'd gone missing, so I turned back to find him charging up the road, determined to catch up.

Crisis averted, we regrouped and headed down West Arivaca Road. If you've never ridden it, West Arivaca Road is a gem—full of curves and switchbacks that make you forget the heat. Mike and Mark, our resident curve masters, naturally disappeared ahead of us, but with only one road in and out, we all reconnected in Arivaca. After a quick pause to confirm the next stop, we continued through more winding miles before reaching Amado. Without stopping, we hopped on I-19 South to expedite the last



stretch, bypassing Tubac and rolling straight into Tuma-cácori, stomachs growling.

Soon enough, we were cooling off inside Wisdom's Café, enjoying excellent food, ice-cold beer, and swapping stories

of our unexpected adventure. This wasn't a ride born of meticulous planning, but that was its charm. It was the kind of day where the journey dictated the destination, where friends, chance encounters, and the open road combined to create something special. For this group of riders, that's what it's always about: not just getting there, but savoring every mile along the way!

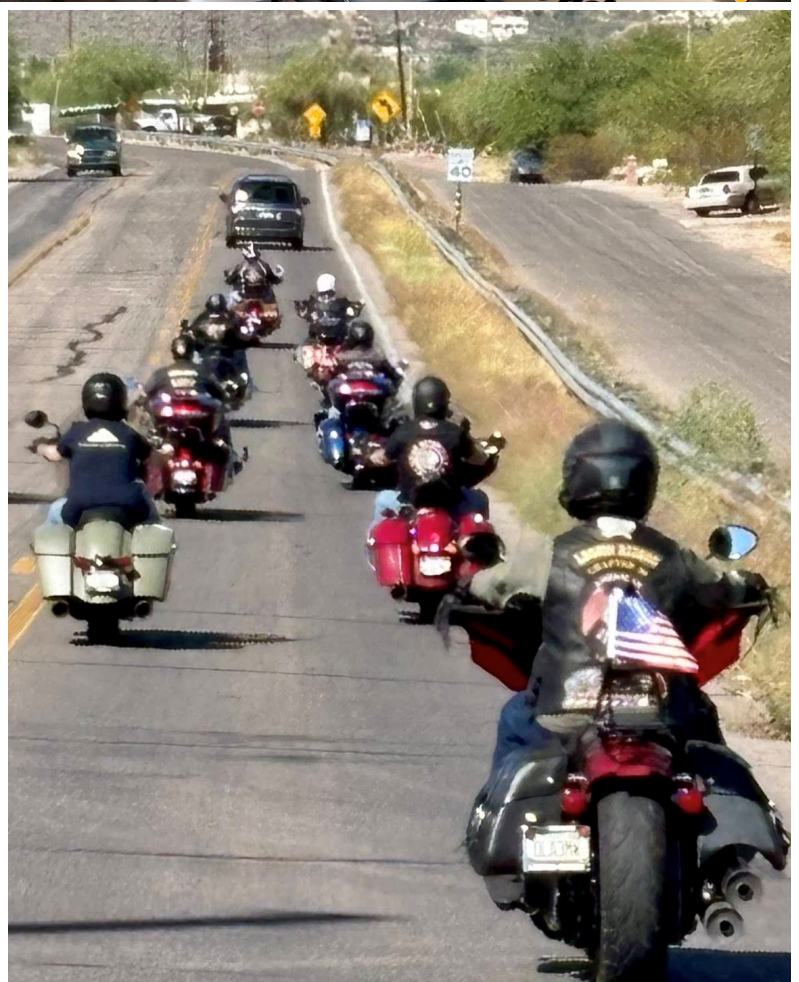


Rides and Events

Folds of Honor National Charity Ride

By John Fucci

September 20, 2025 marked the Second Annual Indian Motorcycle Riders Group National Charity Ride, or in the case of our chapter, Charity Ride/Off-road Adventure. The charity this year was again Folds of Honor, which benefits the spouses and children of fallen and disabled service members and first responders.



Rides and Events

Folds of Honor National Charity Ride (continued)

Our group this year was Ed King, Al McDonald, Chris Parolin, TJ Johnson and Teresa Davidson (aka Moose and Squirrel), Bob Britton, Jennifer and Nick VanNorstran, myself, and was led by Mike "I got another ticket" Ostrom (I think one of Mike's life goals is to get a ticket in each of the 50 states, and perhaps a couple of other countries).

Our starting point again was the Indian Motorcycle Tucson dealership, where GM Paul Johnson provided bagels and coffee. It was a tasty way to start off our venture and it gave everyone a chance to socialize and get ready for our ride, and even get a group picture.

Our destination this year was the Arizona Family Restaurant in Green Valley, Arizona, and we of course took the scenic route through Gates Pass and then on to Mission Road to get there. The weather was great for riding, and the trip through Gates Pass was a joy as always.



On through Mission Rd. though, due to rains, the previous few days, we met our nemesis – sand. Most of us made it through unscathed, but a couple of us, myself being one of them, fell victim to the sand trap. Other than a bruise to the ego, everything was fine. We were back on the road in no time at all and

continued our journey. There were several other sand traps we had to navigate, but nothing else untoward occurred.

We arrived at our destination and settled in for a nice meal and good conversation, and enjoy the camaraderie while supporting a good cause.



Rides and Events

Scooting the Mountains and Coast of Corsica

By Mike Ostrom

While I was excited about our 12-day family cruise around the Mediterranean aboard Ocean-ia's Nautica, I was secretly dreading over two weeks without riding. My brother-in-law, Ron's girlfriend Caryn, had a great solution to that dilemma. She suggested Ron and I rent scooters on the island of Corsica (Corse), for our mid-cruise adventure. Why didn't we think of that?

On day 7, the ship dropped anchor off Corsica's NW port of Calvi and we jumped in a tender for a rolling ride ashore. "The sea was angry that day my friends"! Just ten minutes away along the shore was Tra Mare e Monti Rentals, featuring boats, quads, motorcycles and scooters. By the time we arrived around 11:15 AM the scooter



selection had dwindled to a Sym Joymax Z 300 for 80 Euro/day and a new Sym 125 for 70 Euro/day. Ron loves the small displacement scooters and bikes that punch above their weight class and actually has a vintage 125 at home in the garage. I was hoping to road test a 300cc-class scooter in the mountainous terrain, knowing one would qualify

for the cross-country Scooter Cannonball, if I grew a pair of cannonballs and entered the 2027 event. These scooters would be perfect for our island adventure!

After a too-brief scooter orientation in broken English and some advice on a scenic route, we were off. Our first destination was the town of Calenzana, about 27 kilometers into the foothills of the Corsican mountains. Roundabouts are the standard on this French island and the routes or towns are well-marked along the congested coastal route T30, out of Calvi. Once we turned southeast on D151 both the traffic and the road signs became scarcer, as we motored along at a serene 80 kph (50 mph).

Calenzana was the first of many charming towns nestled in the mountainsides along our planned route. We took a break at a nice park across from some roadside restaurants and cafes. The weather was absolutely gorgeous! At just 200m (650 ft) above sea level, the scenic vista was just a teaser of what was yet to come. We pulled out our old-school paper map provided by the rental place and plotted our next leg.

It seemed easy, just continue east on D151 up into the mountains toward the small town of Zilia at 400m (1300 ft).



Rides and Events

Scooting the Mountains and Coast of Corsica (continued)



Not fluently speaking or reading French became a minor deterrent to properly navigating around a construction area just outside of town. It looked like the road might be closed in 500m. So, we initially followed the main flow of traffic and found ourselves climbing increasingly narrower, steeper and rougher roads that led to dead-end driveways. We weren't lost, we were on an adventure.

Another issue emerged as we road in a maze of circles, exploring the upper, nether regions of Calenzana. Ron's



Sym 125 kept stalling at every stop and at the most inopportune times, like when negotiating a tight U-turn perched atop a narrow gravel road with a steep drop off. Yikes!

After checking the time and considering route alternatives, we decided to return to Tra Mare e Monti in Clavi to exchange the scooter for another one. We arrived just as the rental agent was leaving. She informed us the rental shop was closed for a "break" (European 2-hour lunch). The bike ran fine once moving and Ron could live with it. We were just happy to be riding scooters in paradise and didn't really stop that much, if we could avoid getting lost.

It was back in Calenzana that Ron discovered that the scooter was set up to turn off at a stop and that simply twisting



the throttle was all it took to start it back up and accelerate away! Doh! Upon our return at the end of the day, we would learn that this feature was easily disabled with a switch on the right handlebar. The rental agent's post-ride debrief began with, "Oh yeah, I forgot to mention that".

Back in Calenzana, we decided to bravely ride past the road construction sign we had avoided earlier. After a short construction zone and a patch of rough pavement, we found our way to a gorgeous stretch of smooth mountain sweepers along D151 that quite possibly led to heaven, or was heaven. We still caught glimpses of our tiny ship in the bay below. Breathtaking!

Rides and Events

Scooting the Mountains and Coast of Corsica (continued)

After a brief stop in Zilia, we continued to Cateri or Catteri for a brief stop, and more pictures. We noticed that many of the towns, and the road signs leading to them, often have two different spellings for the same place. The French Island has Roman roots in its ancient history, possibly explaining this added challenge for lost tourists. It was all Greek to us and only added to our island adventure.

We turned on scenic D71, snaking our way around mountains and over centuries-old bridges, further eastward and further from the port at Calvi where our ship was anchored. There's something exhilarating about exploring the unknown with just you and your scooter, far from home. Now when vista



views of the crystal blue Mediterranean appeared, there was no safe harbor in sight, just endless sea!

Our goal was to reach Belgodere, before heading back down Rt 301 to the coast. We stopped at a roadside café in Belgodere where our lack of French and stubborn refusal to use Google Translator had an interesting effect.

We saw a menu with a heading of "Biere". That sounded good. So, we asked the proprietor/server for dos bieres, instead of deux bieres, showing our complete ignorance of the Corsican language. She responded Coffee? No, biere please. Once again, Coffee? No, biere please. Then spontaneously, I responded, "Cheeseburger, cheeseburger. No Coke, Pepsi"! For

some reason the dialogue instantly took me back to John Belushi and the classic SNL skit from the 70's.

We sat there for about 10 minutes reviewing our route back to Calvi and nobody came with biere or coffee. Hmm...

The French are gracious and helpful if you make even an awkward attempt to speak their language. If you act like an arrogant American who thinks the whole world should speak English you get No Coke, No Pepsi. We were unwittingly guilty of the latter. Désolée madame.

Time management became an issue, as we sipped from the fallback water bottle we had brought. It was 2:55 PM and the last tender back to the ship was 4:30 PM. According to Google Maps, we were 57 minutes away and needed to top off our tanks, return the scooters and walk 10-minutes to the tender dock! We didn't have much buffer for getting lost or allowing for Corsica's version of rush hour along the coastal highway, T30. Time to roll!



Rides and Events

Scooting the Mountains and Coast of Corsica (continued)



We made pretty good time coming down the mountain, following the island locals who knew which unmarked curves were tight switchbacks. With 130 km on the trip meter, Ron's 125 took 3.6 liters (0.95 gal) and my miserly 300 took 3.3 liters (0.87 gal) of fuel @ 1.75 Euro/liter (\$7.82/gal). Amazingly, Ron's 125 averaged 85 MPG and my 300 averaged almost 93 MPG, assuming my conversion calculations are correct. Good gas mileage is one reason economical scooters are so popular across the globe. Economy aside, we just thought they were a Blast!

Interestingly, full size motorcycles were far more popular than scooters on Corsica, by maybe 4 to 1. And they don't hesitate to split lanes, even when they are flirting with oncoming traffic in the other lane. We even had a Harley pass us just before a roundabout on the congested T30. It

was a tight squeeze!

We pulled into the rental place at 3:45 PM and were on our way to the tender dock 5 minutes later. We saw our tender making its way to port as we approached the dock around 4 PM. Plenty of time to spare. Whew!

You receive an all-purpose card when you check-in to the cruise ship. You use it every



time you exit and enter the ship. The system tracks who's left the ship and who hasn't returned, like Ron & Mike. A member of the ship's crew even called the girls inquiring as to our whereabouts, as we sat in the tender at the dock, waiting for a few

other MIA passengers. We were among the last on board before pulling up anchor for Cannes and the French Riviera.

Ron and I agreed that the 4-hour mini-loop through the charming mountain towns and along the coast of Corsica on our rent-a-scooters, was the highlight of our 13-port cruise. We couldn't wipe the smiles off our



Rides and Events

Indian Bike Week and Beyond

By Rick and Annie May

A week long trip to Indian Bike Week 2025 in New Richmond, Wisconsin was a year in the making. It was a father-son trip planned by our youngest son for the summer of 2024. Health issues changed our plans. After speaking with Art (founder and organizer of IBW), we were pleased to find out he would transfer our tickets to 2025. Our son was unable to go again this year, but Art was kind enough to transfer his ticket to Annie, who was thrilled to be included.

The 1856 mile trip to IBW was something we would have loved to do on the motorcycle, but due to multiple back surgeries and other assorted health issues, we were forced to be realistic and loaded up the Toy Hauler and 2024 Indian Roadmaster.



We headed out on a 6 day adventure across the country, mostly uneventful, except for the torrential rains and horrendous roads, which caused one of our D-Rings to pull loose and shift the motorcycle a foot to one side, causing all the ratchet straps to loosen. An awesome chock (Wheel Dock) saved the day.

We arrived in New Richmond to find the Hatfield City Park RV space was a \$35.00 a night full hook-up pull-thru with shade trees, lake and concrete pad for the bike. A few days of R&R were in order before the event started on August 7-17.

Wisconsin is very beautiful, but that greenery requires a lot of rain. In spite of the rain, we were able to ride the first event through many of the farmland back roads to a beauti-

ful winery, Vino in the Valley, for an outstanding hosted Italian buffet that included a wagon ride down to the river for pictures. There were approximately 100 plus bikes on this ride. There were several other rides, but unfortunately with Rick's back, we weren't able to participate in every ride.



Rides and Events

Indian Bike Week and Beyond (continued)



Indian Bike Week provides opportunities to fellowship and share in supporting various charities, such as the Lakota Chapel Ride for Kids, which provides much needed school supplies. The impressive Military and First Responders Ride honored those who serve with a free delicious BBQ lunch,



shirts, coins or patches and a professional photo opportunity with Pin-Ups for Vets models and vintage aircraft.

This was our first IBW and we were impressed with the family friendly, courteous and warm hearted atmosphere of the event. We had the privilege of meeting a lovely couple, Lori and John, who donated a beautiful hand crocheted Indian logo throw to be raffled for charity. Lori invested 75 days and 102,000+ stitches in this labor of love, which the raffle winner donated back to Art for his hospitalized brother. Sadly, Lori passed away the day we arrived home, September 22.



Being that far away from home and retired, we decided a leisurely return trip needed to include a few iconic destinations such as Bear-tooth Highway, Chief Josephs Scenic Byway, The Buffalo Bill Center of the West Museum, Thermopolis' hot springs, the Grand Tetons, a brief stop in Yellowstone for Old Faithful and the Mesa Verde Cliff Dwellings.

All in all, we were gone 52 nights and traveled 5839 miles, not including Roadmaster miles.

Rides and Events

Run to the Rez: A Ride of Honor, Music, and Spirit

By Al McDonald, Teresa "Squirrel" Davidson and ChatGPT

Every fall, riders from across Arizona and beyond fire up their engines and head for one of the most meaningful rides of the year — the Run to the Rez in San Carlos. It's more than a rally. It's a celebration of veterans, music, Apache culture, and a reminder that motorcycles can bring people together across generations and traditions.

Honoring Our Veterans

At the heart of the Run to the Rez is a powerful tribute to military veterans. The San Carlos Apache Tribe holds deep respect for those who have served, and they make sure that recognition is front and center. The event begins with a flag ceremony and Native prayer — a moving experience that humbles even the most seasoned riders.

Veterans typically ride up front in the parade procession, with hundreds of bikes rumbling behind them — a living, rolling salute that echoes



through the desert canyons. It's not uncommon to see old soldiers wiping away a tear, and younger riders standing tall beside them.

The veteran ceremony in San Carlos, was beautiful as always. Meeting the Royals and honoring our veterans. Southeastern Utah, Dine Veterans Association was given a donation of \$2500. The San Carlos Apache veterans received an amazing \$10,000 donation this year! MMIW was acknowledged for their work in making indigenous Missing People Awareness on the forefront acknowledging Emily Pike who has taken in January 2025. Gold Star parents were also recognized and acknowledged. The national anthem was sung in Native tongue, and military flag formation was demonstrated for us all.

Well worth our ride! This isn't just a ceremony; it's gratitude in motion.

Rides and Events

Run to the Rez: A Ride of Honor, Music, and Spirit (continued)

Bands, Beats, and Brotherhood

Once the engines quiet down, the music fires up. This year's lineup of local and regional bands kept the crowd moving late into the night, with a mix of classic rock and blues to heavy metal rocking performances that reminded everyone where they were: on sacred Apache land. Saturday night, the AC/DC, and Metallica tribute bands, Noise Pollution and Damage Inc. were a great main event to cap a weekend of music.



There's something special about hearing guitars wail and drums pound under the San Carlos stars. The mix of modern rock with traditional rhythms creates a sound that feels timeless — part celebration, part spiritual recharge.



The casino was busy, the coffee was strong, and the laughter around tables lasted well past midnight. It's the kind of gathering that makes you remember why the riding community feels like family.



Two Wheels, Two Winners

And let's not forget one of the weekend's biggest highlights — the motorcycle raffles. Two lucky winners rode home with brand-new Indian bikes this year, a Darkhorse Chieftain and Scout Bobber. Cheers from the crowd



could probably be heard back in Globe. Whether you bought one ticket or ten, the excitement was contagious.

But as always, the raffle wasn't just about the prizes — it helped raise funds for tribal youth programs and veteran support efforts. That's the kind of win-win we can all get behind.

Rides and Events

Run to the Rez: A Ride of Honor, Music, and Spirit (continued)

The Apache Way: Honoring Elders

One of the most inspiring aspects of the Run to the Rez is the Apache cultural emphasis on respecting and caring for elders. Throughout the weekend, tribal leaders spoke about the importance of listening to those who came before — the storytellers, the warriors, the keepers of wisdom.

In Apache culture, elders aren't just honored; they're cherished. They guide the community with patience and grace, and that value radiates through the event. Riders visiting from outside the reservation often say this sense of respect is what makes the Run to the Rez stand apart from other rallies — it's not about showing off your bike; it's about showing up with heart.



Why It Matters

The Run to the Rez reminds us that motorcycling is about more than the open road — it's about connection. Connection to history, to people, and to the land itself. It's a weekend of gratitude, horsepower, and human spirit.

So next year, when you see the flyer for the Run to the Rez, don't hesitate. Gas up, grab your riding buddies, and make the trip to San Carlos. You'll come back with memories that outlast any patch or poker chip — and maybe, if luck's on your side, a new bike too!



Fall Odds & Ends



Credits Captions & Events

Thanks to our contributing authors and photographers:

Debbie Ostrom	Mike Ostrom
Bonita Reiter	Ed King
Al McDonald	Rick and Annie May
Greg Drevenstedt	Jonathon Klein
John Fucci	Teresa "Squirrel" Davidson
	Arizona Daily Star



Amusing captions submitted for this picture:

"Wait Grandpa, I'm coming"
"At this rate I may never see 4!"
"Catching Bugs"
"Woo-Hoo!"



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:

- Patagonia-Nogales Loop, November 3, 9 AM RC: Al McDonald
- 25th Rocky Point Rally, Nov 6-9, 2025
- Meeting at Rudy's BBQ November 16, 9:30 Breakfast, 10 AM Meeting
- Holiday Party, December 13, 5-10 PM, Desert Diamond
- Tucson Rendezvous V March 25-29, 2026, Casino Del Sol



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