



The Arrowhead

Auburn, California

Twenty-Eighteen—Issue #4

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- ♦ **Vice President** – Phil Terry
- ♦ **Treasurer**—Marc Moehlman
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October 10, 2018

President's Message

Our last newsletter was July 11, and since then our chapter is welcoming a new Arrowhead Newsletter Editor to our tribe, Andrew LaMar. Andy has taken on the challenge of providing our membership with quarterly information about motorcycles, chapter events and rides, IMRG, current events, latest news, and anything Indian.

In addition to our new editor, we welcome new members Sharon Ketcherside and Wendy Larrieu.

With the fall season arriving, we are enjoying the cooler weather for our rides. We continue to plan and develop rides each month. We have had some fabulous rides during the last several months. Some have been repeat rides that we love to return to and others are new territory. With that said, if you have a ride in mind or an idea, feel free to send us an email or bring it to our monthly chapter meetings. We love new ideas and adventures.

Our chapter attended the HOPE Rally Sept. 28, 29, and 30 in South Lake Tahoe. We


donated our proceeds, \$1,900, from this year's Gold Country 49er Poker Run to the HOPE charity - The Prostate Cancer Foundation. (Above)

Over the last several months, we have focused on motorcycle safety awareness. Our Safety Director Joe Ferreira has been publishing links to informative safety videos, and helped arrange a CHP Q&A at our September meeting. We talk about ride safety at our meetings and pre-ride briefings so that we can "Get Out and Ride!" and experience the enjoyment of motorcycling without incident.

We would like to put together some instruction time for any-

one who is interested in using your Indian Ride Command navigation system. Some of us also use Google maps on our smart phones and it can be a very useful tool for navigation, but it is not without its idiosyncrasies. So we will look at setting up some time if there is an interest in learning how to use these two tools. If you would like to get a head start, Indian Motorcycles has a video tutorial page and an interactive training aid online you can explore. Go to:

<https://my.indianmotorcycle.com/ridecommand>

Click on the "Tutorials" tab for videos. Click on the "Training Tool" tab for guided tours and lessons. – Larry 



Wishes on Wheels, Aug. 26



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Indian Motorcycle News



3 BIG MONTHS FOR INDIAN MOTORCYCLE

July 8 – Travis Pastrana successfully does 3 iconic Evel Knievel jumps on an Indian Scout FTR 750

Aug. 3 – Sturgis Rally kicks off, with Indian's increasing presence noticed



Aug. 5 – Indian announces winner of "The Wrench" competition for amateur custom motorcycle builders



August/September – Indian wins AFT manufacturer's title, and Jared Mees repeats as champ

Aug. 27 – Indian begins announcing 2019 motorcycle lineup

Oct. 1 – Indian unveils new FTR 1200 and FTR 1200 S, production models of its FTR 750, which has ruled the flat track circuit



If you're like me, you're not only a fan of the Indian motorcycle you are riding but also of the company that produced it. And it has to be said, these are heady days for the Indian Motorcycle Co.

You have to hand it to its marketing team for coming up with outside-the-box promotions, such as Travis Pastrana's attention-grabbing re-creation of three iconic Evel Knievel jumps in Las Vegas on July 8. All on an Indian Scout FTR 750 (instead of the Harley Evel used). And there was The Wrench Scout Bobber Build Off for amateurs that produced some incredible, creative versions of the motorcycle. (I favored the retro black-and-gold racer version – very nice!)

Meanwhile, at Sturgis, [USA Today](#) noticed the growing presence of Indian Motorcycle and its renewed rivalry with Harley-Davidson. The American Flat Track season continued to provide a showcase for the Scout FTR 750 and all of its riders, none the least being Jared Mees, who repeated as champion.

But the biggest, and most exciting news, came with Indian's rollout of its 2019 lineup. The Chieftain got a

sleek redesign (below), and all models featuring the Thunderstroke 111 engine got upgraded with three new ride modes (sport, touring and standard) and a new feature to keep the engine cooler by deactivating the rear cylinder when stopped in traffic.

The showstopper, though, came on Oct. 1, when Indian unveiled its long-anticipated production model based on the Scout FTR 750. The FTR 1200 and FTR 1200 S (above), received rave initial reviews. And as the [New York Times](#) noted in a long piece about the challenges of the present motorcycle market, the new model represents a big gamble to widen Indian's appeal and attract new riders. I hope it works. The FTR 1200 has some badass appeal and looks like a blast to ride.



Tomales Ride Rocks



enduring a 40-degree temperature swing in a few short hours.

But what a wonderful ride, through the rolling landscape of Marin and Sonoma counties via the winding Point Reyes-Petaluma Road into Point Reyes and then



California and its diversity – in weather and terrain – can always surprise you, especially when you take a summer ride to the coast.

On Aug. 19, eight GCIMRG riders on seven bikes rode to Tomales and back,

along Highway 1. And remarkably, we enjoyed sunshine and hardly a breeze at the coast.

Our destination was the Marshall Store, established in 1926 and still serving up some of the best oysters you can find in Northern California. I can say this is the best lunch I've ever had on a GCIMRG ride!

After lunch, we continued along Highway 1 north and then cut east to head through Petaluma and into the Napa Valley. By our gas stop, we were peeling off the layers to acclimate to the 80-degree temperatures.

Next we cut through the northern part of the City of Napa to catch the

delicious Highways 121 and 128 and follow their curving hillside journey to Lake Berryessa. We took a nice break by the Lake Berryessa Dam, to appreciate



the view and muster the energy for the final push back into the Central Valley's summer heat.

An excellent ride with outstanding food – can we do it again next year?



Quincy Overnighter Is One to Remember

The overnight trip to Quincy on Sept. 8 and 9 turned out to be GCIMRG's best-attended overnight trip to date, with 13 motorcycles and 17 riders participating.

Much thanks to Mike Lauro for planning out this fantastic trip, with a wonderfully entertaining route, great stops along the way and terrific dining.



groups, with separate leaders.

And what a sight to see — 13 motorcycles rumbling down Highway 49 and along the road's majestic curving trail

into the Sierra foothills and the Tahoe National Forest.

Lunch was at Two Rivers Café in

Downieville, and the salads, sandwiches and pizzas satisfied this hungry bunch. After lunch, we

While this article and the photos with it provide some of the highlights, much more can be found on the Photo & Video Gallery page of GCIMRG's website, where a 5-minute video and more than 100 photos of the trip are posted.

We saddled up at C&E at 10 a.m. on Saturday, Sept. 8, on a beautiful, temperate late summer day. We had so many bikes, we had to split into two riding

stopped at Lower Sardine Lake and the Sardine Lake Resort, complete with a rustic, log-cabin restaurant and store. The lake provided the perfect back drop for group photos — and a little phone booth mischief!

We rolled into Quincy shortly after 4 p.m. and checked into El Ranchito Motel. Dinner was at Moon's, and an after-dinner social hour back in the motel's



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Quincy Overnighter, Continued

courtyard provided some wild and entertaining storytelling. Let's just leave it that. (What goes on on GCIMRG trips, stays on GCIMRG trips!)

On the morning after, folks split off for their own breakfasts – I had a spectacular salmon omelet at Patty's Morning Thunder – and then we hit the road, catching Highway 70 through the Feather River Canyon.

This route never disappoints, and our late morning ride caught the canyon at the perfect time, before the heat of the day hit. I am pretty sure Highway 70



was designed by a motorcycle enthusiast. It has a nice variety of lovely swooping turns and tight corners through the canyon and along a rolling river cut through a lush landscape. I could ride that every single day. We stopped to

appreciate the scenery and take more photos. (So many photo ops on this trip – no wonder the gallery is so large!)

We eventually wound our way out of the canyon and stopped to refresh ourselves at a Starbucks in Oroville, where we said our good-byes before breaking off in different directions for rides home.

Another awesome trip was in the books. The Quincy overnighter will be tough to top. Great planning, great riding and great weather made it memorable.



HOPE Rally 2018—Gunfire And A Big Check

By Larry Ernst and Phil Terry

On Friday, Sept. 28, we gathered for our 2nd annual HOPE Rally trip. We had 10 bikes and 12 people meet in Auburn for the ride up together.

We took Highway 49 out of Auburn down through Coloma and into Placerville. After a quick stop at the Quick Stop gas station to top off fuel tanks and take a brief rest, we were off again.

Our route took us off Highway 49 onto Pleasant Valley Road, Sly Park Road and Mormon Emigrant Trail to Highway 88. There are lots of scenic points of interest on Highway 88, such as Silver Lake and Caples Lake, and lots of overlooks.

We made it into Minden, Nevada for lunch at the Wild Horse Bar and Grill. I don't think anyone was disappointed in



their lunch. Great burgers and sandwiches, with some unusual, but very good French fries. (Above)

After lunch, we headed back out over the Kingsbury Grade into South Lake Tahoe for our stay at the MontBleu Resort and Casino.

On Saturday, Sept. 29, we mounted up



in front of the MontBleu Resort with our GCIMRG brothers and sisters to tour the mad house that is Virginia City during the local Reno Street Vibrations.

By 11 a.m. we were pulling into town. As we rode from the south, we quickly saw the overwhelming assembly of motorcycles parked on each side of the street. No parking was available on the main drag, so we ventured down hill onto a side street and plugged our rides into slots between some cars in front of the Silverland Inn and Suites.

We headed up the hill for a planned 15–20 minute walk into the chaos of biker hangout for photos and a look. Just as we reached the top of Main Street, we were directed away from where we had parked, as sirens and red-and-blue-lighted law enforcement vehicles headed in the direction of our bikes.

Luckily, they turned up the street away from where we were parked. A couple of paramedics began ordering people to move away and onto Main Street, stating that some guy was down the street threatening to shoot people.

As Jody Phillips said: "Welcome to Virginia City!" Although we were able to complete our 20-minute photo op and get back on the road, we didn't hear much more about it. At home, I was able to locate an article of the incident.

From KTVN 2 News:

Arrest Made After Shot Fired at Deputy in Virginia City

The Storey County Sheriff's Office says a man fired one single shot at a deputy, but did not hit anyone.

Courtesy: Storey County Sheriff's Office



The Storey County Sheriff's Office says a man fired one single shot at a deputy, but did not hit anyone Saturday morning in Virginia City.

They say it incident happened on north D Street near Sutton Street.

The Sheriff's Office says they tried to make contact with 65-year-old James Sinardi of Virginia City, when Sinardi fired one shot

HOPE Rally 2018—Gunfire And A Big Check

at the responding officers. He was disarmed and wrestled to the ground. There were no shots fired upon Sinardi.

The suspect was taken into custody on charges of brandishing a firearm, attempted murder of a peace officer, and resisting arrest.

Fortunately, no one was injured. The Nevada Division of Investigation is taking over the investigation. ###

Alright, now back to the HOPE Rally.

The big event was the culmination of the banquet dinner, on Saturday night, with all the chapters and sponsors getting together to celebrate and honor all the donations obtained for our charity, The Prostate Cancer Foundation. In addition, the custom-painted Scout motorcycle (photo on previous page) from Hollister Powersports and Indian Motorcycle was going to be given away this evening.

After the initial social hour with drinks and dinner, raffle prizes began. This year, we estimated approximately 150 people attended – a big increase over last year’s 80.

GCIMRG presented our check donation of \$1,900 from our Gold Country 49er



Poker Run (above) as well as other donations from other chapters and sponsors.

As the night progressed, raffle prizes were announced and then the Scout Grand Prize winner. The ticket was drawn by last year’s Scout winner, and this year’s winner was Kelley Tracy.

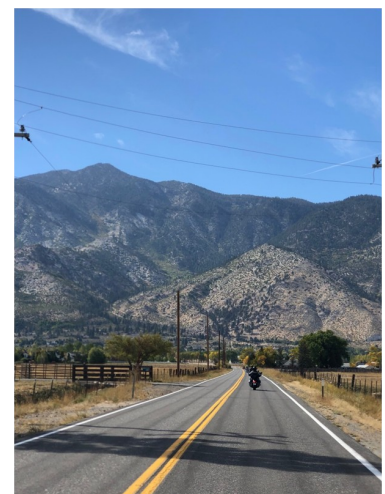
Bob Richards, the night’s MC, phoned Kelley and congratulated her on the big win. It was bittersweet because cancer has hit close to home for her family. Many of her family members were af-

ected by cancer, and her eldest daughter is currently battling Hodgkin’s lymphoma.

At the end of the night, a check totaling \$20,000 was presented to the charity.

This year’s rally was again a success, a worthy event to be part of in the motorcycle world.

For our return ride on Sunday, we met up outside the casino resort and rode back on Highway 50. We had 10 bikes again this time. Everyone split off at various points along the way. Overall, a good weekend and a good cause.



Product Review — Rotopax Gas Container



mounting system for situations on other vehicles. It comes in various capacities, but this one-gallon size fit the bill.

It will fit in the Scout bags or my Roadmaster bag. I found that I could easily put it at the bottom of a duffle bag with other gear on top and strap it to the back passenger seat area of my Roadmaster.

It is extremely durable and made of very thick material and is EPA and CARB compliant. It has not



leaked and has not caused vapors. It is recommended to always remember to vent the fuel pack once per day if elevation or temperature changes drastically.

I use caution when I talk about carrying extra fuel on the bike. There are hundreds of articles on motorcycle forums and magazines about spare fuel, so please use good judgment.

By Larry Ernst


This year my wife Christine and I took a 2,500 mile trip to the Durango Rendezvous in Colorado with several other GCIMRG members. Since her Scout has a smaller fuel tank, I wanted to find a suitable spare fuel container that could fit in either of our saddle bags or elsewhere on the bike.

I discovered the Rotopax gas container. It has its own unique

CHP Offers Advice



GCIMRG's incredibly resourceful Safety Director Joe Ferreira invited CHP Officer Don Schol (above) to attend the group's Sept. 1 meeting and offer safety tips for motorcyclists. Schol talked about lane splitting, group riding, helmets, and a few other things. Did you know California is the only state in the nation in which lane-splitting is legal? Gov. Jerry Brown signed it into statute in 2016, with AB 51. Recently, CHP issued its own guidance for motorcyclists (right).




Lane Splitting Safety Tips

*****DISCLAIMER*****

Lane splitting can be dangerous and extreme caution should be exercised. It should not be performed by inexperienced riders. The risk of death or serious injury during a lane splitting collision increases as speed and speed differential increases. These general safety tips are provided to assist you in the practice; however, they are not guaranteed to keep you safe. Every rider has the ultimate responsibility for their own decision-making and safety.

Lane Splitting Safety Tips for Motorcyclists

- = Consider the total environment when you are lane splitting (this includes the width of lanes, the size of surrounding vehicles, as well as current roadway, weather, and lighting conditions).
- = Danger increases at higher speed differentials.
- = Danger increases as overall speed increases.
- = It is typically safer to split between the far left lanes than between the other lanes of traffic.
- = Avoid lane splitting next to large vehicles (big rigs, buses, motorhomes, etc.).
- = Riding on the shoulder is illegal; it is not considered lane splitting.
- = Be visible – Avoid remaining in the blind spots of other vehicles or lingering between vehicles.
- = Help drivers see you by wearing brightly colored/reflective protective gear and using high beams during daylight.



For more information on how to sign up for motorcycle training, contact the California Motorcyclist Safety Program at www.californiamotorcyclist.com or 1-877-RIDE-411

CHP643 (Rev. 6/2018)

GCIMRG #1950 Calendar—2018

January	February	March
Sat 6 – Chapter Meeting Sat 6 – Ride to Fosters Sun 14 – Ride to Colusa	Sat 3 – Chapter Meeting Sat 3 – Dine & Dash Ride Sun 11 – Sweetheart Run Tue 13 – Officer Board Meeting Sun 25 – Almond Blossom Ride	Thu 1 – 6pm Chapter Meeting @ Auburn Chevys and Dinner Sun 18- Ride to Busters Sat 31 – Sutter Creek Ride
April	May	June
Sat 7 – Chapter Meeting (Ride rained out) Sun 14 – Murphys Ride Sun 22 – Hopmunk Tavern Ride Sat 28 – IMRG Promotion Day with C&E Ride Demo Day	Sat 5 – Chapter Meeting – Ride to Downieville Sat 12 – Member Dinner Fri 18 – Wrecking Crew C&E Sat 19 – River Ride - Sacramento Mile	Sat 2 – Chapter Meeting Sun 3 – Columbia/Murphys Ride Sat/Wed 9-19 – Durango Rendezvous – Colorado June 28 – Poor Reds Sat 30 – Gold Country 49er Poker Run
July	August	September
Sat 7 – Hollister Ride & Chapter Meeting Sat 14/15 – Graeagal Run w/ Hollister July 28 – C&E Cookout and IMRG Open House	Thu 2 – 6:30PM – Chapter Meeting @ Auburn Chevys and Dinner Sun 5 – Tahoe Day Ride Sun 19 – Bodega Bay Day Ride Sun – 26 – Wishes on Wheels	Sat 1 – Chapter Meeting Sat/Sun 8-9 – Quincy – Feather River Fri/Sat/Sun – 28-29-30 Hope Rally South Lake Tahoe, NV.
October	November	December
Sun 14 – Chico-Brewery Ride Wed 17 – Sutter Creek Midweek Ride	3 – Chapter Meeting 3 – Nevada City/Grass Valley Silver Dollar Saloon	Sat 1 – Gold Country Toy Run Fri 21 – Winter Solstice Ride

The new Indian Motorcycle® Riders Group™ (IMRG) was introduced during Daytona Bike Week 2014. The IMRG provides Indian Motorcycle owners and their friends with special member benefits and the opportunity to connect with fellow riders. Local IMRG chapters are formed in conjunction with Indian Motorcycle dealerships. Our goal is to get together and enjoy riding so we focus on our motto "Get out and Ride." Our chapter will also help the dealership host open houses, demo events, and charity rides.

Our local dealer is C&E Auburn Indian & V-Twin in Auburn, CA. We are Gold Country Indian Motorcycle Riders Group - Chapter #1950. The GCIMRG is open to all riders and motorcycle makes. We are riders who get together to share our love of motorcycles. We want to engage Indian Motorcycle owners and other motorcycle enthusiasts in the local area to get out, ride their bikes, and enjoy the heritage that is the Indian Motorcycle.



Carlo & Emma Lujan
Sponsoring Dealers



Gold Country IMRG #1950

Sponsoring Dealer

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