

Fall 2021

Arrowhead

The Magazine of the Gold Country Indian Motorcycle Riders Group

49er Poker Run Draws A Crowd



Sturgis 2021

Surviving A Long Break

Meet Ernest Zarate

Gear to Make You Safe

Upcoming Events

Who We Are

There are riding groups, and then there's *our* riding group, just like there are motorcycles and then there are *Indian Motorcycles*.

Maybe it's the brand that draws the kind of decent, fun-loving and down-to-earth people we have in this group, or maybe it's being connected to a family run dealership that makes everyone feel like family, or maybe it's simply being in one of the best places on earth to own a motorcycle.

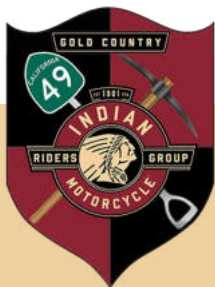
Whatever the reason, the Gold Country Indian Motorcycle Riders Group is an easygoing collection of motorcycle enthusiasts who like to stick to the basics. We enjoy riding our bikes on Northern California's treasure of winding, rural roads and appreciating their scenic natural beauty.

In fact, we have kept it so simple for the first four years, we didn't even have bylaws. That has changed. In 2020, we adopted chapter bylaws to sup-

port the IMRG National Charter. We did our best to keep it to the bare minimum. (See Page 18.)

In the end, a group is the sum total of its parts, and our parts — our members — are vibrant and diverse.

No matter how different we may be individually, we share a passion for motorcycling and a love for Indian Motorcycles. Over the years, that has produced memorable trips and enduring friendships.



How It All Started

The new Indian Motorcycle® Riders Group™ (IMRG) was introduced during Daytona Bike Week 2014. 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, California. We are Gold Country Indian Motorcycle Riders Group - Chapter #1950. 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 and Emma Lujan, owners of C&E Auburn Indian and V-Twin.

From the Editor

As I write, the rain is pounding my home. I returned from a five-day motorcycle trip to Arizona last week, and holy cow, my timing couldn't have been better. Autumn is here, and while California certainly needs the rain, it means riding opportunities will be limited.

We've had a great summer of riding. Our annual 49er Poker

Run fundraiser on Sept. 11 was a big success that featured great weather, an entertaining route and a terrific lunch host, the Hard Rock Hotel & Casino. Thanks to everyone who supported that event and especially to our President Larry Ernst, who worked long and hard to make sure it was well organized and well run. Great job Larry!

I enjoy putting together this magazine and highlighting our members and the wonderful riding events we hold. I couldn't do it without the help of others. So, thanks as always, to the contributors. If you would like to contribute, or have an idea for an article, [please let me know](#). Thanks, and stay dry out there!

— Andrew



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Arrowhead MAGAZINE

Arrowhead Magazine is the official biannual publication of the Gold Country Indian Motorcycle Riders Group #1950. It is published in spring (April) and fall (October) of each year.

The group's mission is to promote safe motorcycle ridership, connect riders throughout the Sacramento region who share a passion for motorcycling, and support C&E Auburn Indian and V-Twin dealership and the Indian Motorcycle brand.

While Arrowhead highlights the group's activities and the organizations and causes it supports, it is an independent publication that does not speak for, or represent the official views of, Indian Motorcycle or the C&E Auburn Indian and V-Twin dealership.

Submissions from group members are welcome and encouraged. They should be sent to the editor at least two weeks prior to the month of the next publication.

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On The Road

President's Message

October is here and the fall riding season is kicking off. If you get an opportunity to go up to the Hope Valley area on Highway 88 it is an awesome view when the leaves and landscape change colors. I was looking at planning a fall ride up there; however, because of the recent fires there's a lot of damage in the surrounding areas. On a recent Sunday afternoon, the road was full of traffic snarls. Perhaps that's because everybody's been cooped up and everyone wants to go up and see the beauty.

We have had some wonderful chapter rides recently and the turnout is growing. Those rides included trips to the Napa Valley, Downieville, the Delta, and up to the Tahoe/Reno area.

**This year's 49er
Poker Run was a
big success.
Thanks to
everyone who
helped out.**

The Tahoe/Reno trip was to check out the Fall Reno Street Vibrations. I will leave it at this: It was very disappointing. The event was enclosed in a small city block behind the Sands Hotel and not as large and involved as years past. I heard that Mayor Hillary Schieve was not a big supporter of the event.

On Sept. 11, we held our annual 49er Poker Run. This is our annual chapter fundraiser and charity event. The turnout was good and we were welcomed by the Hard Rock Hotel & Casino at the end of the day with a great lunch of hamburgers and hotdogs, sodas and chips. We handed out \$300 to the high-hand winner and \$75 to the low-hand winner. Everybody had a great time.

This event would not be possible without the help of our membership. Several of our

members stepped up to the plate and donated their time to help out with organizing and staffing this event. Thanks go out to Edan and Jenny Kfir, Al and Carol Bryan, Gene and Miranda Walker, Andrew LaMar, Don and Tracey Carter, Marc Moehlman and Linda Rothman, Bob Myers, Mike and Sue Lauro, Jerry Lucas, Phil Terry, Rod Couto, Rob Krager and Liz Amaral, Dave Prasinis, Mike and Melanie Riley, and Christine Ernst.



With our chapter rides, we are seeing a growing number of participants. We have also been looking at developing additional help with our members for Road Captains and Support Riders. We have tagged a few people to help during rides. If we have a large number of riders, we can break the groups up into much smaller groups for safety. Riding in groups 4-7 makes managing routes and riders much easier.

We typically have a leader as the Ride Captain and a tail rider as Chase. In addition, we like to have Support Riders inside the group to help when needed. Most of us currently have radio communication and we utilize the Sena Mesh/Bluetooth system. There are other brands out there, but we have found it extremely difficult to make other brands connect with the Senas and vice versa.

With our chapter growth, we have several new members. Please welcome Phil Manacop, Troy Elliott, Ken Byrd, Todd Brinlee, Richard Coe, and Brian Feliciano. We hope you can join us for our next rides, and we look forward to meeting and riding with you!
— Larry

On The Road



Indian Motorcycle News

2022's JD Masterpiece is

Every year Indian Motorcycle partners with Jack Daniels and Klock Werks Kustom Cycles to produce a stunning custom bike sold in very limited numbers.

The bike was unveiled in October. Only 107 will be produced globally. Of course it comes with a hefty price tag, but to be honest, I'd gladly pay it, if I could.



You are a very lucky person if you are able to score one of these bikes. This is the sixth year of this incredible partnership. For 2022, Indian focused the project on the Indian Challenger Dark Horse, and behold, it has produced the coolest, most bad-ass Challenger you have every seen!

[You can see more of this year's model here.](#)

In other news, Indian Motorcycle continued to dominate the **AFT flat track** circuit in 2021 and won the title for the fifth consecutive year.

This year, factory riders Jared Mees and Brian Bauman took the first two places, with Mees claiming the title in a **bizarre final race of the season**. Indian's FTR 750 is nearly unbeatable on the flat track.

Finally, you want to see more bagger racing, right? Sonoma Raceway features bagger racing on Dec. 10-12. [You can get tickets here.](#)



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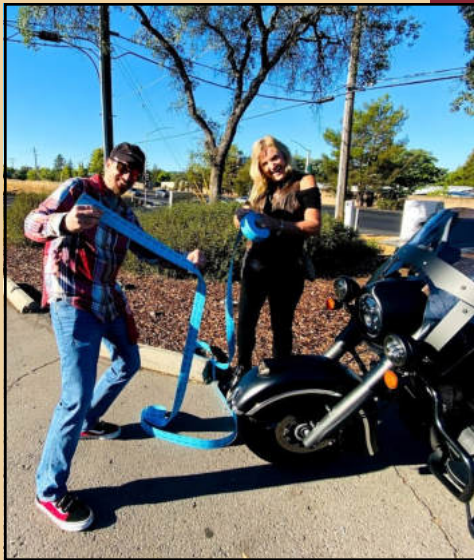
49er Poker Run Draws A Crowd



The fourth annual 49er Poker Run — OK, we skipped one year due to COVID — proved to be a big hit on Sept. 11 with more than 100 riders joining in the ride from C&E Auburn Indian and V-Twin to the Hard Rock Hotel & Casino in Wheatland.



Participants had a shot at winning \$300 for the high hand or \$75 for the low, and in addition, 60 different prizes including a BBQ grill through the raffle.



Participants had a shot at winning \$300 for the high hand or \$75 for the low, and in addition, 60 different prizes including a BBQ grill through the raffle.

To see more photos, go to [GCIMRG's photo web page](#).

Much thanks to all GCIMRG members who helped plan and run the event, and especially to President Larry Ernst for organizing it and keeping everything on track.





Sturgis 2021 – Worth the Trip!

By *Larry Ernst*

This year, Christine and I along with Mike and Melanie Riley decided to check off one of our bucket list items and head to Sturgis. This would be our first time participating in this event. I had visited Sturgis in the past on motorcycle trips but not during the rally.

Our game plan was to make travel the most direct and fastest route so we could focus most of our time on the rally and the rides in the area.

On Sunday, Aug. 8 we departed Auburn. Our first stop for the night was in Wells, Nev. The second night was in Rawlins, Wyo., and the third day, Tuesday, Aug. 10th, we arrived in Sturgis, South Dakota.

Our first stop was at the Indian Motorcycle dealership in Sturgis. By this time, the rally was in its fifth day of the 10-day event. Our base camp was in Rapid City, S.D., about 30 minutes from Sturgis as well as the Black Hills and Mt. Rushmore area.

The Indian dealership is just down the street



Melanie Riley and Christine Ernst in front of the Sturgis main drag (top), bikers flocking to the nearby Mt. Rushmore (center) and Melanie and Mike Riley at the Sturgis Indian Motorcycle dealership (bottom).



from the main events in downtown Sturgis. The place was packed with many visitors. Some of the new Chiefs were on display as well as other bikes. The store is quite large and very impressive. You couldn't help but notice the personalized Sturgis Indian horn covers and fender badges that were unique to the dealership. It made you want to buy one of their bikes.

From the dealership, we headed down the street a few blocks and perused the festivities in the rally. The turnout for the day was impressive, with many bikers and bikes parked along the street. Activity around the rally was pleasant and people were very nice. We spent most of the afternoon there and finally headed to Rapid City to grab our hotel room for the night. Of course, prices for rooms at this time of year are on the high end. At least being 30 minutes away from the main attraction gave

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us somewhat of a break in pricing.

On Wednesday, Aug. 11, we took off and headed down towards Mt. Rushmore, Crazyhorse and Custer. This was a ride photo-op day. It is overwhelming to see the beauty and artwork of Mt. Rushmore and Crazyhorse. Having been to these parks only a few years ago we decided to visit the outside area of the park for photo-ops. You can still capture great views and images from along the highway which is what we did. We also took advantage of several of the nice Black Hills roads in the area for a ride. That evening, the Riley's went back to Mt. Rushmore for a night visit inside the park and took photos. Sorry we missed that one — we should've joined them.

On Thursday, we decided to visit some of the key sites



for the Sturgis rally, which included Buffalo Chip Saloon and the Full Throttle Saloon (FTS). Both of these establishments were pretty impressive. There was a flag memorial on display at the Buffalo Chip that was overwhelming. We took in some lunch and music at the Buffalo Chip and then headed over to the FTS.

I was most impressed with the Full Throttle Saloon. It was originally housed on 30 acres of land purchased in 1999 by Michael Ballard. In 2009 a television series premiered on truTV about the FTS. During the Sturgis rally, the saloon could average about 20,000 guests each night. In September 2015, the FTS experienced a massive fire, which destroyed it entirely.

By 2017, the FTS was in a much better place having been rebuilt on a new 600-acre site. As



our visit proved, this was definitely a must see during a Sturgis visit. Several stages with bands, bars and many events filled the atmosphere.

On Friday the 12th our plan was to leave the Sturgis area and head to Hulett, Wyo. We included three major Black Hills rides in a big loop heading from Rapid City down to Custer State Park and back up through Spearfish.

This day's route had us leaving Rapid City, where we headed down Iron Mountain Road, which is a beautiful road encompassing fantastic twisties and cut-out caves through rocks. At several locations you could stop and view Mt. Rushmore in the distance through the short road caves.

We continued down to Custer and Custer State Park, where we had the opportunity to view buffaloes and other wildlife. From Custer State Park, we continued north up through the Needles Highway and back up towards Sturgis and a small town called Lead. Here we headed north/west and grabbed

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a piece of highway called Spearfish Canyon. This was absolutely gorgeous with mountains and rivers running alongside it. Ultimately, we ended in Spearfish and then headed into Wyoming where we spent the night in Hulett, Wyo.

Now granted Hulett is a small town and not much to see there. However, I had visited here once before and knew of Rogues Gallery, a small antique store/museum run by a guy named Bob Coronado. Interestingly, most museums are for looks but everything's for sale in this one. A lot of Indian artifacts and old west history.

But one of the unique things about Bob Coronado is that he is a fabulous artist. Over the years, he has been commissioned to create poster artwork for numerous cowboy rodeo events and state fairs. This included the Cheyenne frontier days and Buffalo Bills Stampede in Cody Wyoming along with many others. His artwork is fabulous and Riley purchased one of his prints for framing. I already had two of his prints in my home office. They are very memorable pieces of art.



On Saturday the 13th it was time to head home. We stopped to check out Devils Tower just south of Hulett, Wyo.

and spent some time taking pictures. Then off we were back on the fast express through Rawlins, Wyo. and Wells, Nev., and home. All in all, this was a fantastic trip and one that will always be remembered. Perhaps a return trip next year! I took a ton of photos, of course. [You can see more here.](#) 🍷





Breakfast Meeting and A River Ride

What could be better on an August Sunday than to grab a hearty early breakfast and take a ride down the river? That's what we did for our August meeting, held on Aug. 22. The scenery was lovely and the weather ideal, and the ride included our regular stops at the Old Sugar Mill (above) and Mel's Mocha and Ice Cream in Walnut Grove (right) for some delicious ice cream, of course.

A pleasant day ride was had by all.

Seeing it so frequently, we take the Sacramento River for granted. But did you know the river runs 400 miles and the river's watershed is the largest entirely in California, draining about 26,500 square miles? Now you do.



GET TO KNOW



Ernest Zarate

Hello GCIMRG community, hope you're all as well as can be. The October member Spotlight is aiming to get you acquainted with an individual who, despite joining us a short while ago, has already discovered and feels the warm welcoming spirit of our group. So let's get to know... Ernest Zarate!

Ernest's motorcycling story began in 1983 when, with a baby on the way and only one car for his (then) wife to use, he was in search of another vehicle to get around with. His uncle was a motorcycle rider who owned Indians and Harleys and Ernest fell in love with the idea of riding a bike, and so off he went to the local Kawasaki dealership, where he bought a 440 LTD.

Having no motorcycle license or any riding experience, Ernest, at the salesman's suggestion, practiced behind the showroom until he got the hang of it. An hour later, he headed home on the bike

to a pregnant wife who wasn't at all thrilled with the idea. Ernest recalls really enjoying that bike and riding it all over California, sometimes fancying himself as the free spirit character from the 1969 TV show "Then Came Bronson."

In 1986, while riding back from work at the local university hospital, he was involved in a crash with a driver who ran a stop sign. It left his ankle nearly severed. It was time for a break from riding, but of course, as we all well know, when the bug bites it doesn't easily let go. Ernest continued to get a twinge anytime a bike rolled by, a twinge that eventually grew into longing mixed with regrets and finally a strong desire to get back in the saddle.

So now It was time to research his next bike! Focusing on cruisers, he

stumbled onto the Indian Motorcycle website, discovered and fell in love with the Scout model line and off to C&E Auburn Indian and V-Twin he went. Two weeks later, following a proper motorcycle safety class, he had his bike: a 2020 Indian Scout ABS in white smoke with a couple of tweaks: stage 1, 2-into-1 exhaust system and performance air intake, Pathfinder headlight, highway bars, and floorboards to name a few.

Even though he's only attended a couple of group meetings so far, Ernest says he loves being a part of it and has found the people involved to be warm and inviting. Our group recently rode up Hwy 49 to Downieville, and Ernest recalls a fairly recent similar ride as a personal local favorite of his. Downieville holds a special place in his heart from days

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Surviving A Long Break

5 questions for Pat Freeman, a passionate rider who misses the road

ARROWHEAD MAGAZINE (AM): How did you get started riding?

PAT: I was driving to work on a beautiful, warm, cloudless sunny day with a bright blue sky when I saw a woman on a big, bright pink Harley wearing a bright pink matching helmet. I thought to myself, "I've gotta find a guy that rides!" As I continued driving, it occurred to me that I'm a grown woman and I don't need to find a man in order to enjoy motorcycling; if she (the woman on the bike) can do it, so can I! A while later I enrolled in a Motorcycle Safety Foundation rider's course and bought my first bike, a 2008 Harley Sportster, from a former colleague. I didn't yet have my license so she had to ride it to my house. It was a great bike and I traveled all over on it — throughout the west and as far east as Wisconsin, as far north as Alaska, and all around the South-west.

AM: What did you like about it when you started? What was the appeal of motorcycling?

PAT: Nothing! What attracted me was the sense of freedom and fun that motorcycling provided that I remembered from my younger days on the back of a guy's bike. However, I had never actually been up front and behind the controls and I was a nervous wreck when I first started and had to actually ride in traffic, especially the freeway. The more I rode the more comfortable I became, however, and, ultimately, fell in love with riding once I was able to feel that sense of freedom and fun



that I remembered from my youth.

AM: You are currently recovering from a surgery that hasn't allowed you to ride in over six months. What have you missed the most about riding, and when do you expect to be back on the road?

PAT: I miss the joy of being on the road, the camaraderie of riding with others and meeting new people, and seeing

places I probably would not otherwise have occasion to visit. Ask me to drive several hours to a place for lunch and I'll likely pass. Ask me to *ride* several hours to a place for lunch and I'm there! Unfortunately, I'm off the road for the rest of the season. I'll likely start riding again after the holidays, but my riding will probably be pretty limited until I get used to being on the bike again. I foresee a lot of parking lots and skills practices.

AM: I know this isn't the first time you have been forced to take a long break from riding, due to various reasons. In the past, when you've returned to riding after a long layoff, what was your experience like? Were there any special challenges? What advice do you have to other riders returning to motorcycling after a long break?

PAT: When returning after a prolonged hiatus I've always felt like such a beginner again; like I'm starting from scratch. It's frustrating because I have to "ride out the

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cobwebs" before truly feeling comfortable again. Fortunately, I know it's just a matter of time and the longer I've been riding the shorter it takes to get there. Start slow, or at least slower than you were before your break. Just give yourself a chance to get used to riding again.

AM: Over the years, I know you have taken some incredible motorcycle trips, including spending a month touring Alaska and two weeks in and around New Mexico. What's the next big trip you want to take?

PAT: So that was 3 weeks touring the Southwest, not 2. :-). My next big trip will be next summer/fall when I undertake a six-week solo ride to/from Gettysburg that will include a multi-day stay in Keystone, South Dakota on my return. I'll also be stopping along the way to see friends, family, and sites I've never visited, such as Harpers Ferry, the Trans-Allegheny Lunatic Asylum, the Greenbrier Hotel, and the West Virginia Penitentiary. Who knew West Virginia had such interesting sites!

AM: Good luck on your recovery, Pat. We look forward to seeing you back on the road! 🍷



Pat (top) getting ready to roll out to Quincy, enjoying a drink (bottom left) after a ride to Fort Bragg and with Linda Rothman and Christine Ernst (L to R, bottom) on a ride to Rocco's.



Safety Corner: Gear That Makes You Safe

In this safety article and in the next several, I will discuss products that increase the safety of motorcycle riding. Many of these items are ones that I, and many of us, already own and we have found to be worthwhile.

First thing is increasing your visibility. Riding with your headlight on high beam during the day is an easy way to be more visible. If you are riding in a group, it may be better to use low beam when riding behind someone. But when leading a group or riding alone, high beams are recommended during the day. Also, if you have additional lighting on your motorcycle, such as running lamps or fog lamps, turning them on during the day makes you more visible and the additional lighting makes you appear larger and also gives oncoming traffic a better sense of your direction of travel.

LED (light-emitting diode) lighting can make a big difference, too. The headlights are brighter and have a whiter colored light. I upgraded to LED's on my Chieftain and I am impressed at night at the added range of the beam. It is far superior both in distance and also out to the sides of the road. Tail lights are important for visibility, especially when stopping and turning. Most new motorcycles come with the bare minimum lighting, even though some newer models have better lighting than in the past. The best I have seen for the Indian Motorcycles is the Custom Dynamics Run, Brake, Turn combination also called Triple Play. It allows the turn signals to also be used as running and brake lights, has customizable settings for flashing and brightness and is plug and play.

Another way to increase visibility is with reflective clothing and high visibility orange and yellow riding gear. I have dark-colored reflective tape that is not noticeable during the day but lights up white at night when a headlight shines on it. Also a light-colored helmet or reflective tape or stickers applied to your helmet can help you to be better seen.

Riding in the rain, especially at night, requires high visibility waterproof gear. Hi-Vis yellow or orange work well. Several years ago, I was driving back from Street Vibes and coming over the summit when it started raining very hard. With the wind, rain and even some fog, the visibility dropped to just a few feet. There were many motorcycles caught in it and what I remember is the most visible motorcycles were the riders with Hi-Vis rain gear. In daylight, the bright orange and yellow rain suits were much more noticeable than any of the lighting. If you already own dark-colored riding gear, an easy and cheap fix is buying a Hi Vis vest that you can put on over any other clothing when the need arises. They are inexpensive and take up very little room in a saddle bag.

Another thing you can do is make yourself more noticeable using sound — especially when passing cars or riding in drivers' blind spots. Loud pipes save lives! And I don't mean obnoxiously loud. But just enough that a driver with the windows up and the stereo on can hear you. Rolling on a little throttle as you approach and especially when in their blind spot can make an inattentive driver know you are there even if they cannot see you. Riding safe is a commitment, with many elements. Every little piece of gear or equipment that makes you more noticeable helps.

Ride Safe!



Mike Riley, Road Director

The Latest at C&E



Contact Us

(530) 885-5556
12015 Shale Ridge Rd.
Auburn, CA 95602

Hours

Tue - Fri: 9 a.m. - 5 p.m.
Sat: 9 a.m. - 5 p.m.
Sun & Mon: Closed

Holidays



The disruption in the global supply chain created by the pandemic continues to wreak havoc. Products of all kinds, including motor vehicles, are in short supply. You can order an Indian Motorcycle from C&E Auburn Indian and V-Twin, of course, although it could take weeks before it arrives. There are still bikes on the floor that you could purchase today, including a [titanium metallic Challenger \(right\)](#), a [pearl white Super Chief \(bottom\)](#), and a [maroon crimson Scout \(top\)](#). C&E can work with you on a trade-in or to line up financing.



OUR BYLAWS

We've been a very casual bunch since starting a few years ago. Honestly, we just want to get together and ride motorcycles, and you know, to hell with all the bureaucracy that rules the rest of our lives. That's always been the idea behind this group. You can call us mellow, boring, whatever. Carefree? Well, yeah, that's the way we'd like it to be. But alas, every group needs some rules, and so in 2020 we approved bylaws for GCIMRG, aiming to keep it as simple as possible while supporting the IMRG National Charter. We decided it was time to put something on paper, so others coming after us would have a road map for running the organization. Much thanks to Marc Moehlman for writing it. This is the latest version, approved by members on Nov. 6, 2021.

Mission Statement

The goal of GCIMRG is to promote safe motorcycle ridership, connect riders throughout the Sacramento region who share a passion for motorcycling, and support C&E Auburn Indian & V-Twin dealership and the Indian Motorcycle brand.

Membership

All riders and all models of motorcycles are welcome to join the group. Dues are \$20 yearly and are renewable and paid by January 31st of that year. New members' dues are collected throughout the year as they enroll and are renewable in January as well. New members who pay dues in November/December of the previous year can roll their dues into the following year. Renewal notifications will go out to the membership in December. GCIMRG will cover first year's local chapter dues for new members who purchase a motorcycle from C&E Auburn Indian & V-Twin.

Election of Officers

Officers have a term of one year and run from January 1st through December 31st. Officer nominations start in November with a deadline of December 1st. Members can nominate others with their consent, or self nominate. Officers can include President, Vice President, Treasurer, Marketing Director, Secretary, Membership Director, Road and Safety Officer, Editor, Photographer, Activities Director, Web Director. The election will take place in December. If candidates are unopposed, then the positions will be ratified by the membership. If multiple candidates are running, then the election will take place. The ratification or election can take place either at the December general membership meeting or via online process. If an officer position becomes vacant during the year, the President or Vice-President can select a replacement for the remainder of the year.

Officer Turnover

New officers will refer to previous holders of offices for assistance in assuming their new duties. GCIMRG will refer to the IMRG National charter for duties and responsibilities of the various officer positions.

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Dealership

C&E Auburn Indian & V-Twin of Auburn, California is the sponsoring dealership for the group and has supervision authority over the group. The sponsoring dealership also has the authority to assume responsibilities of any officer position and to remove any chapter officer or member.

Meeting Quorum

A general membership meeting shall be called only by the president or by delegated authority from the president, the vice president. The quorum required at a general membership meeting shall be the members present at that meeting and the officer who called the meeting. A general membership meeting shall have been announced at least two weeks in advance.

The executive committee is defined as the officers of GCIMRG. An executive committee meeting can be called only by the president or by delegated authority from the president, the vice president. The executive committee makes decisions for GCIMRG that help keep the organization running and do not adversely affect the general membership. A quorum required at an executive committee meeting shall be 50%, comprised of the President and/or VP, and additional officers.

Ride Safety

All rides of the group will conform to the safest standards of motorcycle operation. All non-members or guests will sign liability waivers before riding with the group.

National Charter

GCIMRG is a member of the National Indian Motorcycle Riders Group. GCIMRG will observe the provisions of the National IMRG charter.

ZARATE, Continued from Page 13

past, and he was astonished at how little the town had changed through time, with its one-lane bridge crossing the river.

Some ride thoughts from the bucket list include Hwy 1 from Cambria to Big Sur, a visit to Joshua Tree National Park and a yearlong slow-paced trip through the U.S., taking the time to stop and meet people, see the sights, explore, take pictures and “just be Bronson.”

When he’s not riding, Ernest enjoys being a dad to four sons as well as being a husband. He loves photography, books, music, spending time with his dog, studying maps and learning history as well as baseball, technology, nature and travel. He considers himself a lucky man, loved by wife and sons and wanting for nothing. He says “ I wake up each day wondering what it holds and what I could bring to it and to those I love.”

Words to live by, brother! See you out there! 🍷
— Edan Kfir

Renew Your Membership!

Membership renewal is due by Jan. 31. Yep, you’re right, we moved up the date this year. We did it to align with National IMRG. Our fiscal year now follows the calendar year. Annual dues are \$20. Go to our [membership page](#) to fill out your renewal form. You can pay your dues with cash at a meeting or by mailing a check to our Treasurer, Marc Moehlman. Details are on our website membership page.

Want to Get Involved?

Yes, that’s right, you too can be one of the few, one of the proud — a GCIMRG officer! Many positions are open and available for 2022, including Membership Director, Activities Director, Webmaster Director and Editor. Get involved and help the group plan and promote rides. To fill out a nomination form for a position, go [here](#). Nomination forms are due by December. Officers will be confirmed or elected, if any seat is contested, at the December meeting.

Advertisements Page

Please Note: Members may purchase advertisements to place in Arrowhead Magazine provided what they are advertising is not offered by C&E Auburn Indian and V-Twin. For more information and rates, contact GCIMRG Marketing Director [Josh Baker](#).

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Auburn, CA 95602



Phone: 530-885-5556
E-mail: imrg1950@gmail.com
Web: www.goldcountryimrg.com

Upcoming Events

Thur., Nov. 11 – 9:30 a.m., Veteran’s Day ride to Sonora. Depart from Folsom Grind, 7610 Folsom-Auburn Rd #100, Folsom.

Sat., Dec. 4 – 8:30 a.m., Gold Country Toy Run, starting from Recreation Park.

Sun., Dec. 12 – Time TBD, ride to Sonoma Raceway to watch the bagger races. Check web-site for details.

To see a full listing of upcoming events, visit our website’s [Events Calendar page](#).

Your GCIMRG Officers



Larry Ernst
President



Edan Kfir
Vice President



Patricia Freeman
Secretary



Marc Moehlman
Treasurer



Josh Baker
Marketing Director



Mike Riley
Road Director



Doug Williams
Photographer



Andrew LaMar
Editor