

Spring 2022

# Arrowhead

The Magazine of the Gold Country Indian Motorcycle Riders Group

## *Deep in the Woods*

Meet our New President

How to Pack for a Long Trip

Making the Jump to a Big Bike

Safe Group Lane Changes

Upcoming Rides



## 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.

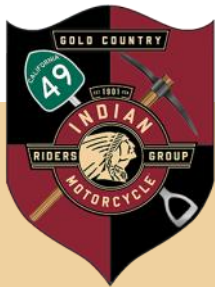
Whatever the reason, the Gold Country Indian Motorcycle Riders Group is an easygoing collection of motorcycle enthusiasts who like to stick to the basics. We enjoy riding our bikes on Northern California's treasure of winding, rural roads and appreciating their scenic natural beauty.

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 20.)

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

We've had a great spring of riding. There have been wonderful day trips to Murphy's and Rio Vista, as well as our first overnighter of the year, to the North Coast along the delectable Highway 36. The weather has been kind to us.

And we have more terrific rides planned for the summer, including our second overnight

trip, to Graeagle on July 30 and 31. This is the time of year many of us plan on taking longer trips. Packing can be challenging. In this issue, Larry Ernst (Page 11) has offered some great advice on how to do it.

As our group has grown, we've had to become more mindful of safety. Much thanks to our President Don Carter, who

has worked with our ride captains on hand signals and more disciplined group riding. Be sure to read his column (Page 18) on group lane changes.

As always, [I welcome your feedback and ideas for future issues](#). Thanks, and enjoy the summer riding season!

— 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 and fall 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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EDITOR Andrew LaMar

COPY EDITOR Marc Moehlman

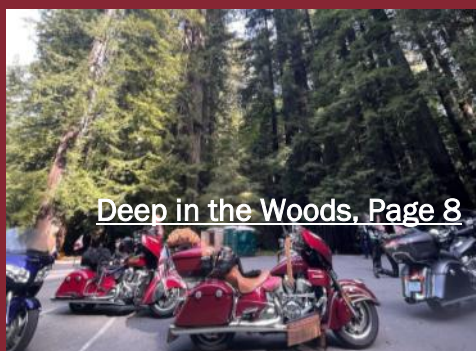
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# On The Road





## President’s Message – Meet Don Carter

Oh sure, your new president can be a bit of a prankster. What the hell — life is short! I’m not much for meetings or club administration. Rather, I’d always prefer to be out on

the road. That’s my goal in this role, to get our group riding as often and safely as possible.

**Tracey and I are happy to be part of the GCIMRG family.**

At 6-feet-8-inches, I have long had the nickname “Big Red.” I got hooked on motorcycling when I started riding dirt bikes as a teenager. I bought my first street bike in 2013 and have since

logged more than 150,000 miles on two wheels.

In addition to local rides, my wife (Tracey, serving as our chapter secretary) and I enjoy motorcycle touring. We have ridden to Washington, Montana, Texas, Arizona, Oregon,

New Mexico, Idaho, Colorado, Utah and Wyoming. We have even made a few trips into Baja, Mexico, including riding all the way to Cabo San Lucas and back.

Before retiring and relocating to the Auburn area a year ago, Tracey and I lived in Southern California and held the positions of secretary and president, respectively, for the Orange County Chapter of STAR Touring & Riding. We love being involved in an active riding group, and so we were happy to discover GCIMRG #1950, shortly after arriving here.

We are excited to discover all the great riding opportunities that are available in Northern California, especially the Sierra Nevada Mountains and foothills — and to meet all of the members of the riding group. When we’re not riding, we can usually be found on the golf course.

There are some things I feel strongly about as president. I want to make sure we ride safely, and that means making sure ride

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captains are trained and know our hand signals and how to conduct safe group rides. It means being a little more disciplined about how we make lane changes and handle free-way riding. I am also a proponent of doing pre-rides, to make sure there are no issues with the route and ride plan. Finally, I feel it's important to circle up at the end of a ride to debrief. That's essentially it. I like to keep it simple, but I want to make sure we're all on the same page and being smart about how we ride.

Tracey and I are delighted to be part of this group, and we hope we can do our part to help it to continue to grow and thrive. This is beautiful territory to ride in, and I am grateful for that, and for all of you.

Here's to a great 2022! Let me know if you have any questions, and thank you for your support.

— Don



Don debriefing riders at the conclusion of the Murphy's ride (top right), and in his happy place (bottom right). Tracey Carter on her Chieftain (above).



# Off The Road



Bull Creek in Humboldt Redwoods State Park

Photo By Doug Williams

## Indian Motorcycle News

### Indian Unveils Pursuit

Indian Motorcycle continues to innovate and challenge its competitors with compelling new models.

This year, Indian has rolled out

In other news, Indian Motorcycle continues to dominate the [AFT flat track](#) circuit in 2022 and is leading the standings in the King of Baggers series. AFT comes to Cal Expo on Aug. 20 for the Sac-



the [Indian Pursuit](#) (above) and the [Scout Rogue](#) (below). The Pursuit in essence is the Indian Challenger turned into the optimal, premium touring bike. And the Rogue is the latest bad-ass incarnation of the incredibly popular middleweight Scout line. (Want to see what the Pursuit is like to tour with? Check out this [video series](#).)

Both are serious additions to the Indian Motorcycle lineup that are designed to sell. You have to wonder how many more Indians there would be on the road, if it weren't for the global supply chain problems created by the pandemic.

ramento Mile race. You won't want to miss that.

And finally, for those of you who have been wanting to visit the Indian manufacturing facility in Spirit Lake, Iowa, and get a tour, you are in luck. [The factory tours will resume this summer](#), the company announced.





# Deep in the Woods

**The first overnight trip of the year offers an amazing ride across the Coastal Mountain range and through redwood forests**

Full disclosure: I planned this trip, and it really could not have gone better. That has less to do with my planning skills than with the fact that we picked some spectacular roads to travel and April's fickle weather gave us two wonderful sunny days.

On the morning of April 23, we departed from Woodland, heading north primarily on Hwy 45, taking a country road through farm fields and orchards rather than I-5. We ended up in Red Bluff, where we stopped at the Palomino Room for lunch, and I had one of the best steak sandwiches ever.

After lunch was the showcase of Day 1: three hours of riding the delicious, twisty Hwy 36, over hills and mountains, alongside rivers and open pastures, and through dense forests. What a treat!

The only sign of civilization, after two hours, was the Mad River Burger Bar (below), where we stopped to use the restroom and have a snack. We rolled into our destination, the Comfort Inn & Suites in Fortuna, shortly after 5 p.m.

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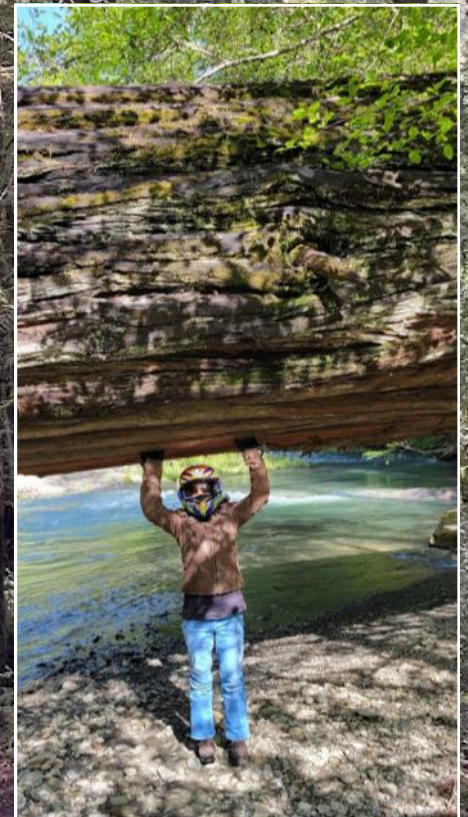
Next, it was a short walk across the street to the Eel River Brewery and Restaurant (below). I think it's safe to say a good time was had by all!

The next morning, we were up and out by 9 a.m. We made our way into the majestic Humboldt State Redwoods Park, riding a small unlined access road to the Big Trees Day Use Area. We were awestruck by the surroundings and fortunate to be the only ones there on a Sunday morning.

From there, we continued south on the Avenue of the Giants and eventually onto Hwy 101 and to Willits, where we stopped at the warm and inviting Café 77. It was perfect for brunch, serving up tasty breakfast and lunch entrees.

Finally, the last leg of the trip involved riding the always pleasant Hwy 20, which traces the western shoreline of Clear Lake, and Hwy 16 along Cache Creek and through the Capay Valley into Woodland.

Thanks to everyone who joined us for this fantastic trip! We took lots of great photos and videos (go to Page 10 for more). To see them all, visit [GCIMRG's photo web page](#). 





# Tips for Packing for a Long Trip

*By Larry Ernst*

If you are new to the long distance motorcycle trip experience, you're probably wondering about what to bring, how much to pack, and how to pack efficiently.

I am certainly no expert, but I have taken several long distance trips over the last six years, which has given me an opportunity to develop some practical guidelines. Many of you have already had familiarity with long distance trips and have produced your own strategies. My comments in this article are by no means perfect. I can only share with you what I've learned. I continue to learn from more experienced road warriors.

Being a novice on my first 10-day trip, I discovered that I had over packed. I had too many shirts, underwear, pants, just taking up space. This also created the burden of finding things, and having access to the quick things I needed with changing conditions. With a stop-over to visit family in the middle of my trip, I decided it was time to declutter and ship some items home. Lesson well learned!

## Storage Space

Less is more. This should go without saying, but you should only bring the bare essentials, especially if you're riding a long distance. You can significantly reduce the amount of clothes you need if you pack with a plan and consider washing items if needed at overnight stops with the hotel laundry.

The first factor to consider is to evaluate what kind of storage space and luggage you will be using. How many days will you be on your trip? We all have different motorcycle models with different storage, space and luggage considerations. Saddlebags, rear luggage racks,

duffle bags, T-Bags, and trunks are all variables. Are you a single rider with rear seat space availability or riding two-up?

Lock up valuables. Keep them in locking saddlebags or a locking compartment of some sort. I also use cable locks to lock helmets, coats or anything else that can be strapped onto the outside of the bike for those periodic lunch stops or bathroom breaks.

## Have a System

You have to develop a system. To pack truly efficiently, you need a system so that you always know where to find the things you need to access quickly and easily. Pack your bags to hold different categories of items (e.g. a bag for tools, accessories and protection; and a bag for toiletries, clothes and documentation), and always put your things back in the same spot so you always know where to find them. Anything you will need to retrieve on a regular basis should always be put on top of your bags.

Typically, I pack one clothing bag with toiletries that goes in my Roadmaster trunk. I have a duffle bag that contains quick access to warm layers/coats/rain gear when needed and strap it to my rear passenger seat. Remember to have rain covers for bags that are not waterproof, or you can insert plastic garbage bags into your bag to keep things dry if you run into wet conditions.

One of my saddlebags contains a tool kit, tire repair kit,

*Continued on Page 12*



water bottle, on-bike electronic device chargers, warm and cold weather gloves, neck buffs, hat, cable locks for helmets and coats, and a bike travel cover. These items stay organized in this bag at all times. I don't need to take them in and out at stopovers.

My other saddlebag contains my wet cooling vest in a ziplock bag, tennis shoes, and available spare room if needed. I have an option to add additional small travel luggage to the top of my trunk luggage rack.

Here are some tips that may help when preparing to pack.

**Tool Kit:** Having a handy set of tools that are packable and available in those moments when you're on the side of the road and need to fix a hose line, an electrical wire, or whatever the motorcycle gods decided to throw at you is essential. You certainly aren't going to have everything you're going to need, but you can get close to getting yourself a quick repair and on the road if needed.

**GPS:** This should be obvious. Your mobile phone obviously has Google Maps or Apple maps. This can be very handy when trying to find your way. But remember, sometimes connectivity on mobile devices can be limited. A good GPS satellite connection can be indispensable.

**Riding Gear:** Weather conditions can change during your trip so have what you need, even if the forecast says otherwise. Include:

Rain jacket and rain pants.

Cold weather jacket.

Cold weather layers, including a base layer and under layers (i.e. sweatshirts, fleece pullovers).

Warm as well as cold weather gloves.

Warm weather gear.

What are you going to wear if the temperatures are 105 degrees and the sun is burning your arms? Perhaps a long sleeve UV shirt, or mesh riding jacket.

**Flashlight:** This comes in handy even during daylight hours when you're trying to see in a very dark place in the bike's frame for that hose clamp to tighten.

**Tire Repair Kit:** If you have tubeless tires, having a tire plugging kit for a quick roadside nail hole repair can help you get back on the road quickly and to a repair shop if you need a new tire. My kit includes a CO2 system to inflate the tire quickly as well a compact air compressor. I have had to use this twice so far and won't leave without



*A large touring bag with different compartments can increase your storage space and help you stay organized.*

it.

**Water bottle/hydration pack and light snacks:** Stay hydrated and fueled when needed.

**Sun Screen or face covering** (bandanna or buff).

**Bungee cords, cargo nets, and/or tie downs:** You may start off with everything tucked away and secure, but as you go from day to day, you might buy things or you may have to reorganize. Strapping stuff on your back seats, packs, trunks, etc is helpful.

**Zip Ties:** These come in handy. You will know when you need them.

**Mobile/Electronic Device Chargers:** For the hotel room, or to charge items on the bike while you're riding.

**Spare Key:** Or have your PIN available if you lose your key.

**Bike wipe-down towel/spray:** Windshields get dirty. Unless you want to use that ugly gas station squeegee to scratch your plexiglass windshield.

**Toiletries kit.**

**Travel first-aid kit.**

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### Wet Wipes.

This list is a guideline and it's really up to you what you will bring. I have found most of these items to be trip savers.

Now as far as clothing and packing, let's consider an 8-12 day trip as a basis for what to bring.

For me, most of my rides are during spring and summer. But the weather can always change from hot, to wet, to cold, so it's necessary to be ready. I usually take a mesh breathable motorcycle jacket that offers protective padding as well as protection from the sun. I wear this even in 105+ degree heat. As your body sweats, the air hits your skin through the breathable mesh and keeps you cool. I even have a wet cooling vest, worn under the mesh jacket, I can keep wet and ready in a plastic bag if the temps get high.

With cooler weather, I have the ability to insert a warm liner into my mesh jacket. If it gets colder, then the layer bag on my back seat is at the ready. I carry a warm freeze-out base layer, Columbia fleece zip-up, and one more sweatshirt that I can put on under the mesh jacket.

While hygiene is important, I have found that clothing just doesn't seem to get too dirty or have odors with a two/three day wear factor since we are usually riding all day. You're just sitting on the bike traveling.

Here are some thoughts that have helped me. First, you can bring too much; however, if you didn't bring enough there is always a Wal-Mart somewhere along your route. Your hotels

usually have laundry facilities, if needed.

**Pants:** I have found that two/three pair is sufficient. That pair you start off with will go a long way. If they get soiled from a coffee spill or other issue, the second pair is put in service and the first pair can be laundered that night at the hotel.

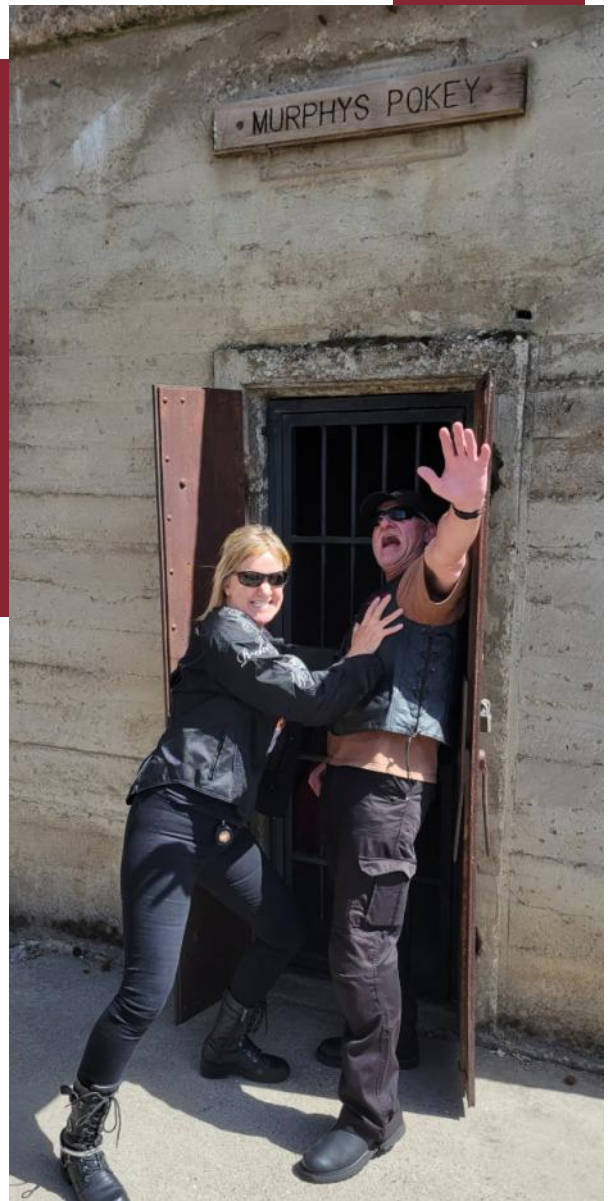
**Shirts:** Pack long and short sleeve for the conditions. Again, I have worn a shirt for several days on the road. It just seems to work out fine. If I brought 6 shirts for a 10-day trip, I have always found that I didn't use 3 of them.

**Underwear:** If you go commando, disregard this section. I have found that one pair for two or three days is not unusual. I purchased DAVID ARCHY 3 Pack Men's mesh quick dry sports breathable underwear (Amazon). These can be quickly and easily washed in the hotel sink and hang dried overnight by the next morning departure.

The key is to pack those things on top for quick access you might need during the ride. Learn how to roll your chaps and clothes. These tips and techniques will help utilize your space with what you will be packing. Here is a YouTube video showing you how to get the most of your space by rolling your clothes tightly and another on how to fold up your chaps. Click on the images below to access the links to the videos.

Safe travels and keep the rubber side down! 🇺🇸





### Riding to Murphy's Never Disappoints

You can never go wrong with a springtime ride to Murphy's, the small unincorporated town located in the Sierra Nevada Mountain foothills of Calaveras County. Motorcyclists love to come here, and it's no wonder why. Getting there is a lovely journey along Hwys 49 and 4. On April 2, GCIMRG rode to Murphy's after our monthly meeting. And did we horse

around and have a little fun? You betcha. We enjoyed a nice lunch and then a visit to Murphy's Motorcycle Co. and other local shops. And as always, there were plenty of other motorcycles to see and entertaining local color to take in. To view all the photos from the trip, visit the [GCIMRG photo web page](#).



# Adapting to a Big Bike

## 5 questions for Christine Ernst about learning to ride and making the jump to a Springfield

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

**CHRISTINE:** I was in my early 20's and married to my husband, Larry. He had a Honda 750 that he rode to work and we got together with friends to ride often. I really enjoyed riding and thought it would be fun to have my own. We started to look around for smaller bikes that would fit me and that I could handle. We came across a new Honda CM400 and I fell in love with it. I really hadn't experienced using a clutch, and this particular model was an automatic two-speed. It was fairly simple to operate and did not require using a clutch, so we bought it. I found myself really enjoying riding motorcycles. So much so that many times when Larry wasn't available I would take off on my own and ride down to the Consumes River and Slough-house area. I enjoyed being out on the open road, and from this point on I was hooked. As time passed and we began to start our family, we put motorcycles on the back burner.

**AM:** As I understand it, when your husband bought an Indian, you were originally a passenger, riding on the back. What made you decide you would rather ride your own?

**CHRISTINE:** As time went on, we started becoming interested in motorcycles again. Larry had purchased a few different models and ultimately bought his first 2015 Indian Chieftain, and I was back to riding with him again. As we traveled, I really hadn't thought about having my



own bike again. We took several trips around the country — going into Arizona, the Grand Canyon and on many other long wonderful trips.

We both really enjoyed riding again after a long absence. At some point, in our many conversations, Larry had wondered if I was interested in riding my own bike. We talked about some of the Indian models and the Scout seemed like an appropriate choice — a bike I could handle.

I went to Sierra College and took the Motorcycle Safety Foundation course to get my license. Once I completed the course and got my license, we headed up to C&E and picked out my 2016 Indian Scout.

While getting accustomed to the new Indian Scout, we planned a trip to Pismo Beach area with friends. The Scout would stay home this last time, and I rode on the

*Continued on Page 16*



back of Larry's bike. During this trip, we had a close call. We tipped the bike over and I suffered a fracture on my wrist. After a period of recovery, I was able to build my experience and skills as we took trips and was soon on my own.

**AM:** What were the challenges for you when you started riding on your own, and how did you overcome them?

**CHRISTINE:** My biggest obstacle was the clutch. Learning how to utilize it with clutch friction in U-turns and in stop-and-go traffic was a challenge. I had never used a clutch before on my previous bike so it was an entirely new experience. It was also during this time that my wrist was still recovering and needed strengthening from the injury. The Scout's clutch was tight and I found this to be more difficult and tiresome.



*Christine now rides this gorgeous 2021 Indian Springfield (above). On a recent trip to the coast, she posed with husband Larry (below).*

**AM:** Recently, you made the switch from a middleweight (Scout) bike to a heavyweight bike (Springfield). What has the transition been like? What have the biggest differences been for you? What advice would you give other riders with lighter bikes who are considering moving to a heavyweight?

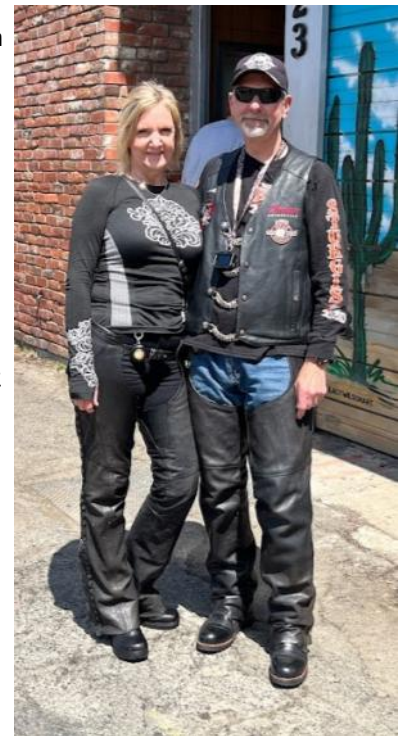
**CHRISTINE:** After having logged over 50,000 miles on my Scout and enjoying it, there were many times when I had wondered what it would be like on a bigger bike and whether or not I would be able to handle it. When we would visit the dealership, I would sit on the larger bikes and get a feel for them. I found myself wondering if I could handle them. It was soon after this time when the new Indian Chiefs came out. While the Chief had a much bigger motor, the bike still seemed to be the same size as the Scout. On one of our trips to the dealership, I was sitting on a Springfield and sizing it up. Carlo suggested that I take it out on a test ride. I took it out on that test ride and fell in love with it. I like the smooth ride, comfort and beauty of the Springfield.

The biggest differences are the weight of the bike and being confident in handling it. Don't get me wrong, the bike is a beast, but I love her.

My advice to others would be to not be afraid to give other bikes a try if you have an interest. I wasn't sure if I would be able to handle the Springfield. It wasn't until I did a test ride and started to feel the comfort of the larger bike that I sensed this was the right choice for me.

**AM:** Lastly, of all the motorcycle trips you have taken, which one has been your favorite and why? What's at the top of your wish list for a future motorcycle trip?

**CHRISTINE:** All of our past motorcycle trips have been on my Scout so I'm really looking for



*Continued on Page 17*

ward to new adventures on my Springfield. One of the most memorable trips that I really enjoyed was in 2019. Larry and I had been invited by IMRG to participate in a photo shoot and interview as Indian riders/owners for the new and upcoming Indian Motorcycle Riders' Magazine.

The weather in November at this time was beginning to change, and we hoped it would not be a challenge to ride down to Los Angeles for this event. We were very lucky. By the time we got down there, we experienced 80-degree days. We were staying in Santa Monica near Venice Beach, which was where the interview and photo session was to take place. We met Chelsea from IMRG and her crew and spent the day talking and being photographed. While this particular ride was really a straight shot down to Southern California and back, it was an experience that will be imprinted in my memory for a long time.

I'm really looking forward to our return trip to the Durango Rendezvous in Ignacio, Colorado. This will be our third return trip this year. This event is fun, and we really enjoy it. It's been canceled the last two years because of COVID. There are so many beautiful and scenic rides in this Southwestern portion of Colorado. I also love staying at the Sky Ute Hotel and Casino. 🇺🇸



*Christine and Larry, as captured (above and below) at the IMRG photo shoot on Nov. 17, 2019.*



## Safety Corner: Group Lane Changes

I spent many years living and riding in Orange County. Consequently, in Southern California, the land of freeways, the groups I rode with were very disciplined about freeway riding formations. Every motorcyclist knows about the staggered riding formation for groups, but many don't know how to execute a group lane change without crossing fenders. This is important, because if you make a lane change by crossing the fender of the rider behind or in front of you, you are cutting in half the safety distance used in the staggered formation. In other words, you're taking an unnecessary risk. I have been working with our ride captains to teach them how to execute lane changes in a way that keeps that safety buffer. The graphic below provides an illustration. Imagine that there is a string that runs right down the center of the formation, between the two rows of motorcyclists. We want to make group lane changes in a way that no rider crosses that imaginary string. As you see, that means in a lane change to the right, the No. 2 rider moves first, followed by the No. 1 and No. 3 riders. The group snakes into the new lane in a way that avoids crossing the imaginary string. We'll work on these lane changes when we can on some of our planned group rides. These graphics mention a hand signal, but for our group, we'll just follow the blinker of the lead rider. After you do it a few times, it will become automatic. When we ride in a group, I want us to be smart and safe in how we do it.



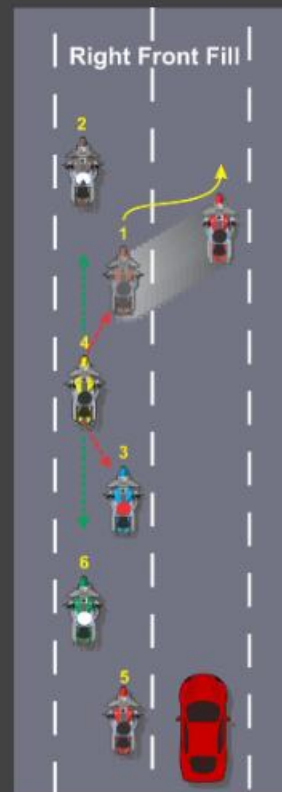
Don Carter, President

### Left Front Fill



**Left Front Fill;** is a maneuver to change lanes to the left, starting from the front of the group. A [Hand Signal](#) is given by the Ride Captain, and when safe to do so they will change lanes first. When safe each following rider will also make the lane change to the left. If the lane change is away from you, to keep proper safe spacing do not cross in front of or behind another rider. Wait until they have completed their lane change.

### Right Front Fill



**Right Front Fill;** is a maneuver to change lanes to the right, starting from the front of the group. A [Hand Signal](#) is given by the Ride Captain, and when safe to do so the Wing rider to their right will change lanes. When safe each following rider will also make the lane change to the right. If the lane change is away from you, to keep proper safe spacing do not cross in front of or behind another rider. Wait until they have completed their lane change.

## Contact Us

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## Hours

Tue - Fri: 9 a.m. - 6 p.m.  
Sat: 9 a.m. - 5 p.m.  
Sun & Mon: Closed



It's true that bikes continue to be in short supply. You can order an Indian Motorcycle from C&E Auburn Indian and V-Twin, of course, although it could take awhile before it arrives. There are still bikes on the floor that you could purchase today, however, including this [beautiful black Challenger \(top right\)](#), [a pearl white Super Chief \(bottom right\)](#), and [a carbon, championship FTR 1200 \(bottom\)](#). 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.

# *Don't Miss Indian Demo Days!*

## June 24 & 25 at C&E



# 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](#).

## Jachimowicz Law Group

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## Gold Country IMRG #1950

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Auburn, CA 95602



Phone: 530-885-5556  
E-mail: [imrg1950@gmail.com](mailto:imrg1950@gmail.com)  
Web: [www.goldcountryimrg.com](http://www.goldcountryimrg.com)

### Upcoming Events

**Sat., June 4** – 8:30 a.m., GCIMRG meeting at C&E, followed by a ride to Downieville for lunch.

**Sun., June 12** – 8:30 a.m., ride on Wolf Road through Penn Valley to Marysville. Lunch at the Silver Dollar Saloon. Meetup spot TBD.

**Fri., June 24 and Sat., June 25** – 9 a.m., Indian Motorcycle Demo Days at C&E. Come test ride Indian's latest models.

**Sat., July 9** – 8:30 a.m., GCIMRG meeting at C&E, followed by a ride to Loon Lake.

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

### Your GCIMRG Officers



Don Carter  
President



Andrew LaMar  
Vice President/Editor



Tracey Carter  
Secretary



Marc Moehlman  
Treasurer



Josh Baker  
Marketing Director



Bob Myers  
Membership Director



Doug Williams  
Photographer