



Officers

- ♦ President—Larry Ernst
- ♦ Vice President – Marc Moehlman
- ♦ Treasurer—Gene Walker
- ♦ Secretary—Jim Ketcherside
- ♦ Membership Director—Mike Lauro
- ♦ Activities Director—Sharon Ketcherside
- ♦ Road Director—Mike Riley
- ♦ Safety Director — Joe Ferreira
- ♦ Photographer—Gene Walker
- ♦ Newsletter Editor—Andrew LaMar

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January 9, 2019

President's Message

Cruising down the road with the wind in your hair, horsepower under your seat, and a turn of the wrist putting you in control of that intensity and force is something we all love to do as motorcycle riders.

2018 brought our Gold Country IMRG to a fantastic place where bonds have been made, friendships created, and a rider camaraderie fostered that I have absolutely enjoyed.

Our membership has experienced and enjoyed some great events and rides this last year. From foothill and backcountry day rides, cross country trips, and overnights, to rallies and benefit rides.

We have come together to enjoy our machines and the social connection of riding with others, which to me has been a blessing.

Thank you Emma, Carlo and the entire C&E crew for your support and being our sponsoring dealer. We appreciate all that you do for us!

With 2019 here, I want to continue building our IMRG chapter to keep it as simple as possible and have a wonderful time and experience. Our chapter motto says it all, "Get Out and Ride!"



At our January meeting, we nominated and voted in new officers and made some changes.

The results mean I will continue as your President. Because of a heavy work schedule, Phil Terry decided to relinquish his Vice President slot

and Marc Moehlman will be taking it over. I want to thank Phil for stepping up when our chapter was still growing and taking on that role over the last two years.

Mike Lauro stepped into the Membership Director shoes. Again, I want to thank Mike for his dedication and commitment for always being there as our previous Secretary. (Don't tell him I said that or his head will get even bigger!)

Gene Walker, who has been doing a great job as our photographer, will also now become our Treasurer.

In addition, Jim Ketcherside is our new Secretary, and Sharon Ketcherside is our Activities Director.

Officers continuing in their current positions are Mike Riley, Road Director; Joe Ferreira, Safety Officer; and Andrew LaMar, Newsletter Editor. Welcome and thank you all for helping to build a strong IMRG riding chapter.

Lastly, I want to welcome our newest members: Danny Barboza, Rod Couto, Robert Meyers, and Mike Wegener. Glad to have you aboard! Let's make 2019 a great and safe riding year. — Larry 🏍️

Oh, California

On Nov. 8, we watched in horror as a massive fire erupted in Butte County, killing 86 people and wiping out the town of Paradise. The fire, which burned more than 150,000 acres and destroyed more than 18,000 structures, was the deadliest in California history.

In addition, the blaze ripped through the Feather River Canyon, torching much of the lush riverside landscape we witnessed on a wonderful ride through the area on Sept. 9, as part of GCIMRG's Quincy overnighter. Sometimes we forget what a precious gem California is, and how fortunate we, as motorcycle riders, are to crisscross this state of immense, diverse natural beauty.

Smoke from the fire hung in Northern California for weeks, followed by rain, forcing us to cancel or delay several rides. But we were still able to get some in – the fall colors ride through the Sierra foothills (lower middle left) and the winter solstice run to Al The Wops, with a stop at the Old Sugar Mill (bottom photos), a week later than planned.

Our hearts go out to the community of Paradise, and all the fine men and women working tirelessly to protect the state and its residents from fire and other natural disasters. (GCIMRG donated \$200 to the Camp Fire recovery efforts.)

And we should remember how lucky we are to live in California, despite its challenges and occasional inconveniences, and enjoy riding in months when motorcyclists in other parts of the country have their bikes locked up in garages awaiting the spring thaw.

-The Editor



January 9, 2019

Indian Motorcycle News



Indian History

I am frequently asked about my Indian motorcycle, when I am out riding. Why did I buy an Indian? How old is it? When did they start making bikes again? Here is a little history refresher, in case you get the same questions.

1901 — Indian becomes the first motorcycle company in America, when Oscar Hedstrom starts building gasoline-powered bikes.

1920's — Indian becomes the nation's leading brand, introducing the Scout, the Chief and the Big Chief.

1930's — Indian and Harley-Davidson are the only motorcycle companies to survive the Great Depression.

1953 — Indian goes bankrupt.

1953-2011 — Several companies attempt to revive the Indian brand, at different times, never able to sustain it.

2011 — Polaris purchases Indian and begins producing bikes in 2013.

Learn more at [Indian History](#).



It's hard not to be impressed with the buzz Indian has created about the new FTR models it plans to launch this spring.

Rave reviews? Sure, it has gotten its share of those, since announcing its plans and showing off its prototype last fall. And to its marketing credit, every motorcycle publication list of most exciting new bikes expected in 2019 that I have seen has included the FTR.

In a sign of its confidence, Indian has rolled out accessories that can turn the bike into one of four different distinct types: adventure bike (top), flat track racer (2nd



from top), sport bike (above) and touring bike (right). Indeed, it even pushed up the MSRP from its original announcement and made its most noteworthy accessory — an Akrapovič low-mount exhaust — standard on the top model, the FTR 1200 S with the race replica paint scheme. Now the question becomes: When will the FTRs arrive, and can they live up to the hype? Indian cagely has

said only that they will arrive in dealer showrooms in spring, but even the owners of C&E Auburn Indian & V-Twin say they have no idea if that means the end of March — or the end of June. So, stay tuned!

In other news, the company has applied for a patent for the name "Indian Raven" from both European and U.S. patent authorities. That has prompted speculation Indian plans to introduce another new model



sometime soon, perhaps using the FTR as a platform. Finally, Indian announced an all-new Ride Command mobile phone app and software update. Owners can update their current Ride Command information systems by visiting a local dealership or downloading the software to a USB drive at the [Ride Command Page](#), which also serves as the platform for riders to plan rides with up to 100 waypoints.



Toy Runs Brighten December

Nevada County Toy Run Features Club Members Leading the Ride

By Marc Moehlman



The Nevada County Toy Run celebrated the 27th year of giving presents to the children of Nevada County and providing food for the local food bank.

This is one of the biker events of the holiday season that I love the most, and

for many reasons.

I love this toy run because it is fully supported by law enforcement in the county. The entire route is blocked off so that the bikers can ride without once squeezing their clutches, unless it's to shift from first to second gear.

This run always has a great turnout when the weather is good, as it was on this Saturday, Dec. 8. Well over 1,600 bikes, trikes, and sleighs showed up for the event.

You get to see all of your friends and make new ones. There is always lots to see if you like rides on two or three wheels. Holiday decorations and costumes are everywhere getting everyone into the holiday spirit.

The townspeople of Nevada City and Grass Valley turn out on the streets for the entire route to thank the bikers. Many had signs and bells, and all had smiles. I found myself honking my horn and grinning from ear to ear the entire route. My wife's arm got sore from waving constantly until we got to the fairgrounds.



The Nevada County Fairgrounds was the biggest treat. All of the bikers loaded with toys and food walked



through a corridor of children and adults applauding us and showering us with love. We got Christmas cards from kids and a warm 'Thank You' from every adult. Every biker had his or her heart filled with gratitude and appreciation from the people of Nevada County. To me, this is what the holiday season is all about.

This year was very special for Linda Berry, Tom Johansen, Linda Rothman and Marc Moehlman. We won a drawing, courtesy of C&E Auburn Indian & V-Twin, for VIP passes and got to ride at the very front of the line on our two Indians. Linda had never been to the toy run before and was overawed by the whole experience.



Toy Runs Brighten December, Part 2

Gold Country Toy Run Continues Its Long Tradition, Despite Rain

By Larry Ernst

On Saturday, Dec. 1st, C&E held its annual Gold Country Toy Run. Each year this event benefits less fortunate families and children during the Christmas Season.

GCIMRG was there to lend a hand and provide support to this great cause. The night before, we met and helped decorate the gym at Auburn Regional Park. On Saturday morning, we met early to help set up directional barricades, tables, chairs and awnings at Auburn Rec Park, the start of the event. The



Gold Country Harley Riders provided staff for registration. The Christian Motorcyclists Association (CMA) staffed the toy tables at Regional Park. This year's event was met with a decent rainstorm, but everyone persevered and remembered — this was an event to

help kids.

By 11 a.m. the rain had stopped and registered bikers took off with their toys loaded and were led by a law enforcement escort. The route took riders through the streets of Auburn ending up at the gym. Riders ended their journey and delivered toys to those children and families that had been selected by Placer County Social Services to receive the blessings from devoted bikers. It absolutely warms your heart to see these kids light up when they receive their toys. A short video of this event is posted on our [website video gallery](#). A great cause — let's do it again next year!



Chico Ride Enlightens

What could be better on a sunny October day than to take a nice ride through the countryside and end up at a brewery?

Well, that's exactly what we did on our Oct. 14 ride to Chico. We took Hwy 20 west to Hwy 45 north and entered Chico from the southwest on the lovely Old Ferry Road, which passes by Ordbend County Park and over the Sacramento River before rolling through orchards just south of town.

A hearty lunch at the Sierra Nevada Brewery restaurant was followed by a guided, 45-minute tour of the company's brewing facilities. If you have had a Sierra Nevada



vada beer, it came from this brewery, our tour guide informed us. The rise of Sierra Nevada is a fascinating story, as it helped launch the craft brewing craze that would sweep the nation decades later. Founded in Chico in 1979 by Ken Grossman and Paul Camusi, Sierra Nevada's now legendary signature



beer, its pale ale, was considered too strong and zesty for beer drinkers at the time. Slowly, though, people took a liking to it. And the rest, as they say, is history. Today, Sierra Nevada is the country's seventh-largest brewery, with operations on both coasts. Our tour ended with small samples of the brewery's offerings, and then we rode home on a satisfying autumn afternoon.



Monarchs and Flats

By Larry Ernst

On Nov. 6th, Christine and I, along with Mike and Melanie Riley, hopped on our Indians and headed down to Monterey and Carmel for a couple of days.

Our plan was to relax in the beauty of Monterey and the Carmel Valley as well as visit the monarch butterfly sanctuary for photos.

The weather was still good and the sky was clear. The fires and dense smoke were yet to come.

We had planned to travel a scenic route once we got down near Monterey, but of course we had to hit some major free-ways before we got there.

We were going down Interstate 680 south towards San Jose and had tentative plans to stop at Arlen Ness Motorcycles in Dublin for a visit.

As plans go, sometimes you get a monkey wrench thrown in the mix. This time it was some kind of road debris. Christine was suddenly experiencing a loud noise coming from her Scout's rear tire. She got on the intercom and told me the

noise was there and a few minutes later it was not.

Before long, she said the rear tire and back end of her Scout seemed a bit soft and wobbly. As she pulled up next to me, I could see that her tire was going flat.

We immediately pulled off the free-way and into a safe area in a parking lot. She had a large puncture hole in the center of the rear tire.

One option, of course, was to call for a tow truck and take it down to the closest place for repair, Arlen Ness, which was about 30 miles away. However, I also had an emergency tire repair kit with me that included CO2 cartridges and a 12V air pump.

Rather than wait for what almost certainly would be hours to get a tow truck and ride to Arlen Ness, we opted to try the tire plug repair.

The puncture was rather large and it took us two attempts to get the plug to stay. It worked, though, and we were able to ride to Arlen Ness. They were kind enough to quickly get it up on the rack and throw a new tire on for us.

Once the tire was off, we learned that whatever had punctured the tire had forced itself in deep and then came out. The object had nearly penetrated the side wall, leaving a visible indent.

This could have been a devastating tire failure. However, the Dunlop tire pre-



vailed, thankfully, and Christine did not have to face the scary emergency scenario of getting a blowout at high speed on a freeway.

Once back on the road, it was now getting late and we opted for a straight shot to our hotel. This was not without some crazy 5 o'clock traffic going through San Jose and into Monterey.

Nonetheless, we made it to our hotel, absent the scenic route, but in the dark because of the time change back to standard time.

We had a beautiful time in Monterey as well as some great meals, but unfortunately the monarch butterflies had not returned to their sanctuary yet. It was apparently still early. We did have an opportunity to capture a few photos.

We did take the opportunity to hit scenic roads on the way back home. We took Hwy 1 north into Watsonville, and then headed north and east on Hwy 152 towards Gilroy [Continued Next Page]



Monarchs and Flats, Continued

and Morgan Hill. What a beautiful ride.

Once we got back into the San Jose area, we took a route suggested by an Arlen Ness employee.

We headed north from Livermore on Vasco Road. This took us all the way up to Antioch, and onto Hwy 160 and the Delta Levee roads. What a great ride home.

Having seen and experienced firsthand the value of a tire repair kit, the next day I ordered a new one for my Roadmaster saddlebags.

Thank you Amazon!



Upcoming Events

Sat., Jan. 12 – Easyriders Bike Show, Sacramento Convention Center, 10 a.m.-7p.m.

Sat., Jan. 26 – Gold Country Harley Riders Chili Cook-off, 11 a.m. at C&E Auburn Indian & V-Twin.

Sat., Feb. 2 – Chapter meeting, at C&E Auburn Indian & V-Twin, 9:30 a.m., followed by a ride.

Sun., Feb. 10 – 39th Annual Sweetheart Run, departing from C&E Auburn Indian & V-Twin, registration begins at 10 a.m., KSU at 12 p.m.

Sat., March 2 – Chapter meeting, at C&E Auburn Indian & V-Twin, 9:30 a.m., followed by a ride.

Sat., April 27 – 3rd Annual 49er Poker Run put on by GCIMRG. Details to come.

Renew Your Membership in March



It's almost that time of year – when your club membership renewal is due. GCIMRG charges you \$15 for annual membership. Such a deal!

You can renew in less than 5 minutes by going to the [Become A Member](#) section on our website, filling out a quick online form and paying your dues via PayPal. You may also pay the old fashioned way, by mailing a check.

For Gold Country, your renewal is due in March.

In order to be a member of GCIMRG you also must be a member of National IMRG. Visit the [National IMRG website](#) for details on memberships there.

Got questions? [Email us.](#)

Welcome New Members!

Gold Country IMRG is continuing to build its membership. We welcome new members and non-members who would like to join us for rides.

NEW MEMBERS

Danny Barboza

Rod Couto

Robert Meyers

Mike Wegener



Robert Meyers with his wife Maricon.



Mandy and Mike Wegener.



Visitors Adam and Toni Hentschke joined us for the ride to Al The Wops.

Photo Caption Contest



Every time I do this newsletter, I come across a few great photos begging for a smart-ass caption. (Mike Lauro, this is in your wheelhouse!)

So, I figure, it's time to start a new standing Arrowhead Newsletter feature: A photo caption writing contest.

This terrific photo comes from our Chico ride and tour of the Sierra Nevada Brewery on Oct. 14 and ironically features GCIMRG's official photographer, Gene Walker.

[Email me](#) your caption suggestion by April 1 with the subject line: "Arrowhead Caption Contest." Next issue we'll publish the best submissions. Looking forward to seeing what this group comes up with!

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 & Emma Lujan
Sponsoring Dealers



Gold Country IMRG #1950

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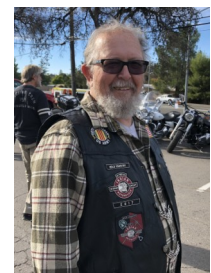
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