

Arrowhead

The Quarterly Magazine of the Gold Country Indian Motorcycle Riders Group

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The 2021 Lineup is Here!

Bagger Racing

Tips for Refueling

Bodega Bay in July

The Latest at C&E

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.

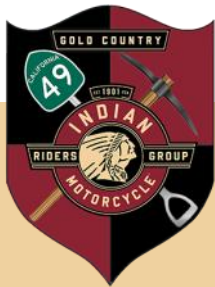
Whatever the reason, the Gold Country Indian Motorcycle Riders Group is an easygoing collection of motorcycle enthusiasts who like to stick to the basics. We enjoy riding our bikes on Northern California's treasure of winding, rural roads and appreciating their scenic natural beauty.

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

support the IMRG National Charter. (See Page 13.) We did our best to keep it to the bare minimum.

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

Alright folks, we're still wading through this awful pandemic. While many of us continue to ride on our own, or in small groups, GCIMRG has held off on scheduling official events and rides, out of an abundance of caution.

So that means we have a smaller issue than usual, as we were able to hold few events

over the last three months. Thanks for your patience and understanding. I for one am grateful that nothing prevents us from riding our motorcycles on our own during this time, except for the challenges Mother Nature throws at us, such as extreme weather, wildfires or smoke.

As always, I welcome your

feedback, your input, your ideas and your contributions. We're happy to publish any articles related to our group or motorcycles. Or, maybe you just have an idea or something you'd like to know more about. [Send those my way](#), too.

Thank you. Every contribution helps. - Andrew



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Arrowhead MAGAZINE

Arrowhead Magazine is the official quarterly publication of the Gold Country Indian Motorcycle Riders Group #1950. It is published in January, April, July and October 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 & 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 & 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.

EDITOR Andrew LaMar

CONTRIBUTORS Larry Ernst,
Mike Riley

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On The Road



GC Indian Riders cross Foresthill Bridge

Photo By Linda Berry



President's Message

Here we are in October. The heat of August and September is leaving us and the fall colors are just around the corner. What hasn't left us is the COVID-19 pandemic. We, as an organization, want to keep the safety of all our members at the forefront. Many of us have our opinions about the threat of this pandemic.

One thing's for sure, no one wants to get sick. Of course we have had a few meetings and official rides during the past months. However, we've decided for the safety of our members and liability reasons it would be more appropriate at this time to sideline those official rides and allow everyone to focus more on getting together on a personal basis and at their own risk.

**Get involved!
Consider
becoming a
GCIMRG officer.**

State public health directives have been updated. As of October 9, 2020, outdoor private gatherings are allowed under the following conditions:

- Attendees must be from no more than 3 separate households
 - Duration should be 2 hours or less
- At any gathering, observe these safety protocols:
- Wear a mask, practice physical distancing, and wash your hands frequently
 - Do not attend if you have COVID-19 symptoms
 - Do not attend if you are at high risk for serious illness from COVID-19 (seniors, those with certain medical conditions)

At any of our official rides, we do get good participation and it makes it tough to follow these guide-

lines throughout the day. For now, you are on your own for rides and we will at least try to have an occasional chapter meeting with social distancing and face coverings in effect.

Please remember, just like patronizing any store or business, our chapter meeting at C&E would be attended at your own risk and we must adhere to the safety protocols listed above. We have set a chapter meeting for November 7 at C&E.

Of course, everyone is free to call upon a few friends and get out and ride. So keep a watch out for those impromptu opportunities to get out and ride with your connections like we have seen these last months.

In December, we will be opening up nominations for our chapter officers again and voting in January. We encourage you to consider being of service to this chapter. You can self nominate also. Positions include: President, Vice President, Treasurer, Secretary, Road Director, Safety Director, Editor, Web Director, and Membership Director.

You can find descriptions of these positions on page 9 of the IMRG Handbook. The IMRG Handbook is posted on the member log-in page of our website. Please step up and help this riding group move forward!

Our fiscal year is March to March. In January we will be notifying you to renew your 2021 membership. Again, we have made this process simple. You can go online to our membership page and complete the 2021 membership renewal and make your dues payment through the online link or send in your check.

Stay healthy and safe. — Larry



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Indian Motorcycle News

2021 Lineup is Here!

Indian Motorcycle unveiled its 2021 lineup in September, adding two great new models to the mix: the Vintage Dark Horse (below) and the Roadmaster Limited (bottom right).

If you missed it, here is [the definitive overview from Motorcycle.com](#).

In addition, Indian has restyled the Roadmaster Dark Horse and added lots of upgrades to other existing models. For instance, Apple CarPlay

and-tan paint option for the 2021 Springfield. I also love the blue slate smoke option for the new Scout Bobber Sixty.

Indian Motorcycle did not talk about the FTR or the Chief in its rollout, leading to speculation that another announcement about those two model lines would come later this fall. Indian has trademarked the names "Indian Renegade" and "Indian Raven."

Could Indian Motorcycle be getting ready to introduce an adventure bike version of the FTR named Renegade? Could it be turning the Chief into something more appealing to women named Raven? We shall see.

For now, the Indian Chief Dark Horse has disappeared from the lineup and FTRs continue to come in three versions: 1200, Rally and 1200 S.

Lastly, for those who want to share their love of Indian Motorcycle with their kids, the company introduced the eFTR Jr., an electric mini replica of its FTR 750 race bike. It retails for \$749.99. [Learn more here.](#)

is now standard for all 2021 Roadmaster, Chieftain and Challenger models with the Ride Command infotainment system. Indian's new ClimaCommand seat, which heats and cools, is standard on the Roadmaster Dark Horse and Roadmaster Limited.

And there are more cool accessories, my favorite being the lean sensitive Pathfinder Adaptive LED headlight. When you bank into a turn, the lamp throws more light toward the direction you are turning.

With a new lineup comes new paint schemes and some are absolutely stunning. As the owner of a Springfield, I dig the classic looking black-



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It's October, so Indian Motorcycle is getting ready to win another American Flat Track championship, right? Right!



Challenger Takes on H-D Fleet



Well, this sounds like fun. The inaugural King of the Baggers race will be held as part of the MotoAmerica Superbike Speedfest at Monterey's Laguna Seca Raceway on October 23-25. Indian Motorcycle has two modified Challengers competing against 12 modified Harley-Davidsons. [One Indian Motorcycle entry is being led by S&S Cycle](#) and will feature racer Tyler O'Hara (above) and [the other is by Roland Sands Design](#) (left) and will be piloted by Frankie Garcia. Can't wait for this battle of the beasts!



Bodega Bay Ride Offers Perfect Escape from the Summer Heat

What should you do when the Central Valley summer heat hits? Head to the coast! And that's exactly what we did on July 12.

Seven bikes with eight riders rumbled down I-80 to Hwy 37, exiting in Novato. We took Atherton Avenue to Novato Boulevard to the scenic Pt. Reyes Petaluma Road, and then jumped onto Hwy 1 at Point Reyes Station headed north.

The coast was sunny and gorgeous, and, of course, considerably cooler than where we started the day from. We stopped for lunch at Marshall Store, enjoying

Continued on Page 8



delicious oysters and clam chowder – never pass that place without stopping to eat!

We continued north, winding our way through Bodega Bay on a busy Sunday afternoon. We made one cliff-top stop to savor the sweeping panoramic view of Bodega Bay and its rugged coastline. As the photos show, we couldn't have asked for a better day to do it.

Afterward, we took a break in tiny, quaint Duncan Mills to do some window shopping and get some coffee. As we headed inland late on a July afternoon, the temperature kept rising.

A hot ride home meant we earned cocktail hour. And I for one had a nice tall, cold glass of my favorite beer when I got home.

All in all, it was a wonderful day of riding with good food, great scenery and a terrific route. Thanks to Larry Ernst for planning it!



So many great photos from this ride. To see them all, go to our [website's photo page](#).





At the schoolhouse where Alfred Hitchcock's "The Birds" was filmed, one of many stops on the Bodega Bay ride.



GC Indian Riders Meet up, Cruise through Georgetown on Red Rooster Ride

For our first pandemic in-person meeting, we gathered on June 27 in C&E's front parking lot and practiced social distancing.

We had a well-attended ride after, with 14 bikes joining us for a jaunt over Foresthill Bridge to Hwy 49 and then

down Hwy 193 to Georgetown.

It was a typical summer day, and so a great time to ride through the woods on shaded, curving country roads. Marshall Road is always a treat, and we headed down it from Georgetown

until we arrived at our lunch destination, Red Rooster Burgers & Brew.

The small eatery wasn't quite ready for a big crowd, but when we got our food it was satisfying. Riders headed home from there, after another great meeting and ride.

On June 27, we held our first in-person meeting during the pandemic, outside and socially distanced.





Scenes from the Red Rooster Ride



Safety Corner: Avoiding Refueling Mishaps

It seems so simple, gassing up our bikes. But several times I've seen major mishaps occur for motorcyclists who aren't paying attention. To be sure, a gas station is a dangerous place, if for no other reason than gasoline is explosive.

Here are some safety tips you should follow:

1. Be on the lookout when pulling into or out of a gas station for spilled fuel on the ground. Not only can it be ignited but it is also very slippery and could result in a tipover.
2. ALWAYS get off the bike. If you spill gasoline while sitting on the bike, it will likely run down the tank towards you and get on your clothes and on the hot engine. At this point, even a small static spark could ignite the gas and it gets ugly from there. (Click on the image below to watch a video demonstrating this.) Again, it bears repeating, gasoline is EXPLOSIVE, and having clothing soaked in fuel means you are in real danger.
3. Do not overfill the tank. I know with motorcycles we want to get as much gas in the tank as possible since the range is already limited. However, this can lead to problems. The first, spilling fuel and causing a fire resulting in possible injuries to you and damage to the bike. Not worth it!

The second reason is, it is not good for the engine. I have personally witnessed the Thunderstroke 111 motors having a hard time starting after being over filled with fuel. The extra fuel expands in the tank and causes a rich fuel-to-air mixture flooding the engine. The engine will usually restart after several attempts, but if you already have a weak battery, you may not have enough juice to turn the motor over enough times to clear out the excess fuel and restart. Also, the engine may run rough or surge for a short distance until the excess fuel is burned off.

The last thing to remember is your gas cap. On the Indian Scout, they are hinged and attached, so no worries there. On the Thunderstroke 111 motors, they unscrew and detach. I have been with other riders who have driven away without their gas caps. It was left on the pump and only discovered down the road when gas was sloshing out of the tank. Having to go back and hope the gas cap is still there and trying not to spill fuel while making a U-turn with a full tank of gas is no bueno!

I personally remove one glove and put it on my motorcycle seat. That frees up my hand to get out my credit card, punch in my info and grab the nozzle. I put my gas cap on top of my glove. That way I have to put the cap back on the bike before I can sit down or glove up. Be smart, and stay safe out there!



Mike Riley, Road & Safety Director



The Latest at C&E



Contact Us

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12015 Shale Ridge Rd.
Auburn, CA 95602

Hours

Tue - Fri: 10:00 a.m. - 5:00 p.m.
Sat: 10:00 a.m. - 5:00 p.m.
Sun & Mon: Closed

Some 2021 models are already on the showroom floor. And of course, there are still many 2020 models to choose from, such as this gorgeous burgundy metallic Roadmaster (above) with brown leather seats. It's a beauty, and it can be yours for \$30,999. But if you'd rather go for the bad-ass retro look, check out the 2021 Vintage Dark Horse (below). It retails for \$19,749. The Vintage Dark Horse is new for 2021, and I gotta think it's going to be a hot commodity. Lastly, if you are dying to get a younger friend or family member who rides onto an Indian, here's a great deal: A burgundy Scout Sixty with ABS for \$10,549. As always, C&E can work with you on financing and provide excellent value for trade-ins.



OUR BYLAWS

We've been a very casual bunch since starting four 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 recently 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 Moehلمان for writing it. Here it is.

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 motorcycle are welcome to join the group. Dues are \$20 yearly and are renewable and paid by March of that year. New members' dues are collected throughout the year as they enroll and are renewable in March. 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 January. 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. Officers will be elected at the January meeting of the group. Officer nominations start in December, and members can self nominate. Election will be by membership present at the January meeting. Offices include President, Vice President, Treasurer, Secretary, Membership Secretary, Road and Safety Officer, Editor, Web Director. 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.

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.

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.

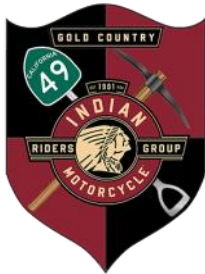
National Charter

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

Gold Country IMRG #1950

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Upcoming Events

Sat., Nov. 7 – 9:30 a.m., GCIMRG monthly meeting held at C&E in Auburn. Please wear a mask, as we will meet indoors.

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

Your GCIMRG Officers



Larry Ernst
President



Marc Moehlman
Vice President



Gene Walker
Treasurer/Photographer



Patricia Freeman
Secretary



Mike Lauro
Membership Director



Mike Riley
Road & Safety Director



Andrew LaMar
Editor