

April 2021

Arrowhead

The Quarterly Magazine of the Gold Country Indian Motorcycle Riders Group

The Chiefs are Here!

Our VP Has Serious Cred

We're Back to Riding (Thankfully)

Meet Rob Krager

Why You Need Bluetooth

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 14.)

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

Spring has sprung, and as I write, the temperatures are soaring into the mid 80's. Time to pull out my summer gear and prepare for the heat.

As Californians, we're spoiled rotten. We have four riding seasons, while most other motorcyclists in North America are relegated to two or maybe three riding seasons, at best.

I always remind myself of that when the heat comes. Sure, it isn't as comfortable as riding in the more moderate temperatures, but I can still rumble down the road and feel the wind on my face.

The past year has been challenging for all of us, and for our group, which temporarily suspended official rides, out of an

abundance of caution and safety. Thankfully, it appears we have turned the corner on the pandemic, and we're back to holding events. So dust off your vests and mesh jackets, and get ready to join us!

I had fun putting this issue together. I hope you enjoy it. [As always, I welcome your input.](#) — 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.

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On The Road



Photo By Larry Ernst



President's Message

Here we are, one year after the lock-down started. The world as we knew it has changed. As we rode through 2020 we were confused and uncertain about our future. Today, there appears to be

In 2021, our membership is strong, and we look forward to staging more rides as pandemic restrictions ease.

light at the end of the tunnel — that typical cliché we use often.

Vaccines are out and many of us have begun the vaccination process. With the state opening up outdoor activity April 1st, we have opened up rides and chapter meetings; however,

we want to exercise caution and safety as we do so.

Our 2021 chapter membership is strong, and we are looking forward to a good riding season and hope we can get back to some more open roads and normal activity. I'd like to welcome new members to Gold Country — Patrick Woodard, Lance Feliciano, Jose Olaques, and Sean McGeever. We look forward to meeting

and riding with you and enjoying the camaraderie we all share with each other and our motorcycles.

As you saw in our January Arrowhead magazine, we elected new officers for 2021 and added some new blood into our organization. We welcomed Doug Williams as our new Photographer, Josh Baker as our Marketing Director, and Edan Kfir as our new Vice President.

We also wanted to take an opportunity to feature some of our members in our magazine. With that in mind, I want to take this opportunity to introduce you to your new Vice President, Edan Kfir. I have discovered through many conversations with Edan that he has a very interesting background and story to share.

Edan joined us in April 2020. Since then he has stepped up with his eagerness and willingness to help our



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GCIMRG grow. He has volunteered to organize rides and lead them. He has not been shy about asking questions to learn how we operate and has offered his help many times.

As we rode together, I couldn't help but notice his accent and wonder — where is that accent from? When we first spoke, I learned that he moved to the Sacramento area from L.A. But there was much more to his story. So over the course of many rides and conversations I learned of his

town, at the sand dunes; just about everywhere.

After high school, he joined the Israeli Army, I.D.F (Israel Defense Forces). He was accepted into the Red Beret paratroopers, an airborne combat unit called Python 101. He moved up the ranks and became a commander and served in Lebanon and the occupied territories in different operative capacities. He said it was a challenging experience but an educational one,



life's adventure and thought I would share it with you.

Edan was born and raised in Israel. He first became interested in motorcycles at around age 4 or 5. His older sister was a speed demon and rode sport bikes at the time and he became intrigued by their noise and speed. At 15, he said he got his license and his first bike, a 50cc Suzuki TSW. He rode it to high school, around

and he learned a lot. You may notice his platoon's emblem and airborne wings on his riding vest when you meet him.

Following his army service, in 1998, he needed a change of scenery and decided to embark on a backpacking trip to India (above), combining motor-

Born and raised in Israel, Edan was a Red Beret paratrooper in the IDF before emigrating to California.

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cycle touring into it. He ended up crossing India on a modified 350cc Royal Enfield, customized to carry his gear. It was a leisure trip, without any time constraints, and most of the planning was usually done day to day, depending on whatever presented itself.

He spent about 6 months in India before continuing on with his travels in a different direction. A year of travel in Australia followed, and then a few months touring the islands of Thailand on various local bikes. Then he was off to Portugal in Europe for a few more months.

He recalled one of his most memorable rides was in India, cruising north from New Delhi up into Manali, a northern Indian town and old village nestled under the Himalayas. He describes the beauty of that land and the complexity of traveling through it including its culture, the people, the sights, smells and flavors as well as the greenery and the snow capped mountains on the horizon. He said it was wild and it goes on and on, sometimes with no mechanic shop in sight for miles.

In 2002, he came to the U.S. to visit his brother who lived in Los Angeles. He decided to stay and lived in L.A. for 16 years. In L.A., he rode several Sportster Harley-Davidsons. His favorite Harley was a stripped down custom army green Sportster 48.

He relocated to Sacramento four years ago and met his wife Jenny, while carrying mail for the U.S. Postal Service. By then, it was time for a new bike and he looked hard at the new Indians. He fell in love with many models and loved their look and style. So he pulled the handle and bought his current bike at C&E in 2020, a

thunderblack smoke Scout bobber sixty. So far, he has customized it with a black Indian stage 1 exhaust system and 10" mini apes handlebars as well as a mustang solo touring seat. After buying the bike, he contacted me through the IMRG website and signed up as a member. The rest is history.

Edan said that when he's not riding his bike solo or with our members, he enjoys car trips with his wife and daughters. He loves to read and enjoys his dog and two kittens. Music has also played an important role in his life. He grew up on a lot of



'80s and '90s hard rock and heavy metal and has played the drums since he was 10 years old. He enjoys attending concerts (when there are no pandemics shutting everything down).

So now you have a little better background on our new VP. He has stepped up and eagerly taken on the role of VP. We're happy to have Edan's involvement and assistance, and it has been great getting to know him and his incredible life story.

— Larry

Indian Motorcycle News

New Chiefs and More

It's hard to know where to start. Let's just say the last three months have been pretty darn good for Indian Motorcycle.

First there was the rollout of the updated FTRs, which are stunning. (Bottom right.) How can you not want one of those?! Then Indian Motorcycle unveiled a newly redesigned line of Chiefs. (Top right and center left.) They should arrive in dealer showrooms any day now, and so far, the buzz is building and the reviews are good.



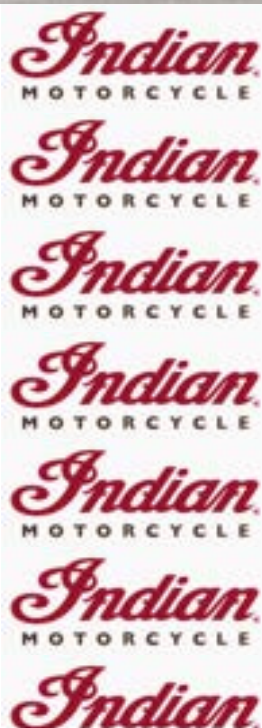
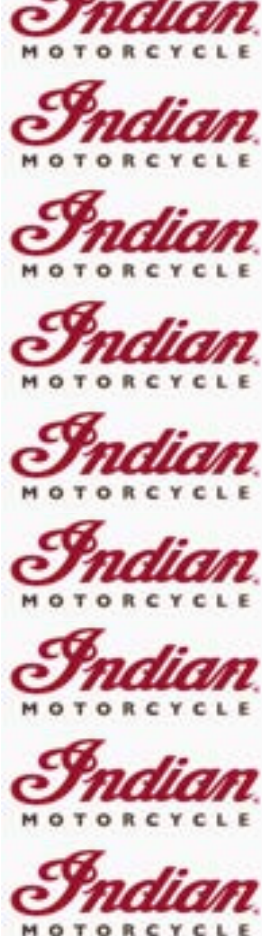
ing Crew in person on May 7 and 8 when they race in the Sacramento Mile at Cal Expo. (GCIMRG plans a ride to the race.)

Oh, and did I mention that the King of the Baggers race is back in 2021, with three races set, including one July 9-11 at Laguna Seca Raceway in Monterey? Indian Motorcycle will have a factory team led by reigning champion Tyler O'Hara, and furthermore Indian Motorcycle has signed up to be an official sponsor of the event. All told, 2021 is shaping up to be another great year for Indian.



The new Chiefs fill a longstanding gap in the Indian Motorcycle lineup — middleweights that offer a stepping stone between the lighter weight Scouts and FTRs and the heavyweight cruisers and big touring bikes. They sure look like an awful lot of fun.

If all that isn't enough to get your juices flowing, the American Flat Track season got underway with the Indian Wrecking Crew continuing to dominate the circuit. You can watch the Wreck-





Carey Hart's Chief



When Indian Motorcycle brand ambassador and custom bike builder Carey Hart gets his hands on a motorcycle, look out! Here's what he did with the first Indian Chief he received. You can see the full spread of photos and read the story behind it in this [Cruiser magazine article](#). This is just the beginning of the custom Chiefs you will see, however. Indian Motorcycle has partnered with Hart and two other renowned builders for [three more custom builds](#). I look forward to seeing what they come up with.

Get to Know

Rob Krager



Hello Gold Country IMRG family. I hope these days find you and your loved ones well and safe. Our April member spotlight is casting its beam on a friend who may be fairly new to our group but is most definitely not new to motorcycles and riding.

Ladies and gentlemen, hailing from Stockton, weighing in at quite a lot of torque pounds, please say hello to Mr. Rob Krager. Rob has recently added a beautiful 2020 Indian Challenger to his already occupied garage, where it joins two 1600 Road Star Yamahas — a 2002 “fully customized bar-hopper” and a 2000 “ongoing Bobber project.”

When I learned of some of Rob’s history with motorcycles, the projects in his garage made perfect sense. Says Rob: “I got my first motorcycle at the age of 16 for \$50. It didn’t run . . . so I rebuilt it

and customized it and that’s what really got me into project bikes. Since then, I’ve always been interested in customization and have taken on multiple projects over the years, including a 1960’s Kawasaki, a 1975 Honda 750 and later on, the two more recent Yamaha projects.”

While keeping busy with the Yamahas in his garage, he spent about three years riding a 2015 Honda F6B until, he says, “the Challenger came out, and the rest is history.”

I asked Rob to share a memorable past ride and what’s on the bucket list for the future. He says his favorite, most memorable ride was accompanied by “the most important accessory on my bike — my loyal

passenger Liz.” Together, they rode up the California Coast across Oregon and back down the east side of California. Rob recalls the beautiful coastal views and the unforgettable sights of looping around Mt. Shasta.

“In the future,” he says, “I’d love to take that West Coast ride again and continue through Oregon, Idaho and into Wyoming, ending up in Yellowstone National Park and returning through Nevada.”

When he’s not in the saddle or wrenching in his garage, Rob enjoys cooking (“I specialize in prime ribs and BBQ spare ribs.”) and attending garage sales. He also recently became a grandpa, which means, he says, a road trip soon (as if he needed a reason). Nice to meet you Rob!

— Edan Kfir

Movie Man



GCIMRG's official photographer Doug Williams (above, after a long day of riding in the sun) has a knack for creating compelling videos. On this page is some of his work. Click on the image to watch the video. Regrettably, Doug's Insta360 camera came off his bike on our April 3 ride and his lens suffered damage. Here's to hoping it won't keep Doug out of action for long. Thanks, Doug, for producing videos that keep us inspired!





GCIMRG Returns to the Road with Ride to Elk Grove and Along the River

We gathered outdoors at C&E on April 3 to hold our first in-person meeting of the year, and lucky for us, we had a gorgeous day to do it.

A sunny day with temperatures reaching the mid 70's made for ideal conditions to ride to The Barn in Elk Grove for lunch after the meeting. Sixteen bikes joined us, as

we headed out. Lunch proved satisfying, as some dined outside and some in a restaurant back room reserved for our crowd.

The route home from lunch took us north along the Sacramento River on Hwy 160. We made the obligatory stop at the Old Sugar Mill and then continued through West

Sacramento and onto Old River Road towards Woodland.

It turned out to be the perfect way to restart official group events, which had been on hold since last November due to the pandemic. Thanks to Mike Riley for planning it!

On April 3, we held our first in-person meeting and group ride in five months. Finally, we're back to holding events.



Safety Corner: Communicating on the Road

Here is [an article](#) about the advantages of motorcycle bluetooth headset communicators.

Many of us have used the Sena SMH10, and recently a few of us have upgraded to the Sena 50S. Both work well and have advantages over the other, including cost considerations and functions.

This article discusses safety considerations and the ability to use Google Maps and your phone hands free.

On one trip to Colorado a few years ago, I would have hit an unseen pedestrian hidden from my view had it not been for a fellow rider warning me via my headset.

Also, being able to call 911 from your headset if you are involved in an accident and thrown from the bike is something worth considering, especially if riding alone.

There are several brands and models out there. Some have better features than others, and most can communicate with other brands with limited functions.

Since our group mostly uses the Sena brand, that is what we have stuck with for ease of pairing and sharing user tips and information.

Also, an add-on/portable unit is better than a helmet with built-in communications because you can move it among helmets, which is especially handy if you decide you want to buy a new helmet.



Mike Riley, Road Director





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

Holidays

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Spring is here, and so is the new line of Indian Chiefs, which are due in to the C&E showroom any day now. Can't wait! The new Chief comes in three main versions: the Chief (bottom), the Chief Bobber and the Super Chief. There is also a Chief Dark Horse, Chief Bobber Dark Horse (right) and a Super Chief Limited (above). As always, C&E can hook you up and work with you on trade-ins and financing.



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 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 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., May 1 – 9:30 a.m., GCIMRG monthly meeting at C&E, with ride after.

Sat., May 8 – Ride to Sacramento Mile Race at Cal Expo. Time TBD.

Sat., May 22 – 12 p.m., WWII Veteran Lou Conter signs copies of his book at C&E.

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

Your GCIMRG Officers



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Edan Kfir
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