

July 2020

Arrowhead

The Quarterly Magazine of the Gold Country Indian Motorcycle Riders Group

Roll 'Em Boys

Calling All Women!

10 Questions for John Burns

Big Sur Blowout

My Favorite Ride

Riding Safely in the Heat

Upcoming Events

Cover Photo By Kelly Baker

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.

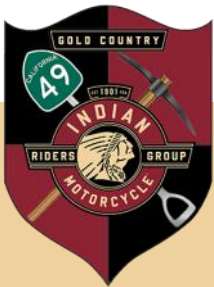
Whatever the reason, the Gold Country Indian Motorcycle Riders Group is an easygoing collection of motorcycle enthusiasts who like to stick to the basics. We enjoy riding our bikes on Northern California's treasure of winding, rural roads and appreciating their scenic natural beauty.

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

Stuck at home, and sick of reading books and watching TV, what's a guy to do during a pandemic? That's when I started playing around with design ideas for our newsletter. This is the end result. I hope you like it.

Frankly, I was inspired by IMRG's new magazine. I love the bold, modern look. And as I got going on the project, I realized I

had tapped into my passion for magazines as much as my passion for motorcycles, and so maybe I got a little carried away.

I am proud of this issue. I was able to interview my favorite motojournalist, John Burns, and have fun experimenting with layout designs.

As always, I welcome your feedback, your input, your ideas

and — most of all — 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.

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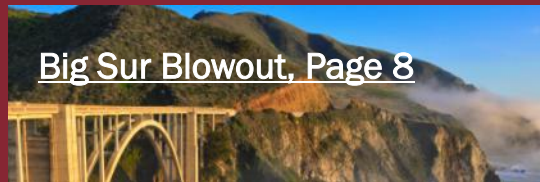
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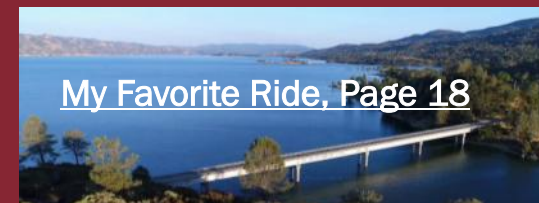


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On The Road



President's Message

"Roll 'em, boys" are the first words of Hunter S. Thompson's 1960's cult classic "Hell's Angels," a book he wrote about the outlaw biker gang's crazy antics. We're no outlaw gang — quite the contrary — but I do get a thrill that makes me think of Thompson's book when we rumble down the road in a large group, drawing gazes from drivers, as our Indians roar by.

Simply put, we seem to have one of the best riding groups around.

When we got together for our first group ride in over three months — on May 31 to Bullards Bar — I realized how much I had missed it. After being cooped up for so long, it felt great to get back together on the open road.

The ride and the weather were fantastic.

We followed it up a few weeks later with a four-day ride through Big Sur (See Page 8). That brings to mind something I have noticed for some time now with our Gold Country Chapter and members: The greatest common denominator is how well we just seem to mesh with each other. Over the years, we've had numerous rides — day rides, overnight rides, and cross-country journeys. And no matter where we are, or what challenges we face, there is no complaining, no bickering, no whining. Everyone every time has shared a positive attitude, easy agreement with the ride plans, and support of the itineraries. Simply put, we seem to have one of the best riding groups around, with some great friendships. Let's keep

that tradition going.

We live in interesting times, coping with the COVID-19 pandemic. So while we have some great events coming up, we'll have to see if we can do them. Unfortunately, we've had to postpone our planned summer barbecue on July 12. We'll wait till it is safer to mix in large groups. I put out an email on June 14th regarding the Willamette Valley IMRG#2042 Ride to the Border. If anyone wants to take the lead and put together a ride up to the Oregon border August 14–17, you're welcome to plan it and we will help get the information out.

With that said, I would like to reaffirm that this riding chapter is *your* chapter. Feel free to organize a ride or invite chapter members to join you for an impromptu ride. You can use our group email (send to GCIMRG@googlegroups.com) to invite riders. Or, if you want to plan a chapter ride, let us know, and we'll provide support and get the information out via our website and Evite. It never hurts to throw out an invitation — members are almost always looking for a chance to ride.

And you know what, I'm happy to report that our membership continues to grow. Please join me in welcoming our newest members: Anthony Middleton, Edan Kfir, Aaron Tyler, Jody Phillips, Carol Bryan, and Shelley Goldseger. We're glad to have them aboard.

Finally, much thanks to our editor, Andrew LaMar, for transforming our newsletter into a professional looking magazine. I can tell you it took a lot of time and effort. I hope you enjoy reading it as much as I do. — Larry





Indian Motorcycle News

Girl Power!

Indian unveiled a savvy new marketing campaign this spring aimed at — finally! — women. It's entitled "Scouting America."

The Scout is the company's flagship model, and Polaris sure got it right

blowing down the street on one. Scouting America depicts a girls-only New Mexico road trip on Scouts. (As always, I have to tip my hat to the incredible job done by Indian's marketing and PR folks!)



when it purchased the brand and, as its first order of business, resurrected one of Indian's most famous and popular models of all time.

There are six versions of the Scout in Indian's present lineup (when you include the Scout Sixty), and why not? The Scout is a very accessible middleweight bike that is easy — and super fun — to ride.

Women drawn to the Indian brand have naturally gravitated to the Scout, and long before this spring, it was not uncommon to see women

The campaign features four different accessory packages for the Scout: the County Line Package (bottom left), the State Line Package, the Easy Rider Package and the Transit Special Package. More choices are good, of course, but the opportunity to accessorize certainly is designed to appeal to women.

By now, it's no secret that women make up a growing number of motorcycle riders. Today, one in five bikers is a woman, according to the Motorcycle Industry Council. And in recent years, women-only motorcycle events, such as Babes Ride Out and the Women Riders World Relay, have drawn high participation and considerable attention.

As for Indian, it has long promoted female motorcyclists. In 1916, the Van Buren sisters were among the first women to ride across country, and did so on Indians. One hundred years ago, though, a woman riding a motorcycle was a curiosity, not a trend. That has changed, thankfully, in the 21st century.



Does your seat get hot? Indian has the answer. It has introduced a seat that cools and heats. Learn more [here](#).



Carey Hart's Challenger



Way back in the pre-pandemic era, when thousands could gather safely at sporting events, concerts and motorcycle shows, custom motorcycle builder and Indian brand ambassador Carey Hart brought this gem to The One Moto Show in Portland, Ore. What a beauty! You can see more photos in this [Motorcycle Cruiser magazine spread](#). That was, of course, after he gave his wife, singer [Pink](#), a [Scout](#) he custom built last year, instead of the baby she requested. Nice tradeoff!



GC Indian Riders Get Back on the Road – with Ride to Bullards Bar

It's like a dreary hangover memory – what went down in March and the resulting lockdown. Our last group ride had been on Feb. 23, before the pandemic hit.

Finally, as counties across California began reopening and loosening restrictions, we were able to safely hit the road again.

And thankfully, scorching heat earlier in the week gave way to thunderstorms and then finally a pleasant Sunday that allowed us to ride to Bullards Bar Reservoir on May 31.

Fifteen riders joined us, packing their lunches so we could adhere to all social distancing guidelines. We had a nice picnic

overlooking the reservoir.

Big thanks to Larry Ernst for putting together a wonderful route that took us past Beale Air Force Base, up to the reservoir and back down to Auburn through the Penn Valley.

Riders split off and headed for home after we hit Hwy 49. A great way to spend a Sunday!

On May 31, we held our first group ride in over three months.



Big Sur Blowout

Four-day, 765-mile ride down California's coast offers spectacular views and memorable stops

Well, it was destined to be utterly stupid or absolutely brilliant, taking a four-day road trip just as California was starting to reopen.

Like a running back hitting the hole a little early – he's either going to get thrown for a loss or blast through a tiny crease for a big gain – we were taking a gamble.

Fortunately for us, our Big Sur trip turned out to be a big gainer. Traffic was light, hotels and restaurants were open – and delighted to see us – and the weather was ideal.

The trip plan put together by yours truly worked out pretty well, until I missed the turnout for Bixby Creek Bridge. (Ay, caramba!) So, unfortunately, we returned without photos of Big Sur's iconic structure.

But everything else on our 765-mile journey seemed to go smoothly. Oh, right, except for that first hour riding to Rio Vista, when we were whipped

by 25-mph winds. Ha! After that, everything felt easy.

We departed with 12 riders and 10 bikes on June 17. The first day's biggest treat was taking the winding Calaveras Road through southern Alameda County's Sunol Regional Wilderness area, past the Calaveras Reservoir and into Milpitas. The pavement was in good condition, the

road was challenging and the scenery was nice. (If you've never taken this road, put it on your to-do list.)

The day included an afternoon break, and extended visit, at Hollister Powersports, where we learned that Indian Motorcycle owner Polaris Inc. had its best month ever in May. (Woo-Hoo!) Indian Motorcycles continue to sell briskly.

The 45-minute, late afternoon ride into Monterey was gorgeous, giving us a sweeping view of the Pacific Ocean and Monterey Bay as we entered town on Hwy 1. As we headed to dinner at Domenico's on Old Fish

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erman’s Wharf, the weather couldn’t be better – 70 degrees, with a cloudless sky and no wind, a rarity at the coast.

Delectable seafood and drinks overlooking the bay provided the perfect conclusion to a fun day. Our budget accommodations at Motel 6, however, offered some challenges, as some had to switch rooms to avoid pungent smells or scary neighbors.

Day 2 delivered on its promise, as we traced the coastline along Hwy 1, through Big Sur, enjoying spectacular views for much of the ride. Many sections, though, were shrouded in fog that, thankfully, never made it past the coastal cliffs onto the roadway. Temperatures remained in the low 60’s and traffic was light, although road construction forced us to stop several times.

We took a terrific lunch break at Lucia Lodge, dining in the sunshine on a deck overlooking the fog-covered ocean below. Said Marc Moehlman: “This doesn’t suck!” The afternoon included a stop to watch elephant seals napping on the beach, a distant view of the Hearst Castle from Hwy 1 and a coffee break in the charming town of Cambria.

We arrived at our destination, the Best Western Casa Grande Inn in Arroyo Grande, shortly after 4:30 p.m., and the

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Our four-day trip generated over 100 photos and a 6-minute video. To see it all, go to our [website](#).



Solvang is Danish for “sunny field.” A group of Danish Americans tired of Midwestern winters created the town in 1911.



clean, comfortable accommodations more than made up for the first night’s shortcomings. Dinner involved a long walk to the Figueroa Mountain Brewing Co., where good food and great beer was on tap. (Thumbs up for Hoppy Poppy IPA, Wildwood Red IPA, and fish tacos!)

A one-hour ride south on Hwy 101 gave us a leisurely Day 3 in the Danish-inspired tourist town Solvang, where the women rented a bright-pink electric mini-jeep to cruise around while the men crowded around the windows of the closed Solvang Vintage Motorcycle Museum to see what we were missing. Oh, and of course, we sampled tasty Danish pastries and coffee and did some shopping.

To beat the heat, we began Day 4 at the crack of dawn. Impressively, we were on the road by 6:17 a.m. We left a marine layer of coastal clouds behind as we headed inland toward the Central Valley.

Then came the second road that every motorcyclist should have on his or her to-do list: Hwy 41 from Atascadero to Shandon. Woah. What a blast! That was 25 miles of delicious, curving, rural high

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way over rolling hills and through wide-open pastures. (Just to the south, the 71 miles of Hwy 58 from Santa Margarita to McKittrick is also a popular route for motorcyclists.)

From there, it was a long ride home, with four hours on I-5 broken up by a wonderful breakfast at the Harris Ranch Inn & Restaurant in Coalinga. (Steak and eggs, yum!) We were safely into Sacramento by 1:30 p.m., before temperatures hit the mid-90's.

All in all, it turned out to be a magnificent trip, with a satisfying route, outstanding scenery, excellent weather, good food and, most of all, great company. I'm glad we resisted the temptation to cancel this trip and instead took our chances.

As they say, it's better to be lucky than good. Of course, it helps to be both.



This is the postcard picture we didn't get of Bixby Creek Bridge, but we got a great view crossing it on a sunny Thursday morning.



At Monterey's Old Fisherman's Wharf after the first day of riding.

Safety Corner: Here's How to Beat the Heat!

Alright, summer is here, and us Northern Californians know what that means: It gets hot! Not just like, you know, a little hot. We frequently get hit with triple-digit heat in the summers. And if you're going to ride, you need to be ready for it.

Most of us by now have our own ideas about how to stay cool and still LOOK cool while riding. So the short version is to drink plenty of water, and wear mesh riding gear and breathable under layers. Materials made of nylon or polyester let the moisture (sweat) wick away better than cotton, and they enhance the evaporative cooling affect.

Also, take plenty of breaks. No matter what you do, you're going to sweat and more quickly become dehydrated. So you need to be sure to stop regularly and drink lots of fluids.

Be sure you use sunscreen on any skin that is exposed. On your face and neck, and on your arms if you riding bare-armed. Lastly, if you become dizzy or disoriented at any time when you are riding, stop immediately. That is a sign of dehydration or — even worse — the onset of heatstroke.

Below are two videos that will give you more ideas — and maybe make you laugh, too. Click on the image to go to the video.



7 Ways to Stay Cool on a Motorcycle in Summer



7 Ways to Stay Cool on a Motorcycle in Summer



Mike Riley, Road & Safety Director



OUR NEW 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.



The Good Life

John Burns is the senior content editor for Motorcycle.com, the go-to website for every serious motorcyclist. John has a long, impressive career covering the motorcycle industry that stretches back to 1988. If you read his articles – which I always do – you get a sense of his extensive knowledge and experience, his timeless perspective and his great sense of humor. Recently John was kind enough to answer a few questions about his career, what it's like to cover the motorcycle industry and industry trends he sees developing.

10 Questions for John Burns

Arrowhead Magazine: *OK, I have to start with this: Tell us about the first motorcycle you fell in love with and how you got hooked on motorcycling to begin with.*

Burns: Er, it was all the dirtbikes the bigger kids in the neighborhood had in late `60s early `70s. There was a big woods a couple blocks down, full of trails and creeks and trees and things in suburban Kansas City where I grew up. I had to pedal after them on my Huffy 10-speed. Yellow RM Suzukis, new Honda Elsinores, Hodaka Combat Wombats, green KXs... all of them loud, noisy and smoky. Usually by the time I'd catch up, they were blasting off to someplace else, but it was all too cool. It was totally illegal of course, and they had to dodge the cops, too, which made it all the more fantastic.

AM: *You started covering the motorcycle industry in 1988, if I have that right. How did you find your way into doing that?*

Burns: I failed at a lot of other stuff first: the Army, law school, and just about every job I ever had to be honest. My friend Jim says I've got the only job I could hold down, and I don't think he's wrong. I'd written an essay for a writing class in college, and just for the hell of it I mailed it off to Phil Schilling, who was the Editor at Cycle magazine at the time. One night the phone rang while I was on the couch watching the Royals lose. It was unbelievable, like being struck by lightning. He invited me to California for an interview. I went home after a couple days at the Cycle offices, and when I hadn't heard from Phil in two weeks, I called him back. "Well. How soon can you be here?" he said. He didn't have to ask twice. I was flunking out of law

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school at the time while working part time in a grocery distribution warehouse, like 12-hour shifts two or three nights a week clomping around in steel-toed boots, but \$8 an hour was big money. I threw my stuff in the trunk of my Buick Regal diesel and was out of there Beverly Hillbillies style.

AM: *For a lot of us motorcycle enthusiasts who have, shall we say, uninspiring day jobs, you are living the dream — you have a job we would love to have. I'm sure just like with every job, your job has its share of drudgery and unpleasant tasks. Still, you get to test ride the latest bikes, travel all over the world to motorcycle shows and press launches, and you know, it all seems pretty awesome and exciting, especially if you are passionate about motorcycles. Do you still sometimes pinch yourself, or after all these years, does it just seem like a job?*

Burns: I still pinch myself and say a prayer for Phil every time I catch myself on a really fun ride or at a swell dinner in Italy with the MV Agusta people. I wish everybody had the



John testing out the FTR 1200 at Indian's press launch in Baja California, spring 2019.

chance to go through boot camp or do a really terrible, hard job for a year or five, or come from a place where that kind of opportunity is really scarce. I had no idea how people in the nicer parts of the world live, and I never would have if Phil hadn't given me a shot. My next move was gonna be the KC post office. Not that my childhood was anything like impoverished, but it's amazing how people my age, who were lucky enough to be born in nice parts of California or wherever, take it for granted. With all the BLM stuff in the news lately, you could call it white privilege, but it's closer to economic privilege. It really puts things into perspective when you arrive at a deal like mine, where even the drudgery part is performed in a comfortable chair, often on my back patio, where cocktails and the hot tub await — some-

times in a nice resort hotel, but not much of that lately due to the lockdown. I feel a little sad for kids who've never worked really shitty jobs, they can't appreciate when the sun comes out.

AM: *What is one your favorite moments from your career, looking back?*

Burns: Did I just say MV Agusta? They sponsored the big Concours one year at, I think it was a Ritz or whatever in Half Moon Bay, maybe 2008. David Edwards at Cycle World assigned me to ride there from Bartels' H-D in L.A., with Giacomo Agostini, Phil Read and Eraldo Ferracci and



One perk of the job: Meeting people like legendary MotoGP racer Valentino Rossi.

write a story. It was a fantastic ride; white-haired gents on roads they'd never seen before, and they were HARD to keep up with — none of them even thought about sticking a knee out, either.

I had a great girlfriend at the time who was 22 years younger, same age-span as Agostini's wife he'd brought along (and his kids in a van). She flew in, and wore this black dress to dinner. She was gorgeous. Ago and I kept giving each other knowing winks. Alain de Cadenet, who could be kind of a snob, was there, too, and his eyes were out of his head. I had to swap seats at dinner with my girlfriend to get between her and Phil Read, who is a thoroughly dirty old man and was making obscene suggestions to her. That was a great weekend. Then my girl and I rode back to Costa Mesa on an MV F4 and a Brutale. That was a great one.

Just last year, Indian launched the FTR1200 in Cabo San Lucas, and that one was a lot of fun because my son was along on the trip. His first job is working for Indian's PR firm, doing social media. And it's great to see how functional a human he's turned out to be, given his upbringing.

AM: *One thing that's cool for me — and many members of our riding group — is, of course, you come from our gen-*

eration. We're roughly the same age as you. As you know, motorcycling isn't as popular with younger generations as it is (and was) with ours. Why do you think that is, and do you think that will change? Many manufacturers — Harley-Davidson, in particular — have made it a mission to change that. Why do you think their efforts haven't been more successful?

Burns: I don't think anything's changed in human nature; I think the same small percentage of people are still attracted to motorcycles, and I spend a god-awful amount of time staring at my iPhone 6, too. If we'd had them in 1975, we'd have been no different. You can't play with your phone *and* ride motorcycles?

What's changed is economics; we've transferred all the wealth upward. Most people just don't have the disposable income for expensive toys they once did. I'm not proud to be a member of the "greediest generation" at all. It's incredibly easy to have been lucky enough to be born in California and bought a house 30 years ago, or inherited one, and ascribe your affluence to your financial savvy. Meanwhile, the kids who weren't so lucky are looking at a \$4,000 house payment for a shack, while the boomers blame their not being able to swing the payment on eating too much avocado toast. Then there's student loan debt. It seems pretty obvious to me why young people aren't buying more motorcycles.

As for Harley, Google up my review of the Street Rod from a few years ago. They do things the old-fashioned way, and not very well.

AM: *Over 30-plus years, you've seen the motorcycle industry weather several recessions, but obviously nothing like what we're seeing now. Let's assume it will take us a few years — as many are predicting — to recover from this economic downturn. How do you think the industry will be impacted?*

Burns: People tell me sales of small dirt bikes are going crazy, which makes sense that people are learning to entertain themselves locally instead of flying off to vacations or

taking cruises, or whatever people do who do have disposable income? I think I wrote a column or two talking about more people working from home, and people becoming less reliant on maintaining a boring commuter car, should be good for motorcycle sales. But who knows? Mainly you just need to revamp the tax code to get more money into the hands of people who'll spend it, instead of hoard it in real estate and the stock market — prices of which just keep going up. Maybe Trump will be the turn-around we've needed for decades?

I mean, if Phil Schilling were around today, he wouldn't be able to afford to import me from Missouri because of the cost of living in SoCal. The qualifications today are you

have to already live in SoCal, have a motorcycle license, and own a pickup truck for transporting motorcycles.

Sorry to piss off about half your readers, but you asked. That's what I think. To me, it's obvious.

AM: *I imagine that by now, you have ridden hundreds of different motorcycle models, of every type and brand. When you first try out a new motorcycle model, what are the main things you are looking at and evaluating? Is it difficult to get a good*

sense of the quality of a model, if you only have a few hours to ride it?

Burns: Oh, nothing in particular. Glaring faults don't happen much anymore (see H-D Street Rod). I think it's just having the background on the previous model, and the competing models, that lets you compare and contrast new to old, and decide whether what's new and improved really is or not? It almost always is, which makes my job pretty easy. It's funny all the things I can't remember, but sometimes I'll hop on a new motorcycle and go, "Oh, this totally feels like the '04 ZX-10R" or whatever.



John has ridden countless motorcycles, and he's had his share of spills, too, including while test riding a BMW R1250 GS Adventure last year, when a sand patch took him out. He joked in his article about it: "How dare BMW leave this stuff here on a press introduction route?"

It's also easy for me because I maintain that same awe-struck mentality of watching all the other kids from my Huffy 10-speed. I never met a motorcycle I didn't like. Some have problems, but you could learn to love nearly all of them. I think I try to convey the bike's personality, as in, what kind of person do I think this bike fits? What's that old saying?



A 1,000-mile road trip in 2016 comparing three American cruisers – H-D's Road Glide, Indian's Springfield and Victory's Gunner – included a stop at the Springfield Armory in Illinois.

There's an ass for every seat. If you want to know the truth, that's probably the key to my longevity. I seldom really pan a motorcycle. Except for the Street Rod. Heck, I even liked that first H-D Street 750 and still do, since they gave it a stronger front brake after the first year. Great little motor like the SV650.

AM: What's the biggest change, or development, you've seen in motorcycles in the past three decades?

Burns: Electronics are a huge boon for safety. I used to crash, I haven't in a long time. You have to really be a fool to crash one with lean-sensitive ABS and traction control. Other than that there's no one component you can really point at. Everything just gets incrementally better. Engineers got to engineer. Fuel injection, of course. My 2000 R1 is the last one with carburetors. So archaic. I think I wrote another column or two, where I try to figure out why the engineers just get smarter all the time, turning out better objects, while so many other things seem to be going backwards to the Dark Ages. Why is that?

AM: Looking ahead, what are some of the trends you see developing in the industry, say over the next five or 10 years?

Burns: Electrics I suppose. I like Kawasaki's supercharged bikes. It'd be cool if they did that with a 600 or something

really light. I never have understood why people don't like scooters more. So convenient for all your little around-town errands, and cheap and fun. None of the people I bump into seem to know they have automatic transmissions. What? You don't have to shift?! Poor marketing I guess. In Europe, scooters are everywhere. As more of us work at home and hunker down, I can't imagine 80-mpg scooters and electric ones won't be a bigger thing – especially in temperate climates.

AM: We are a riding group of motorcyclists who love Indian Motorcycle. To me, it's pretty amazing what Polaris has been able to do in nine years since buying the brand and resurrecting it. What has surprised you most about Indian's development under Polaris?

Burns: Wow, has it been nine years? Nothing surprising, really, they just apply the modern engineering principles they learned building great ATVs and sleds to make a better "American motorcycle," and I hope it's paying off for them. I love the Challenger and the FTR. I hope they'll keep throwing things at the wall, trying different things. I keep telling them they need to stick one of their snowmobile two-stroke Twins in a sportbike; they look at me like I'm crazy. Who's gonna stop them? The Trump administration? I doubt it. The FTR's almost an ADV bike, but not quite – maybe they'll make a real ADV bike out of that engine next. Right now I'm excited about the new air-conditioned seat they're going to show me next week. A chilled prostate is probably a good thing at my age. For me, it's thrilling every year (some more than others) to see what's next. It's like Christmas when you were six every year. Thanks for the interview Andrew!

A John Burns Sampler

[WHATEVER! – FALLING DOWN, GETTING UP: MOTORCYCLE AS METAPHOR \(FEB. 5, 2014\)](#)

[TOP 10 JOHN BURNS CRASHES \(MARCH 24, 2016\)](#)

[2017 HARLEY-DAVIDSON STREET ROD RIDE REVIEW \(MARCH 20, 2017\)](#)

[2019 INDIAN FTR1200 FIRST RIDE AT LAST! REVIEW \(MAY 6, 2019\)](#)

[2020 INDIAN CHALLENGER REVIEW – FIRST RIDE \(OCTOBER 29, 2019\)](#)

[WHATEVER: SOCIAL DISTANCING EARLY ADOPTER \(APRIL 1, 2020\)](#)

[TOP 10 GROUNDBREAKING MOTORCYCLES OF THE 20TH CENTURY \(SO FAR\) \(JUNE 10, 2020\)](#)

My Favorite Ride

Lake Berryessa Loop Offers Great Views, Curvy Roads to Ride

By Andrew LaMar

So what have I been doing during the pandemic? Besides redesigning Arrowhead? Riding as much as possible, of course. I'm an "essential" employee who still goes to the office every day, and commuting to downtown Sacramento — with no traffic — has been a joy on a motorcycle.

On the weekends, I like to break free for three or four hours for a decent solo ride. I have several half-day routes I like to do, but my favorite is a loop that takes me up the western edge of Lake Berryessa and over a bridge with a spectacular view of the lake (photo above) just north of the Putah Canyon Campground.

Because the road deteriorates significantly after the bridge, I normally turn around there. Immediately after the bridge, there is a small gravel turnout area on the right you can use.

From Winters to Putah Canyon Campground takes just shy of an hour, on a busy Saturday. Then, after turning around, I take a right onto Pope Canyon Road and head into the Pope Valley. It's a lovely ride through the country.

When you come to the end of the road, you take a left onto Chiles Pope Valley Road and eventually sweep past the eastern edge of Lake Hennessey to connect back to Hwy 128. Take a left there and head back to Winters on 128.

From Putah Canyon Campground to 128 through the Pope Valley takes about 30 minutes, and the ride back to Winters from Lake Hennessey takes another 45. So all told, plan on this loop taking you roughly 3 hours Winters to Winters, if you include a few stops.

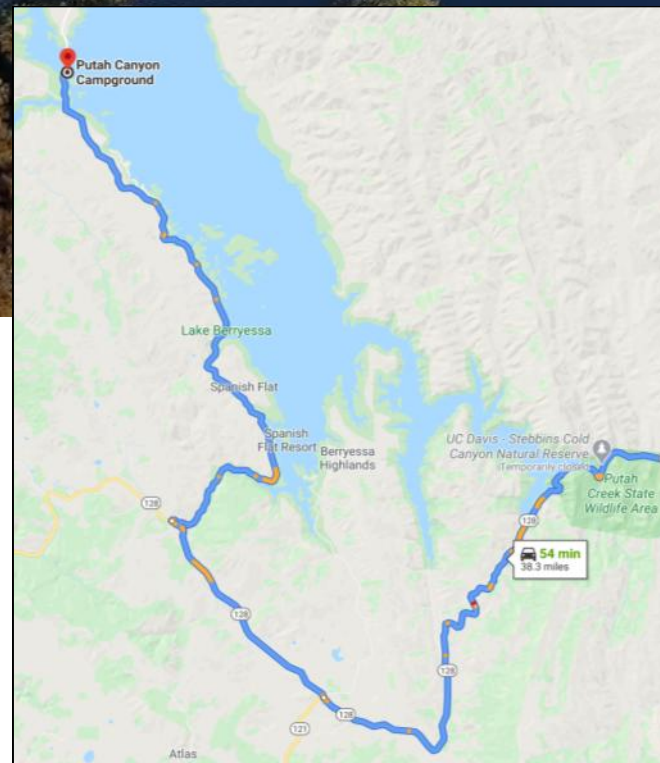
Hwy 128 is a popular road for motorcyclists, and for good reason. It's a blast to ride, whether you are on a sportbike or a cruiser. It includes turns of all kinds and a few decent straightaways where you can open up the throttle to whatever your comfort level is.

And the territory is rich — the road winds through forestland and over hilltops and alongside lakes. If you want to stop for a picnic or a short hike — or to appreciate the view — there are plenty of great places to do that.

There is, in addition, the obligatory stop at the Turtle Rock Bar & Café (which is open these

days) on Hwy 128, where it connects to Knoxville Road, the route down to the lake. There, you can grab a water or soda, use the restroom and take a break. Motorcyclists are always congregated there, and they tend to be a friendly bunch, especially if they take interest in what you're riding.

One note of caution, however. It's not uncommon to see sportbike riders on 128 riding at excessive speeds (and recklessly). And when the weather is nice, Lake Berryessa attracts a crowd of boaters and outdoor recreationalists. My advice is to take the route on a weekday, if you can. But, if you enjoy people watching, Saturdays and Sundays are fun — just expect traffic.



The Latest at C&E



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Thinking about trading up? Or maybe adding a second Indian to your garage? I sure would love to do that. Well, C&E Auburn Indian and V-Twin has two great ones on its showroom floor. The stunning [2020 Chieftain Elite](#) (above) goes for a pretty penny (\$35,249) but has everything you could ever want on a motorcycle, and with all the elegant styling Indian offers. It will surely turn heads. Too rich for your blood? How about owning a piece of history, the [Scout 100th Anniversary Edition](#), designed to look like the original 1920 Scout with bright red paint and gold trim, but with all the modern engineering that has made the Scout hugely popular since Polaris resurrected the model seven years ago. It might fit your budget (\$16,249). C&E has remained open through the current public health crisis, and continues to service bikes and be the Sacramento-area's source for the latest Indian motorcycles, gear and accessories. Thank you, C&E!



Indian Demo Truck Visits



Local riders got their chance to test ride a variety of new Indian Motorcycle models, and take the Challenger Challenge, at C&E Auburn Indian and V-Twin on June 12 and 13, when the Indian Motorcycle Demo Truck visited. As part of its promotion of the new Challenger cruiser, Indian allows riders to compare it to Harley-Davidson's Road Glide, its direct competitor. For those who have ridden both, there's not much comparison — the Challenger is by far superior in power and performance.



Riders Recommend

A bulletin board for tips from group members

Do you have something to recommend to your fellow riders? Email the editor.

You want great LED lights? I have had, and others have had, real good results with Custom Dynamics. That's where I got them for my Chieftain. And now they are introducing lighting accessories for Scouts as well. The beauty of their products is they are plug and play – well designed, and easy to install. A bit pricey but the quality is there. www.customdynamics.com/ – Gene Walker

This motorcycle rider recommends Sierra Rock Landscape Materials on Douglas Boulevard in Roseville for all your landscape needs! – Marc Moehlman, who is landscaping his yard, when he's not on his motorcycle



Need more stuff to watch while the pandemic winds down? I streamed the movie Parasite on Amazon Prime. I usually hate foreign films with subtitles, but this one truly was worthy of the Oscar's Best Picture award. – Andrew LaMar

Here's a place to find some great, unique leather items for your Indian Motorcycle: TimberWolf Leather.

www.timberwolfleather.com/ – Gene Walker

You probably have seen these horns on lots of Indians. They look great, and they are loud as hell. When you hit this air horn, everyone on the road will hear you! I feel safer with it. Best of all, they are easy to install.



<https://www.buffalobrand.co/> – Mike Riley

Got a Stuck Oil Filter? Here's What to Do

When it comes to mechanical work on cars and motorcycles, I for one have learned over many years that you gotta have patience, the right knowledge of the task, and the proper tools. Since I don't have any of those three, I usually take the vehicle into the shop.

For my Roadmaster, however, I do take on what is usually the simple task of changing my oil. With past experience with oil changes on different vehicles, I know that sometimes the dreaded issue of a stuck oil filter can have me banging my head on the concrete as well as making numerous trips to the auto parts store trying out several of their oil filter removal tools to no avail.

What's worse is draining the oil first, then finding out you have a stuck oil filter and then you have to consider towing it up to the dealer so they can take care of it, or putting good oil in and riding up for help with the filter. Because of this, I learned to check the oil filter first to see if it will break free before I drain it.

Such was the case recently. With my mechanical aptitude, I found my end cap oil filter wrench spinning freely on the oil filter. Of course, getting the big channel lock pliers on the filter was not going to work due to the filter location.

So, I turned to YouTube. This guy recommended the Hyper Tough adjustable oil wrench (available at Walmart or Autozone).

So off to the auto store I go; \$5 later, I am home and to my surprise, the tool continues to spin around the filter digging a trench into the sidewall of the filter. After more head banging on the concrete and a few select four-letter words about how I should have just taken this into the shop for the oil change, I turned back to YouTube.

I found [this video](#) that shows how this guy uses the end cap oil filter tool I originally used and cuts a notch out.

He then tightens a large hose clamp around the oil filter. The tight hose clamp around the filter now provides something for the tool to grab. Rather than cut the notch out of the end cap wrench like he did, I used the new tool. It was able to grab the screw head of the clamp and spin off the oil filter.

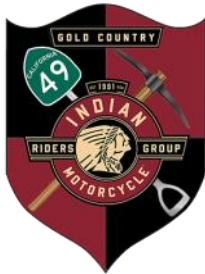
So for those of you who are do-it-yourself mechanics, this might be helpful in the event you too find a tight/stuck oil filter. Good Luck. – Larry Ernst



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Upcoming Events

POSTPONED—Sun., July 12 – 1 p.m.,
GCIMRG swim party and BBQ.

Sat., Aug. 22—Sun., Aug. 23 – 9 a.m.,
two-day ride to Graeagle and through the Feather
River Canyon.

Sat., Sept. 12 – 9 a.m., 4th annual 49er
Poker Run, starting from C&E in Auburn and end-
ing at Hard Rock Hotel and Casino.

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

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