

July 2021

Arrowhead

The Quarterly Magazine of the Gold Country Indian Motorcycle Riders Group

An American Hero Visits C&E

Lessons of a New Rider

Touring the West

Meet Al and Carol Bryan

Your Summer Safety Checklist

The 49er Poker Run



Who We Are

There are riding groups, and then there's *our* riding group, just like there are motorcycles and then there are *Indian Motorcycles*.

Maybe it's the brand that draws the kind of decent, fun-loving and down-to-earth people we have in this group, or maybe it's being connected to a family run dealership that makes everyone feel like family, or maybe it's simply being in one of the best places on earth to own a motorcycle.

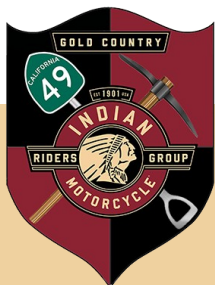
Whatever the reason, the Gold Country Indian Motorcycle Riders Group is an easygoing collection of motorcycle enthusiasts who like to stick to the basics. We enjoy riding our bikes on Northern California's treasure of winding, rural roads and appreciating their scenic natural beauty.

In fact, we have kept it so simple for the first four years, we didn't even have bylaws. That has changed. In 2020, we adopted chapter bylaws to sup-

port the IMRG National Charter. We did our best to keep it to the bare minimum. (See Page 20.)

In the end, a group is the sum total of its parts, and our parts — our members — are vibrant and diverse.

No matter how different we may be individually, we share a passion for motorcycling and a love for Indian Motorcycles. Over the years, that has produced memorable trips and enduring friendships.



How It All Started

The new Indian Motorcycle® Riders Group™ (IMRG) was introduced during Daytona Bike Week 2014. IMRG provides Indian Motorcycle owners and their friends with special member benefits and the opportunity to connect with fellow riders.

Local IMRG chapters are formed in conjunction with Indian Motorcycle dealerships.

Our goal is to get together and enjoy riding so we focus on our motto "Get out and Ride." Our chapter will also help the dealership host open houses, demo events, and charity rides.

Our local dealer is C&E Auburn Indian & V-Twin in Auburn, California. We are Gold Country Indian Motorcycle Riders Group - Chapter #1950. GCIMRG is

open to all riders and motorcycle makes.

We are riders who get together to share our love of motorcycles. We want to engage Indian Motorcycle owners and other motorcycle enthusiasts in the local area to get out, ride their bikes, and enjoy the heritage that is the Indian Motorcycle.



Carlo and Emma Lujan, owners of C&E Auburn Indian and V-Twin.

From the Editor

Wow, and just like that, three months have flown by! It seems like a lot has happened in that time, and certainly the progress made in combating the pandemic has been the headliner.

Life is beginning to return to the pre-pandemic normal, and that means more social gatherings and more events. For our group, that means the calendar

has steadily filled up with opportunities for day rides and overnight trips. And best of all, we're now able to move forward with holding our biggest annual event, the 49er Poker Run, which is set for Sept. 11.

The 49er Poker Run is traditionally well attended and requires a good deal of work to plan and pull off. So, thank you

to everyone who is helping us prepare for that. Circle that date on your calendar, because that's a ride you don't want to miss!

I look forward to a great end of summer and autumn of riding. Thanks for your support and contributions. [As always, I welcome your input.](#)

— Andrew



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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

COPYEDITOR Marc Moehlman

CONTRIBUTORS Larry Ernst,
Edan Kfir, Marc Moehlman, Mike
Riley

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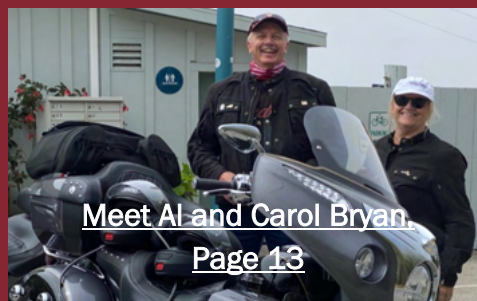
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On The Road



Along the Humboldt County coast

Photo By Doug Williams



President's Message

Life seems to be getting back to normal and we're plugging rides back into our calendar. As you know, we have our monthly meetings on the first Saturday of the month at C&E at 9:30 a.m. and we schedule a ride after the meeting.

Additionally, we try to schedule a second ride during each month. Many factors can influence scheduling rides. This includes holiday schedules, weather conditions, ride captain availability, other motorcycle industry event conflicts and participation interest.

As members, you are on the mailing list for all of our ride updates. Online invitations through

To keep our members safe, we have guidelines for group rides. Read them [here](#).

Evite.com will provide you with all the information for the next scheduled ride. We also post our rides and events on our website calendar.

Remember, if you are itching for a ride and plan to head out for the day and want some company, you can easily plan an im-

promptu ride by simply sending out a group email to members at GCIMRG@googlegroups.com. Connect with other members and head out for your ride — it's that easy. We recently sent out ride safety guidelines to help remind everyone of a few of the safe riding tips to follow during group rides. If you are new, or have not yet reviewed the document, you can find it on [our website](#). With a larger group of riders, it is important that we follow these guide-

lines to maintain awareness and use good judgment so we return home safely at the end of our rides. I know personally, I have made many mistakes and have come close to some dangerous moments while out on the road. So let's all work together to keep the rubber side down.

I'd like to thank C&E Auburn Indian & V-Twin for its incredible support. C&E will donate \$500, \$300, \$100 and \$50 gift certificates for our upcoming 49er Poker Run. Thanks Carlo and Emma!

At the end of June, the Indian Demo Truck paid a visit to C&E. We took the opportunity to represent our chapter during this two-day event and helped organize a lunch cookout. It was a great success and we BBQ'd dogs and burgers for guests who came to test ride the new Indian line-up and visit the store. We introduced our Gold Country Riders Group to new riders. Thanks go out to Al & Carol Bryan, Jim Ketcherside, Marc Moehlman, Dennis Gunter, David Prasinis and John Segale, who joined Christine and I for the Demo Days Cookout. Lastly, I would like to welcome our newest members to Gold Country IMRG: Don and Tracy Carter, Sean McLaughlin, Brian Feliciano, Jerry Lucas and Jack Skinner. Welcome to the Indian Riders Group family. We look forward to riding and meeting with you.



— Larry

On The Road, II



Indian Motorcycle News

Rentals Expanded

Taking a trip and want to squeeze in a day of riding, wherever you are? Or maybe a few days? Thankfully, now with an expanded rental program, you may be able to find an Indian Motorcycle close by you can rent and ride.

With 14 new rental affiliates,

find 2022 FTR lineup. Go to Rentals.IndianMotorcycle.com to find rental locations, confirm bike availability and make reservations. Another bonus: Each motorcycle rental includes damage coverage.

In other news, Indian Motorcycle continues to maintain its



Indian Motorcycle Rentals boasts 25 different locations in North America. Riders can rent a new Indian Motorcycle for as short as four hours or as long as a week.

Locations now include San Diego, Sturgis, Austin, Nashville, Milwaukee, Atlanta, Panama City Beach, Vancouver and more. Rental affiliates carry a fleet with various models from the current model year lineup, with each fleet updated every 12-18 months to ensure riders have the opportunity to experience the latest and greatest from Indian Motorcycle, including the all-new Indian Chief and re-

dominance on the [AFT flat track](#) circuit, with factory riders Briar Bauman and Jared Mees in first and third place, respectively. Don't miss the upcoming [Sept. 11 AFT race in Sacramento!](#)

Finally, alas, Indian Motorcycle has been dethroned as King of the Baggers. With all the attention this new competition has garnered, further fueling the intense rivalry between Indian Motorcycle and Harley-Davidson, I can't wait to see more of it next year. There is little doubt that the Indian Challenger is far superior to Harley's Road Glide, so I look forward to Indian's response.

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American Hero Lou Conter Visits C&E

It was hard to know what was more impressive – the reception for Lou Conter, or the man himself, incredibly spry and alert, taking it all in at age 99.

One of the last survivors of the USS Arizona, Conter had an incredible military career, which is detailed in a book about his remarkable life published this year, entitled [“The Lou Conter Story: From USS Arizona Survivor to Unsung American Hero”](#)

On May 22, he visited C&E to hold a book signing. GCIMRG members provided event support, by managing the crowd and the grounds (below left). Hundreds thronged to C&E to meet Conter, a true American hero.

He arrived in a limousine, and his welcoming reception included the presentation of the color guard and the singing of the national anthem. C&E was ablaze with American flags, and many military veterans were in attendance. Thanks to Carlo and Emma Lujan for hosting such a wonderful event! [Watch a video of the event here.](#)

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A Note from Emma

September 12th the family is giving Lou Conter his 100th birthday. If you could send or bring a card to C&E, I shall preset the cards to Lou 9/12/21. Carlo & I feel HONORED to be invited as well as being a part of Lou's life. Upon Lou getting out of the limousine he took my arm, asked "Emma are all these People here for me?" I said YES! (Then I started to cry, amazed at Lou's humbleness!)

After the event, Lou Ann (daughter) texted me to say "my Dad said he had never felt sooo much Love in any other event he had attended, I (Lou), told his daughter "besides having children this is the most memorable day of my life"!

GCIMRG HELPED MAKE THIS EVENT A SUCCESS. Thank you all for you help. Larry learned (with help from GCHR's), if ever we have this type of event in the future, we will set the parking lot up much different, not locking the entire building down. Thank you Larry and Bruce Ullom GCHR's, for your joint efforts to make this a successful event, also for future "pop up events."

With Love and Respect for the hard work GCIMRG puts forth for successful events.

Always,

Carlo, Emma & The Entire Wrecking Crew!

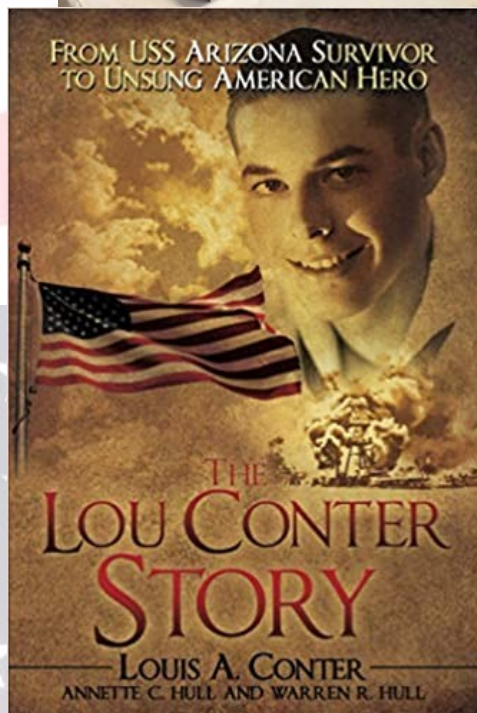
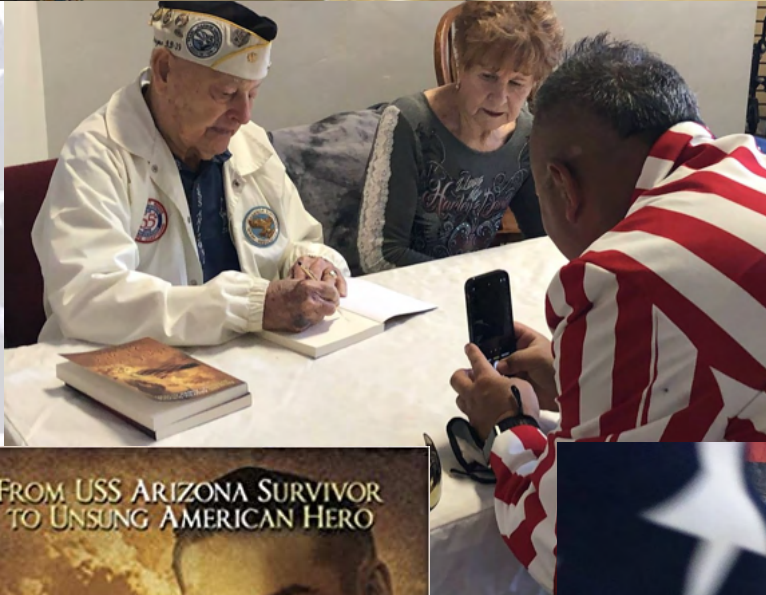
Nancy (Nanny) Davidson (WILLIE G's wife), Mother of Karren, Bill & Michael (Granddaughter) CARA Ann Davidson. Nanny lost her battle with Liver cancer. God Please Bless the Davidson family, without their Rock. She will be missed by millions. RIP Nanny.





One Incredible Journey

“Conter was,” the book says “on the USS Arizona deck when a Japanese armor-piercing bomb hit 1 million pounds of gunpowder stored in the ship's hull. He helped rescue crewmen following the explosion and dove into the wreckage to recover bodies in the days after. In 1942, Conter went to flight school where he earned his wings and became a VP-11 Black Cat pilot. He helped rescue over 200 Australian Coastwatchers stranded in northern New Guinea and was shot down twice – once swimming with his crew while sharks circled. Conter also helped rescue over 200 Australian shore watchers up the Sepik River in New Guinea. After World War II, he became an intelligence officer, flew combat in Korea, created the Navy's first SERE program (survival, evasion, resistance, and escape), and served as a military advisor to presidents Eisenhower, Kennedy, and Johnson.”



Back to the Beginning

A spectacular two-week tour of the West included stops in Utah, Colorado, Kansas, South Dakota, Wyoming and my hometown

By Larry Ernst

Each year Christine and I meet up with one of my retired co-workers, Dan, and his buddy Jim for an extended ride to see the U.S. countryside. We usually establish a theme and many times that motive is visiting and exploring the Old West. For Christine and I, sometimes the destination is secondary to the journey. Taking in the open roads and scenery as the wind whips past our ears is the principal joy.

This past June, we planned to visit Bryce Canyon in Utah; some points in Colorado; Dodge City, Kansas, where they wanted to visit the Boot Hill Museum; Fort Laramie, Wyo.; and Deadwood, South Dakota. We also had originally planned to include visiting some of our childhood hometowns. However, as the planning stages proved this was going to be a long 14-17 day very aggressive journey, we would only plug in my childhood hometown of Torrington, Wyo., where I grew up until the age of 9, when my family moved to California. Although we had to travel some major highways, we tried to plan the route to include fun and great scenery in the ride.

So on June 1st we packed up the bikes and headed east. Of course the first 400 miles of this journey,



as in past journeys, has always been the vast high desert of Nevada and over Hwy 50, the so-called loneliest highway in America. We typically try to map out around 300 miles per day, which allows us to travel comfortably but yet see sites and stop along the way. Other than our tentative daily route plans, we made no plans for hotels. We



assumed when we got to our destination city that we would find amenable accommodations in our price range. Since there were only four of us traveling, this proved to be a perfect solution, and we did not experience any problems throughout our entire trip.

Our second planned stopover after Nevada was in Hatch, Utah — population 148. Here was a small community with a very remote hotel called the Galaxy of Hatch, which included a biker-themed hotel and small retro diner. I had visited this location in the past and put it on my books for a planned stay in the future. However, as luck would have it, the pandemic had taken its toll on this community and this business. The diner was shut down and the hotel was remotely managed by another motel across the street. There had been a small shop that included motorcycle memorabilia and accessories that was also shut down.

So, we headed a few miles back north and into the town of Panguitch, Utah, where we found a motel, had a great dinner at the Cowboy Smokehouse Cafe (photo left) and saw the movie “Cruella” (photo above) at 7:30 p.m. at an old

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vintage movie house.

We continued east with a stopover at Bryce Canyon and Bryce Point, where my buddy Gene Walker had been two years before during our ride to Durango and established a great friendship with the parking docents in this national park. It was clear that the beauty and awe of this planet can be absorbed in all its vastness when you look out into these canyons. Bear in



mind that I had traveled some of these routes before, but I wanted to share some of these past experiences with Dan and Jim.

We traveled east on Utah Hwy 12 from Bryce through Escalante, Boulder, and to Torrey, Utah to Hwy 24. This route includes some fantastic scenery and beauty of the red rocks of Utah. Along the way on Hwy 12, we visited a remote (out in the middle of nowhere) coffee shop in the Utah landscape called The Kiva Koffeehouse. You just can't believe you would find a singular coffee shop so remote. We continued east on Utah Hwy 24 past Capitol Reef National Park and a few petroglyphs with a stop in Green River, Utah, and River Terrace Green River Inn. I highly recommend this property for a stopover if you are ever in that neck of the woods.

We headed south through Grand Junction, Colo., and down US Hwy 550, the "Million Dollar Highway." The high altitudes, at times reaching 11,000 feet, and the beauty of this highway is a must see.

We spent some time in Ouray and Silverton, Colo., (photo above) to Durango where we grabbed a hotel and dinner. We found an outstanding BBQ next door called Serious Texas

BBQ (photo below). The ribs and sauces were to die for.

From here, we traveled to our planned stopover in Pueblo, Colo., as our waypoint before we reached Dodge City, Kansas. Interestingly, I discovered an Indian Motorcycle dealership in West Pueblo so we scheduled an impromptu stop just before it closed on Saturday evening. The dealership was impressive and included vintage motorcycles and sales of other brands too. You can view a [photo album here](#).

We continued east and into the flat farm country of Colorado and Kansas reaching Dodge City, Kan., Sunday night June 6th. We visited the Boot Hill Museum and the old west history of Bat Masterson and Wyatt Earp along with the mock-up of the Long Branch saloon of "Gunsmoke" TV era.

Ogallala, Neb., was our next waypoint as we headed back north and towards Cheyenne, Fort Laramie, and Torrington, Wyo. By this time, the ride and days had put a toll on my two friends Dan and Jim. They were experiencing the pain and discomfort that can come to some of us as we get older, so they were ready to start the journey back. Christine and I were committed to staying the course, so we headed to our next stop, Cheyenne, Wyo., where I paid a visit to my aunt



and uncle and cousins. After a brief visit, we headed to Fort Laramie and the National Historic Site.

Fort Laramie is located at the confluence of the Laramie and North Platte Rivers in southeast Wyoming. It is a famed outpost — first as a fur trade post and then as a military garrison playing an important role in transforming the United States. For 56 years, successive waves of trappers, traders, Native Americans, missionaries, emigrants, soldiers, miners, ranchers

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and homesteaders interacted and left their mark on a place that would become famous in the history of the American West – Fort Laramie.

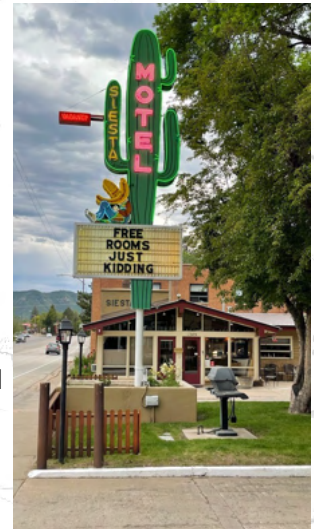
At day's end, I paid a visit to my childhood hometown where I visited the small 1300-square-foot home I vaguely remember and Main Street, where memories of a long-gone Ben Franklin 5 & 10 store, malt shop and post office were. I am not sure why, but this visit had been on my bucket list for some time.

Christine and I decided to adjust our plans from here. We were ready to give our seats a break so we headed to South Dakota and paid a visit to Custer State Park and downtown Custer. Then north on US Hwy 16A (Iron Mountain Road) that twists and turns on the east side of Mount Rushmore in the Black Hills. From south to north we headed towards Keystone. You encounter a few historic tunnels, including the Doane Robinson Tunnel and the Scovel Johnson Tunnel, with distant glimpses of Mount Rushmore as you pass through them. We opted to continue to Deadwood for a two-day stay and pass up a visit to Mount Rushmore because we had seen it three years prior.

Our two-day stay in Deadwood was wonderful and gave us a chance to regroup. We visited the No. 10 Saloon where Wild Bill Hickok met his demise and Jerry Greer's Engineering. Greer's is a vintage Indian Motorcycle shop that specializes in restoring the old Indians. (Photo below.)

Having been on the road for 10 days, we decided to

head towards home and regroup. We would leave out some of our planned Idaho and Oregon touring, saving those for another day. We began our journey home with a stopover for the night in Lander, Wyo. Much of our cross-country scenery in Wyoming was filled with antelope nearly everywhere. Lander offered recreational opportunities, entertainment, relaxation, and scenic beauty. We found a fabulous brew pub and restaurant with great food and outdoor seating. We met several bicycle enthusiasts, who were planning a major ride event the next morning.



Our journey finally got us home after heading back through Utah with a stay in Provo, a college town home to Brigham Young University. We found a very scenic route into Provo from Heber City going south on US Hwy 189. Traveling along the Provo River with the green mountain sides overlooking our travel, it was simply spectacular.

It was nice getting home. I am already thinking of our next trip. I have heard US Hwy 12 between Missoula, Mont., and Kennewick, Wash., along the Nez Perce – Clearwater National Forests is a great ride with fantastic scenery. Time to start planning again! 🍷





Business Followed by Pleasure



You shouldn't waste a beautiful Saturday in May, and we certainly didn't on May 1, when we held our monthly meeting at C&E and then took a delightful ride to the Silver Dollar Saloon in Marysville. You can see [photos of our ride and lunch here](#). It's hard to go wrong at the Silver Dollar, one of our favorite lunchtime destinations.

There is the historical tour you can take of the building's once flourishing brothel upstairs — it operated over a century and didn't close until 1977! — and the surprises on the walls or in the restrooms. Oh, and food is good, too. All in all, it was a nice day ride with our fun-loving group.

On May 1, we held a GCIMRG meeting and then took a ride to Silver Dollar Saloon in Marysville after.



Get to Know



Al and Carol Bryan

Hello GCIMRG family. I hope you and your families are as well as can be and enjoying your summer.

This issue of Arrowhead Magazine is shining a spotlight on a gentleman who, sometimes accompanied by his wife on the passenger seat, has been with us for several years. Ladies and gentlemen, boys and girls, please say hello to Alan and Carol Bryan.

Al and Carol joined us back in 2016, after reaching out and meeting up with President Larry Ernst to learn more about our group. They were looking to join a local group that enjoyed riding as much as they did and

they felt they found what they were looking for with GCIMRG. Says Al: "We couldn't be happier. . . The friendships and camaraderie we have experienced have been more than we could have hoped for, not to mention all of the memorable rides."

Al and Carol currently ride a grey-and-black 2016 Indian Roadmaster. They have owned several other bikes throughout the course of their time together, including Honda, BMW and Kawasaki, but report that their Indian is, by far, their favorite, in terms of it's comfort level, design and the interest it garners

while travelling.

Al's fascination with motorcycles began when he was 16 years old, riding a 100cc Honda all over Gainesville, Florida, as his full-time mode of travel to school, work and everything in between. Two years and 20,000 miles later, Al recalls enjoying the experience, but to this day, he is "still not a fan of riding in the rain."

I asked Al to share some of his life story and it is a fascinating one indeed. Following high

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school, he joined the Marine Corps and served as a M-16 marksmanship instructor. After his discharge, he attended college and then joined the California Highway Patrol, beginning his career in Marin county, working the graveyard shift on the Golden Gate bridge.

He later transferred to Sacramento county, where he eventually was chosen to join the Governor's Protective Detail and spent 10 years providing protection to Governors Pete Wilson, Gray Davis and Arnold Schwarzenegger. Al cherishes those years as the highlight of his CHP career, allowing him to visit many places locally and internationally and meet many interesting people along the way.

Prior to retiring from the force, Al had made a plan with a good friend to put a check mark on the bucket list and ride their bikes from Sacramento to Key West, Florida. They put the trip on the books for April 2020, but unfortunately had to postpone due to Covid-19. Al says it's still a ride he'd love to do and they are hoping to reschedule the ride sometime soon.



"What about a memorable ride story?" I ask, and Al has a clear favorite in mind: "It was back in June of 2018, a ride to the Indian Motorcycle Rally in Durango, Colorado." The route taken, he

says, was the highlight for him, cruising down highway US-50, "the loneliest highway in America," with virtually no other traffic for miles, in perfect clear and cool weather, at awe of the sheer vastness of it all. He recalls the perfect conditions taking a turn as they neared the four corners area where Utah,



Al at the Solvang Vintage Motorcycle Museum (above), and Carol (bottom left) grabbing coffee with Christine Ernst on a coastal ride.

Colorado, Arizona and New Mexico meet, as temperatures climbed to uncomfortable highs of 104 degrees. Durango greeted them with wildfire conditions, which affected their local riding plans, yet, nonetheless, "the trip and the friendships made were priceless. And it could only have happened on two wheels."

When they're not riding, Carol and Al like to take coastal trips on board their Winnebago RV and enjoy the ocean with family and friends. In 2019, they took a three-month-long trip to visit family in Michigan and a friend in Texas.

Within the next couple of years, they are looking to put another check mark on the bucket list by traveling the entire Eastern seaboard, thus completing their goal of visiting all 48 contiguous states with an RV. Good on you, Carol and Al!

Keep on rolling and, as Al says:

"Enjoy the ride!" 🏍️

— Edan Kfir

Al and Carol are closing in on their goal to visit all lower 48 states in their RV.

From Passenger to Rider

5 questions for Melanie Riley, who relishes the adventure of riding on her own

ARROWHEAD MAGAZINE: When I first met you, you were riding as a passenger on your husband's motorcycle. What made you decide you wanted to ride on your own instead of as a passenger? Had you ever ridden a motorcycle before?

MELANIE: My desire to ride stemmed out of PEER PRESSURE from my husband and Christine Ernst!

(Just kidding.) I was really inspired by Christine when she opted to leave the passenger seat for her own bike. Shortly after that, I fell in love with a motorcycle on display at an event. My husband told me to get my motorcycle license if I really wanted to ride. So with a lot of encouragement from Mike and Christine, I started the process for my motorcycle license. I had never ridden or entertained the thought of



riding a motorcycle before this. Which was very obvious the first time my husband gave me my first lesson on a starter bike! He started me out by having me coast down our slightly inclined driveway.

AM: What do you like about riding?

MELANIE: I enjoy the feeling of freeness that motorcycle riding gives me. It is a time when I only think about the ride; a time to enjoy the surroundings and scents of being outside. I also really enjoy the camaraderie of being part of the Indian Motor-

cycle riding group. I always thought it was cool seeing groups of motorcycles ride, and now I get to be part of it. I have found a great deal of support from fellow riders, too, as I've navigated through the experience of being a beginner rider.

AM: There is a lot, of course, to learn when you start riding. What were some of your biggest challenges in the first months of riding?

MELANIE: There are indeed many things to learn when riding a motorcycle, especially if you have never ridden before. I found my biggest challenges of motorcycle riding was my left turns, and wanting to keep my feet dangling when I took off. My husband has really helped me gain more confidence by taking me to parking lots to practice maneuvers like emergency braking and turns. It has also been nice to have the support of so many of our experienced riders in our group. I think our Indian Motorcycle group really allows room for new riders to grow. As I've talked with many along the way about my challenges, many have said they felt the same way

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when they began riding. And as I have progressed, it has been very nice and confidence building to have positive feedback.

AM: I've watched you progress as a rider, and now you seem confident and solid on all the basics. Was there a moment, or a ride, when you thought to yourself: OK, I've got this now?

MELANIE: I can't say that there was a moment or a specific time that I felt like I really had all this riding business down! I feel like riding is always a work in progress for me. That may be because I don't ride as often as I should. Or just that I am more critical of myself. I do feel more confident as I continue to ride and as my skill level continues to improve each time I go out. I can definitely say that I have fewer of those "oh crap" moments!

AM: The growth of women ridership is a big development in motorcycling in recent years. Still, however, women only account for about 20 percent of the nation's motorcyclists. Do you think the growth in women ridership will continue?

MELANIE: I definitely feel we will continue to see an increase in women riders. When I went to motorcycle training class, I would say 40 percent of the class were females. I think as motorcycle riding continues to gain more popularity, more women will start opting to ride their own motorcycle. It only takes one female, like Christine Ernst or myself, to start riding independently for other women to think to themselves, "If she can do it, so can I." 🍷



Melanie on her bike (above) during a recent three-day trip down the North Coast and cutting up with Christine Ernst and fellow riders (below) after a day on the road.



Safety Corner: Your Summer Checklist

With summer comes more riding, longer trips, including over-nighters, and maybe even a week or two of daily riding across country. Inspecting your motorcycle prior to a trip is essential: tire pressures, tread life, fluid levels, belt or chain tension, fork seals, etc. Having mechanical issues far from home can put a real damper on a trip. You should consult a [basic checklist](#) (below) to make sure you have everything covered. When washing your motorcycle, it is also a good time to look for any loose hardware, fluid leaks, burned out bulbs, etc. Checking tire pressure and tread life is especially important before a taking a longer trip. You need to know if your tires are in good enough shape to make the trip, or if they should be replaced before. Also, if your tires are more than five years old, even with good tread left, most experts recommend replacing them. Don't forget to adjust your shocks for the added weight of more gear and/or a passenger. Here is a [great video](#) describing tire traction as it relates to braking, steering and acceleration and reminding us again of the importance of our tires. Stay safe out there!



Mike Riley, Road Director

T-CLOCSSM Inspection Checklist



T-CLOCS ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
T-TIRES & WHEELS				
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects.	Front	Rear
	Air Pressure	Check when cold, adjust to load.	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel: "ring" = OK — "thud" = loose spoke.	Front	Rear
	Cast	Cracks, dents.	Front	Rear
	Rims	Out of round/true = 5mm. Spin wheel, index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning.	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside.	Front	Rear
Brakes	Function	Each brake alone keeps bike from rolling.	Front	Rear
	Condition	Check pads and discs for wear.	Front	Rear
C-CONTROLS				
Handlebars	Condition	Bars are straight, turn freely, handgrips and bar ends are secure.		
Levers and Pedal	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar levers, proper adjustment.		
	Pivots	Lubricated.		
Cables	Condition	Fraying, kinks, lubrication: ends and interior.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire supports in place.		
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, hose supports in place.		
Throttle	Operation	Moves freely, snaps closed, no revving when handlebars are turned.		



Contact Us

(530) 885-5556
12015 Shale Ridge Rd.
Auburn, CA 95602

Hours

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

Holidays



Well it's true, cars and trucks and motorcycles are all in short supply these days, due to the disruption in the supply chain created by the pandemic. And like everyone else, C&E has less in stock than usual. But there are still plenty of beauties to choose from, such as the classic old-school [tan-and-black 2021 Springfield](#) (below), the [maroon metallic 2022 FTR 1200 S](#) (right), and the [titanium metallic 2021 Indian Challenger](#) (above). Don't forget: C&E has used bikes, too, including a [silver 2000 Indian Chief](#) with only 14,000 miles on it. Wish I had some extra dough!



Demo Days Hit C&E



I went up to C&E for both Demo Days, on June 29 and 30 — one day to ride the bikes and the other day to cook burgers and dogs for any hungry riders. I had a great time!

The first day I tried to get up there early to beat the heat of the day. I quickly registered and was on a new Super Chief before I knew it. All the riders had a brief going over on the basic controls as some of the button positions have changed on the new bikes. The new Indian bikes have three riding modes, and we were advised to select the Standard mode first instead of Touring or Sport.



We were off with C&E owner Carlo Lujan leading the way on another Super Chief (I heard it was Emma's). One of the wonderful things about Demo riding with C&E is the route. The Auburn area has some beautiful riding areas around it, and we had a chance to take the bikes through low- and high-speed turns in addition to doing a bit of freeway riding. The Super Chief performed wonderfully. I remarked to Carlo that it was "wicked quick." A Thunderstroke 116 with a lot less weight than my '14 Vintage — it flew! I also had a chance that day to ride one of the new

Challengers. It was also an impressive bike. Indian has changed the rake angle of the front wheel since 2014, making the new Indians effortless to turn.

It was great to see a few GCIMRG members cooking the first day, and great to see more the next day when I got to cook for the riders. Carlo also let me see some of his bike collection in the morning, which was a real treat. All in all, it was a wonderful experience at C&E Demo Days.

— Marc Moehlman



OUR BYLAWS

We've been a very casual bunch since starting a few years ago. Honestly, we just want to get together and ride motorcycles, and you know, to hell with all the bureaucracy that rules the rest of our lives. That's always been the idea behind this group. You can call us mellow, boring, whatever. Carefree? Well, yeah, that's the way we'd like it to be. But alas, every group needs some rules, and so in 2020 we approved bylaws for GCIMRG, aiming to keep it as simple as possible while supporting the IMRG National Charter. We decided it was time to put something on paper, so others coming after us would have a road map for running the organization. Much thanks to Marc 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.

49er Poker Run



SINGLE RIDER \$25
DOUBLE RIDER \$40



WINNING HAND \$300
LOW HAND \$75



REGISTER ONLINE AT

[HTTP://49ER.GOLDCOUNTRYIMRG.COM/](http://49er.GOLDCOUNTRYIMRG.COM/)

9/11/21



SACRAMENTO
AT FIRE MOUNTAIN

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150 PAID REGISTRANTS

09.11.21 | REGISTRATION STARTS: 9:00AM C&E AUBURN
ENDS: HARD ROCK - SACRAMENTO AT FIRE MOUNTAIN



Advertisements Page

Please Note: Members may purchase advertisements to place in Arrowhead Magazine provided what they are advertising is not offered by C&E Auburn Indian and V-Twin. For more information and rates, contact GCIMRG Marketing Director [Josh Baker](#).

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C&E Auburn Indian and V-Twin
12015 Shale Ridge Lane
Auburn, CA 95602



Phone: 530-885-5556
E-mail: imrg1950@gmail.com
Web: www.goldcountryimrg.com

Upcoming Events

Fri., July 30 – 9 a.m., two-day trip through Lassen Volcanic National Park, with overnight stay in Redding.

Sat., Aug. 7 – 9:30 a.m., GCIMRG monthly meeting at C&E, followed by a ride.

Sat., Sept. 4 – 9:30 a.m., GCIMRG monthly meeting at C&E, followed by a ride.

Sat., Sept. 11 – 9 a.m., 49er Poker Run, starting at C&E and ending at Hard Rock Hotel & Casino.

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

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