

THE SD CREW

IMRG 2040

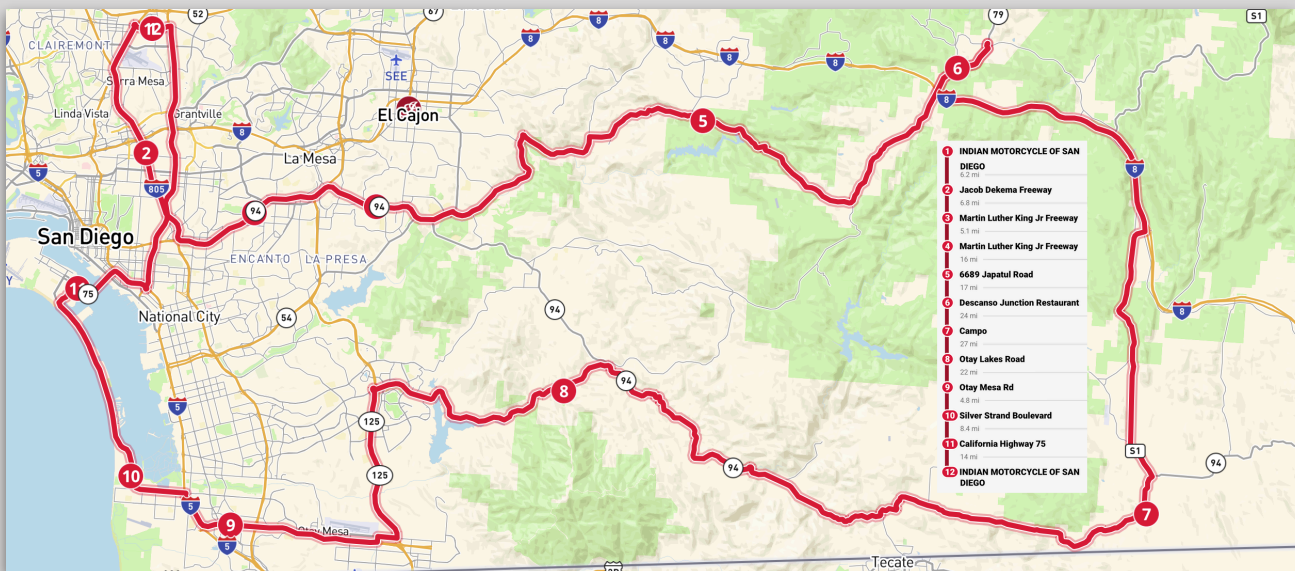


San Diego Chapter

Upcoming Ride

Feb 1 - Monthly IMRG meeting and AMR - Meet at 9:00 AM Sharp with ride to follow.
Start & End at IMSD 9240 Clairemont Mesa Blvd, San Diego 92123

Destination: Campo, Otay Lakes, Silver Strand w/ Lunch Stop Distance: 150 miles round trip.



Meeting Note: We are going to have a Safety Stand-down session for group rides including videos as an annual refresher to keep us all safe. Please fuel up prior to getting to the dealership. Meeting will begin at 9am and KSU will follow at the completion of the meeting.

Chapter Officers

President Charlie Ruiz
charlie@indianofsd.com

Vice President Robert Malasek

Secretary David Timmons

Road Director Tom Bressert

Membership Director Harold "Q" Quivers

Editor / Photographer Gilbert Peck
thesdcrew@icloud.com

Activity Director Open Position

Sponsoring Dealer Indian Motorcycle of San Diego - Tim Broadhead - Owner

Upcoming IMRG Rides:

March 7 - Julian via Highway 80 Sunrise Highway

April 4 - Double Peak Park, San Elijo (best views of San Diego)

May 2 - Borrego Springs

Do you have a ride idea? Send in your suggestion to thesdcrew@icloud.com and we'll map the route and add it to the list.

Chapter News:

Throttle Thursday Dinner Sunday

Join us this month for another fun evening of great food and conversation. Sit back and relax with The SD Crew. What will you pick? The Bagger Brisket, Dual Exhaust or maybe my new favorite, the Blown Head Gasket. Whatever you choose, save room for the Bread Pudding. Be on the lookout to RSVP on the Facebook page.

STP Bar & Grill

5487 Clairemont Mesa Blvd

San Diego, CA. 92117 **February 9th @ 5:00**



Upcoming Events:

Annual Charity Rides

May 16th - 2020 May Ride Benefits Armed Services YMCA. God Bless Our Heroes...



July 18th - Ride4ALZ - Help San Diegans living with dementia at the 4th annual Rides4ALZ. All proceeds benefit Alzheimer's San Diego, and every dollar will stay local for Alzheimer's support and research here in San Diego County.

The SD Crew came together for our monthly Throttle Sunday, this time to send off one of our very own. Nicole, a member of the Indian of San Diego Family, and a member of our Armed Forces. The Navy has decided to send her overseas for a year. Our men and women of our armed forces are our heroes and very special to the SD Crew, so it was important that we rally around Nicole and her husband Robert, sending her off on this assignment with a fresh reminder of how much she and all our servicemen are appreciated by all of us who sleep safely in our beds because of the sacrifices they make. We will miss you Nicole, and we will take good care of Robert in the mean time (I'm sure he'll come out on more rides now so we will keep him safe and entertained). Fair winds and following seas Nicole. We will be right here to welcome you home in no time.





Toms

Safety

Tips

Tire Pressure

Winter is here and between rain drops and holidays we may not be riding as often as we would like.

We know, tire pressure is hardly an exciting subject, but it is really important. After all, your tires are the only thing connecting your motorcycle to the road, and tire pressure affects a lot of stuff like traction, handling, stability, ride comfort, and tread wear.

Checking tire pressures is the most fundamental of maintenance items, yet most riders fail to do it as often as they should. As a rule you want to check your tires at least every other week. Make sure you're using a decent tire gauge and check the tires when they're cold. That doesn't mean waiting until winter, it just means doing it before you ride since the tire will heat up as it rolls down the road.

Left alone, your tires are going to deflate. Tubeless tires bleed down more slowly than tube-type tires, but in any case the fact that air molecules find their way out of tires all on their own means that under-inflated tires are pretty common.

If your tire pressures are too low, then you end up with a soft tire and a big old contact patch. That leads to sloppy, heavy handling, premature wear, excess friction and tire temperature, and poor fuel economy. On the other hand if your tire pressures are too high, you'll have a really small contact patch and a very hard tire. That means less traction and a rough ride.

So how do you know what the correct pressure is? Some people go by the pressure listed on the sidewall of the tire. That's the wrong place to look. That figure is the maximum allowable pressure for the tire, and the recommended pressure is sure to be well below that.

The right place to look is in your owner's manual, or right on your motorcycle. There's likely a sticker on you bike's swingarm or on the frame that lists the pressure for your particular bike.

And since tire pressure is so critical, you'll want to use a quality tool to check it. Those cheap pencil gauges are convenient but they're notoriously inaccurate and are good for a ballpark reading at best, so you should invest in a decent gauge.

So in review: Check your tire pressures at least every other week; use a quality tire gauge; and take the measurement when the tires are cold.



Model	Front Tire Pressure	Rear Tire Pressure
Roadmaster/Roadmaster LE	36 psi (248 kPa)	41 psi (283 kPa)
Chief Vintage	36 psi (248 kPa)	40 psi (276 kPa)
Indian Springfield	46 psi (317 kPa)	41 psi (283 kPa)
Chief/Chief Dark Horse	36 psi (248 kPa)	40 psi (276 kPa)
Indian Springfield Dark Horse/Chieftain/Chieftain Dark Horse/Chieftain Limited	36 psi (248 kPa)	41 psi (283 kPa)
Scout/Scout Sixty	36 psi (248 kPa)	40 psi (276 kPa)
Scout Bobber	36 psi (248 kPa)	40 psi (276 kPa)
FTR 1200	36 psi (248 kPa)	40 psi (276 kPa)
Challenger	36 psi (248 kPa)	41 psi (283 kPa)



**Harold "Q" Quivers IMRG Officer Profile SD Crew
Membership Director**

- Married 12 years to Elena
- We have 4 children ages 31, 35, 36, 37 and 39
- We have 2 grandchildren ages 4 and 19
- Grew up in Pennsylvania with a younger brother and sister
- Moved to San Diego in 2014
- Retired from the United States Marine Corps after 22 years of honorable service
- Earned a Bachelor's degree in Organizational Management from Ashford University
- Currently a Quality Engineer for General Atomics Aeronautical Systems, Inc. in Poway, CA
- I have been riding motorcycles since July 2018
- I have over 10,000 miles riding on the streets and highways since July 2018
- I currently own a 2016 Indian Chieftain with over 10,000 miles on it.
- Hobbies: motorcycling , working out, listening to smooth jazz, reading, and smoking an occasional cigar

Durango Rendezvous V June 8 - 14th

A group of us from The SD Crew will be traveling to Colorado to join in on all the fun happening in Durango. If you would like to find out more details or join us on our trip you can reach out to Robert Malasek or Tom Bressert as well as checking out our Facebook Page.

A Partial List of What's Happening....

- Scenic Rocky Mountain Ride Destinations; Million Dollar Highway, Telluride, Ouray, Silverton, Mesa Verde, Four Corners & More.
- Veterans Charity Ride / IMRG Ride & Welcome Receptions in Silverton and at the Durango Depot
- Ride Like a Pro Colorado Motorcycle Demo and Classes to improve your skills
- Durango & Silverton Steam Locomotive Rides, White Water Rafting, Outdoor Adventures
- Banquet Dinner, Guest Speakers, Awards, Show, Raffle, New & Vintage Motorcycles
- BAR-D Chuckwagon Dinner, Country Music and Comedy Show
- Indian Motor Works Tour in Bayfield
- Wines of the San Juan Vineyard Ride





A note from our Road Captain

I started riding out of necessity. In high school, I blew up the motor in my Plymouth so my uncle lent me an old Honda trail 90 to get back and forth to work while I rebuilt the motor. I would later score a good deal on a 400 Honda Hawk that I rode until I joined the Navy. I remember going through drive thru's and putting my helmet on the side hook to carry my food instead of protecting my head, different times back then.

I rode out of necessity for years, then one year while out of state for work I discovered a couple of co-workers that were riding the back roads on the weekends and had some great stories about their rides. Intrigued, I found a great deal on a Suzuki Intruder and started riding with them. I would soon be fully committed when we took the long road trip back home at the end of the project. Upon my return, I found out that the wife enjoyed riding also and we were soon traveling all of the roads around Washington state.

When the time came for a new bike, I wanted a cruiser but something other than a Harley. All my friends were riding Harleys and I have always gravitated towards something different. (See Plymouth above). I would soon find my salvation in the Victory lineup and bought a new Kingpin. After many trouble free trips (and years) up and down the coast, Sturgis and a trip to D.C. I got word that Polaris was ending the Victory production. I always found it amusing that many Harley riders wouldn't even consider a different brand? Wanting to keep an open mind, I went and rode both Harleys and Indians to make an informed decision and see what best suited me. The riding position, comfort, and knowing the reliability of the Polaris equipment I decided on an Indian.

Soon after, I discovered this riding group and have been actively engaged ever since. I believe that if you are riding for pleasure, especially with others, that who you ride with is as important as what you are riding and it has been a lot of fun riding with the SD CREW.

~ Tom

