

SD CREW Newsletter

IMRG 2040



San Diego Chapter

NEW IMRG TRAVELING BOX

Hitting the road this year is an all new activity for IMRG Chapters. IMRG now has a traveling box containing a flag, journal and bag. This box will be passed from chapter to chapter across the U.S. Each chapter will ride with the IMRG flag, leave a message in the journal and add their patch to the collection bag. This is a great opportunity to meet up with other chapters and ride together.



IMRG Orange County Chapter has already received the Traveling box and passed it on to the next Chapter. SD Crew will be the last California Chapter to receive the box

SD Crew is planning to hand deliver the IMRG Traveling Box to one of the AZ Chapters. We may ride all of the way or meet them half way for lunch and ride together locally. We will be inviting the other Southern California Chapters to join us on the ride.



Stay tuned for more details.

* Click On Words In Blue That Are Underlined To Go To That Website *



President Robert Malasek "Banner", rmalasek@indianofsd.com

Secretary & Newsletter Dave Timmons "Professor"

[San Diego IMRG Chapter – The SD Crew](#) [meetup](#) [SD Crew IMRG](#)

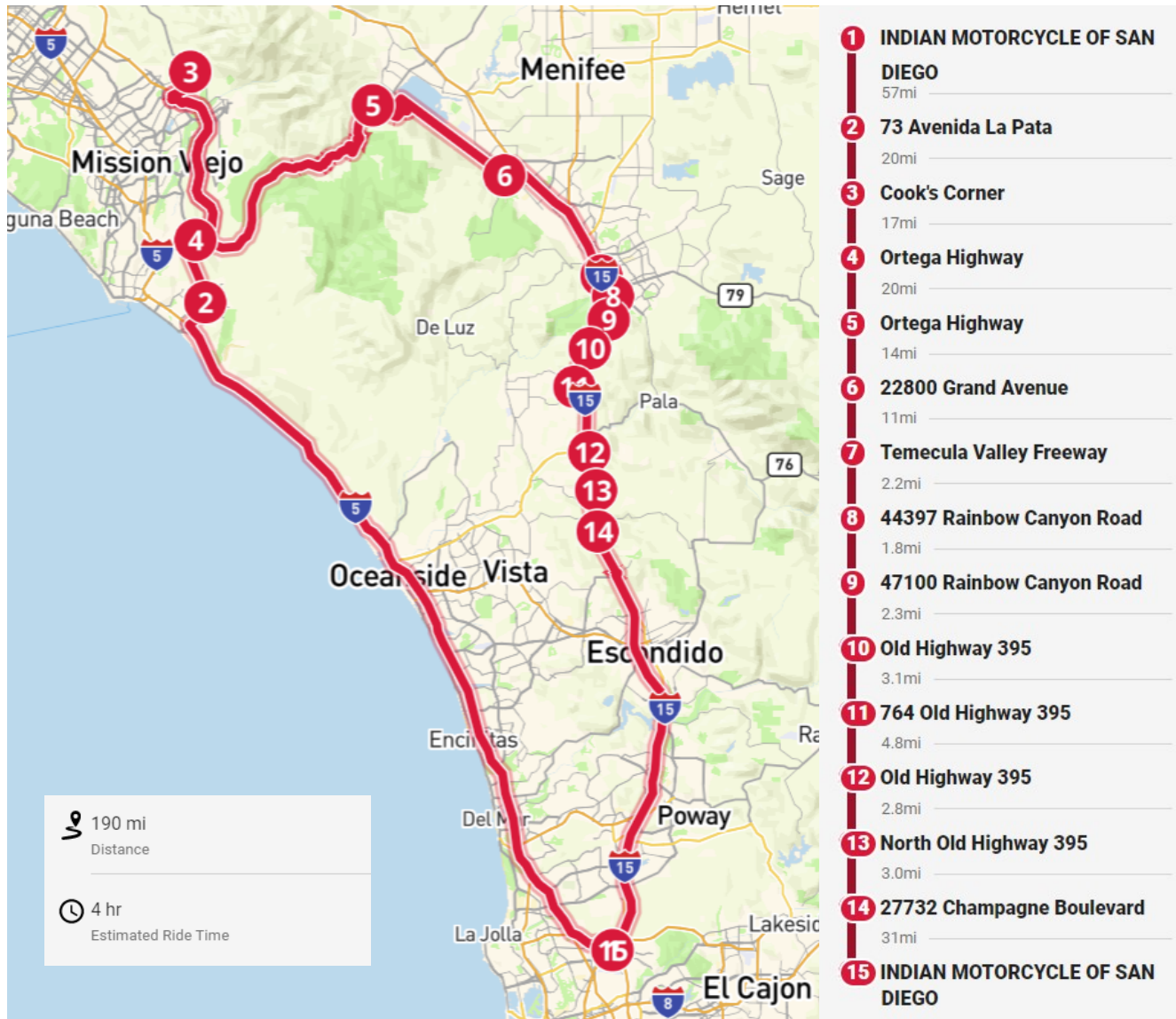


Next Month's SD Crew Ride

April 3rd: Meet at 9:00am Sharp Tanks full and Bladders Empty

Start & End: IMSD, 9240 Clairemont Mesa Blvd, San Diego 92123

Destination: The Famous Cook's Corner in Orange County for lunch



Upcoming SD Crew Rides

May 1st - SD Crew will be supporting the MMIW, Murdered & Missing Indigenous Woman, Charity Ride

June 5th - Palomar Mountain with lunch at Josie's Hideout

July 3rd - Backroads in East and South County with a lunch stop

Have a ride idea? Send your suggestions to: rmalasek@indianoofsd.com

March SD Crew Ride

22 bikes rolled out of Indian of San Diego for a 170 mile ride that included Wild Cat Canyon, Old Julian Hwy and Montezuma Valley Rd. We stopped for lunch at Carlee's. Who knew it was going to be 90 degrees in the sun in Borrego! We returned via Banner Grade and Hwy 79 to I-8. The temperature really cooled off around Cuyamaca. Thanks to Ken for the ride video. [Ride Video](#)





A Big Thank You to a couple of OC IMRG people for hand delivering the new SD Crew patches to us in San Diego for our final review.



Congratulations to Randy on his new Roadmaster. Have fun and ride safe.



Past Events



Vietnam Veterans Appreciation Ride, February 13th

3 SD Crew members and Grace joined the ride of approximately 100 bikes. We met at the Coffey Corner in Santee. The ride included Mt. Soledad, the Silver Strand in Coronado and ended at Motorcycle Monkey Coffee Shop in Santee for lunch, raffle prizes and live music. [Ride Video](#)



**SWAP
YOUR
SWAG**



Dealer Swap Your Swag, Food Drive and Ride, February 20th

Old motorcycle T shirts were traded for new Indian T shirts and Rider points were given with a food donation. Afterward eight bikes went on a 150 mile ride in east county stopping at Josie's Hideout for lunch. [Ride Video](#)



Past Events



Leukemia & Lymphoma Society Charity Ride, February 27th

This inaugural ride was organized by the Rabble Rousers, a small motorcycle group in Orange County who's members are in law enforcement. Seven SD Crew members joined the ride that included members from IMRG Orange County and North County. We rode to North County Indian meeting up with some of their members and headed to Cook's Corner in Orange County for breakfast with some from OC IMRG. We all rode back to North County Indian for a short stop where more riders joined us. Then it was on to Rainbow for lunch and raffle drawings. After lunch we rode 395 to a Temecula bar with live music. Morgan won 4 prizes so his nickname is now Lucky. [Ride Video1](#) [Ride Video2](#)



Future Events



Factory Demo Days, April 13th-14th

Hosted by our own Indian Motorcycle of San Diego

The 2022 Chief and FTR 1200 will be available to ride as well as the 2021 Scout Bobber, Chieftain, Indian Vintage, Indian Springfield and Roadmaster



Ramona Backcountry Run, April 17th

Proceeds go to the Ramona Schools Scholarships

SD Crew's Paul Zawilenski is the organizer

SD Crew to ride together to the event. KSU 8:30AM at Motorcycle Monkey Coffee, 10366 Mission Gorge Rd, Santee, CA 92071

[Registration](#)



MMIW, Murdered & Missing Indigenous Women Charity Ride, May 1st

This will replace our May monthly ride

SD Crew's Shelly Alfaro is one of the organizers

KSU 9:30AM from IMSD to ride together to North County Indian where the ride will start. The ride will end at IMSD.

[Information](#)

[Registration](#)



May Ride, May 15th

All proceeds go to the Armed Services YMCA

SD Crew will ride together to the event. TBD

[Registration](#)



Ride For Alzheimer's, July 10th

SD Crew to ride together on this day. TBD

[Please Register with SDCREW IMRG](#)



Cruisin' SoCal 3 Day Region Ride, October 7th-10th

Hosted by the 5 Southern California IMRG Chapters

All Bikes Welcome

[Information, Registration, Hotels](#)

Motorcycling Tips

Top 15 Motorcycle Tips For Street Riding Safety

Close your eyes and recall your last ride in heavy traffic. Imagine the vehicles surrounding you, crowding you, cutting you off. Imagine yourself monitoring closing speeds, reading street signs, noticing and anticipating traffic lights. Then imagine guessing what pedestrians will do, or how slippery that painted line might be. And those distracted drivers on their phones... imagine trying to guess what they're going to do.

Riding in traffic can be a nightmare, especially for beginners. Is it any wonder so many motorcyclists crash and burn while riding on congested streets? It's amazing how many different tasks motorcyclists deal with on a normal traffic-choked commute. Doing it successfully means processing a multitude of items at once and reacting correctly to each. Doing it wrong can mean roadkill—the humankind. Here are 15 smart strategies for dealing with traffic-choked streets.

Watch Drivers' Heads And Mirrors

Watching the head movements of drivers through their windows and mirrors is an excellent way to anticipate sudden moves. Most drivers won't lunge left or right without first moving their heads one way or another—even if they don't check their mirrors.

Trust Your Mirrors, But Not Totally

Your bike's mirrors can be lifesavers, but they don't always tell the entire story even if they're adjusted properly. In traffic, always buttress your mirror-generated rear view with a glance over the appropriate shoulder. Do it quickly and you'll add an extra measure of rear-view and blind-spot knowledge to your info-gathering tasks.

Never Get Between A Vehicle And An Off-Ramp

This sounds almost too simple, but drivers who decide to exit at the last minute kill plenty of riders each year. The simple rule, then, is to never position yourself between a vehicle and an offramp. Passing on the right is generally a no-no, but in this day and age, it's sometimes necessary. So if you do it, do so between exits or cross streets.

Cover Your Brakes

In traffic, you must often react extra quickly, which means not fumbling for the brake lever or pedal. To minimize reach time, always keep a finger or two on the brake lever and your right toe close to the rear brake pedal. When that cellphone-wielding driver cuts across your path trying to get to the 7-Eleven for a burrito supreme, you'll be ready.

Be Noticed

Make sure drivers and pedestrians can see you, even from a distance. Ditch the all-black attire and wear brightly colored gear, especially your helmet and jacket. Hi-vis yellow suits and jackets are common at every gear shop.

Be Ready With The Power

In traffic, ride in a gear lower than you normally would so your bike is ready to jump forward instantly if asked. Doing so gives you the option of leaping ahead instead of being limited to just using the brakes when that pickup suddenly moves over. The higher revs might also alert more drivers to your presence.

Traffic Slowing? Stay Left—Or Right

When traffic slows suddenly, stay to the left or right of the car in front of you. This will give you an escape route if needed. It will also help keep you from becoming a car-motorcycle sandwich if the driver behind you fails to stop in time. Once you've stopped, be ready: clutch in, your bike in gear, and your eyes on the mirrors. You never know.

Practice The Scan

Constantly scanning your entire environment while riding—from instruments to mirrors, to the road ahead, to blind spots, to your left and right—keeps you aware and in touch with your situation, and therefore better able to react. Dwelling on one area too long—watching only behind or in front of you, for instance—is just begging for trouble.

Left-Turn Treachery

When approaching an oncoming car that's stopped and about to turn left, be ready. Watch the car's wheels or the driver's hands on the steering wheel; if you see movement, be ready to brake, swerve, or accelerate, whichever seems best for the situation.

Motorcycling Tips

Study The Surface

Add asphalt conditions to your scan. Be on the lookout for spilled oil, antifreeze, or fuel; it'll usually show up as shiny pavement. Also keep an eye out for gravel and/or sand, which is usually more difficult to see. Use your sense of smell too; often you can smell spilled diesel fuel before your tires discover how slippery the stuff is.

Ride In Open Zones

Use your bike's power and maneuverability to ride in open zones in traffic. In any grouping of vehicles there are always some gaps; find these and ride in them. Doing so will separate you from four-wheelers, give you additional room to maneuver, and allow you to keep away from dangerous blind spots. And vary your speed. Riding along with the flow can make you invisible to other drivers, especially in heavy traffic.

Use That Thumb

Get into the habit of canceling your turn signals often regardless of the traffic situation. A blinking signal might tell drivers waiting to pull into the road or turning left in front of you that you're about to turn when you aren't. Better to wear out the switch than eat a Hummer's hood, eh?

It's Good To Be Thin

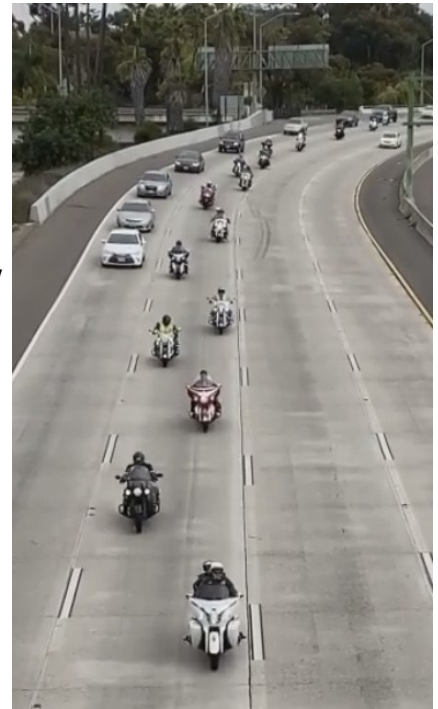
A huge advantage single-track vehicles have over four-wheelers is their ability to move left and right within a lane to enable the rider to see what's ahead. Whether you're looking to the side of the cars ahead or through their windshields, seeing what's coming can give you lots of extra time to react.

More Than One Way Out

Yeah, motorcycles fall over. But they're also light, narrow, and hugely maneuverable, so you might as well learn to exploit their strengths when things get ugly, right? So don't just brake hard in a hairball situation. There's almost always an escape route. Swerving into Mrs. Smith's front yard could be a lot better than center-punching the Buick that turned left in front of you. Always have an escape route planned, and update it minute by minute.

Running Interference

This one's easy, and we'll bet most of you already do it: Let larger vehicles run interference for you when negotiating intersections. If the bonehead coming toward you from the left or right is going to blow the light, better they hit the box van next to you, right? For the same reasons, don't lunge through an intersection as soon as the light turns green. Be patient, and use the vehicles next to you as cover.



SD Crew in staggered formation

"Motorcycling is not, of itself, inherently dangerous. It is, however, extremely unforgiving of inattention, ignorance, incompetence or stupidity."

Mike, AKA GQ, was in a snowboarding accident resulting in surgery on his leg.

He will be off the bike for a couple of months.

We wish him a full recovery and that he will be back on the bike soon.

Notice the Indian stickers on his new ride.

Of course, the purse goes with his outfit.



The All New Indian Chief Yesterday



1921 marked the debut of the Indian Motorcycle Chief. Designed by the legendary Charles Franklin, the dirt track racer and engineer who also dreamed up the Scout, the Chief had a 61-cubic-inch V-twin, dual cams, a low seat, and graceful lines. Riders loved its reliable power, formidable torque, and agile frame, and the bike quickly gained fans around the world. In the 1940s, the Chief helped fuel the post-war era of bike racing and customization in America.

Today

For its 100th anniversary, one of America's most iconic bikes has been completely reimagined by America's first motorcycle company. The new Chief is the perfect blend of old and new - a timeless design supplemented with modern technology and performance, and zero compromises. It retains its classic compact stance, simple steel frame, and 64-inch wheelbase. With the Chief's timeless design, dedication to Indian Motorcycle's legendary past, and unobtrusive modern technology, the only people it will disappoint are the ones who hoped to keep it in their rearview.

[More Information](#)



IN MEMORY OF IRENE MEZZA HERRIG

Our Sincere condolences go out to her family and friends.



Chrome Dva's lost a Sister March 7, 2021. San Diego a Strong Leader and Advocate for the LGBTQ and Motorcycle Community

Irene's dream bike had always been an Indian motorcycle. Last year she bought her Indian Chieftain and joined our Tribe. Irene was an active and valuable member of the Chrome Divas, first with the San Diego Chapter then in 2019, the Oceanside Chrome Divas chapter was created. Irene was our first president and was so driven she became the West Region Assistant Director of National Chrome Divas. Irene was highly involved in the LGBTQ community and Pride Parade ride since its beginning. She was a loving wife, mother, grandmother, daughter, sister and friend. Irene died doing what she loved best, riding her beautiful Indian motorcycle leading her Divas home.

Irene Meza-Herrig Was a part of the San Diego Women Motorcycle Riders contingent which leads the parade every year.

If this year's San Diego Pride theme is "Persist with Pride" then Irene Meza-Herrig and more than 100 other women are doing it full throttle with the San Diego Women Motorcycle Riders (SDWMR) contingent. Each year this large caravan of bikes leads the parade with their bone-rattling pistons firing with pride, and it just keeps getting bigger.

Irene, originally from Oceanside, has been volunteering for this group for about eight years after some of the original members moved away, leaving them without leadership. She makes sure the team is organized, informed of the rules, checked in and positioned correctly before making their way down the parade route ahead of the male motorcycle groups.

"I love my community," Irene says, "so I took it upon myself to meet with the San Diego Pride committee and told them I would help out in any way I could. With the help of Donna Danzig we were able to make sure the contingency flows without any major issues."

This collective consists of women from other motorcycle clubs as well as those who just want to represent or support the LGBT community riding their own choppers.

Irene's love of bikes was inspired by her father who was an avid rider himself. Now, with her own ride, a Yamaha V-Star 1300 Tourer, Irene represents the SDWMR and leads the pack.

"I have been riding in the parade since 1994 under the name of *Dykes on Bikes*, other names this contingency rode under was *Women Moto*, which was a San Diego motorcycle club," she explains. "That club no longer exists, hence why it is now called *San Diego Women Motorcycle Riders*. This encompasses all female riders and does not matter what club they belong too."

The group has grown over the years. "More and more women are buying bikes of every kind and I get emails always asking what it takes to ride with us."

She says all female riders are welcome to join whether they are gay, bi, transgender or straight--and join they do. It's an example of how diverse and accepting San Diego is.

"What I love about our community is the unity we have here," she explains. "It does not matter how young or old you are everyone counts. I love the fact that there are many resources for the LGBT community and that anyone who needs help there is always someone around to help them."

But this year, through all of the fun, excitement, and roar of the engines, she has concerns; fears she feels make the upcoming parade more important than ever before.

"With all that is going on in our country, I am actually scared for myself as a lesbian. I feel we are working harder to just get simple civil rights we are entitled too, and this administration is pushing us backwards and back in the closet."

So Irene is embracing this year's message as a mantra of empowerment. Despite her fears, she not letting anything or anyone--take her away from her duties, keeping that pole position as one of the first faces people see along the parade route.

"This year's theme says it all 'Persist with Pride,'" she says proudly, "that is the only way our voices can be heard."

by **Timothy Rawles - Community Editor for SDGLN**

OUR SPONSORS



INDIAN MOTORCYCLE[®]
of *San Diego*

9240 CLAIREMONT MESA BLVD., SAN DIEGO, CA 92123 Phone 858-277-0422

[f Indian of San Diego](#)

www.indianofsd.com



LAW TIGERS[®]
MOTORCYCLE LAWYERS

[f Law Tigers San Diego](#) www.lawtigers.com



Motorcycle Monkey Coffee Shop
10366 Mission Gorge Rd, Santee, CA 92071
Saturdays 8am - 11am

Bike Night: 3rd Thursday of the month 6pm – 10pm

[f Motorcycle Monkey](#) www.motorcyclemonkey.com