

NORTHERN COLORADO

Informer

INDIAN MOTORCYCLE RIDERS GROUP®
2036



NORTHERN COLORADO



NOVEMBER 2025



NORTHERN COLORADO IMRG UPCOMING EVENTS

Saturday, November 15th—NoCo IMRG Monthly Chapter Meeting & Post-Meeting Lunch Meetup.

Chapter meeting @ **9:30 a.m.** at the Indian Motorcycle of Fort Collins.

Kick off your weekend with a gathering of fellow members and motorcycle enthusiasts. Connect with fellow members. Never been to a NoCo IMRG Chapter meeting? Why not take this opportunity to come out and make new friends.



After the meeting, weather permitting, we're planning a short ride and meetup for lunch at The Moot House in Fort Collins.

So mark your calendar and come join the fun!

Saturday, December 13th—Wreaths Across America.



Attending Wreaths Across America is a NoCo IMRG tradition. We will meet at the **Grandview Cemetery @ 9:45 a.m.** located at 1900 W Mountain Ave, Fort Collins. The ceremony begins at 10:00 a.m. Wreath placement will immediately follow the ceremony.

Wreaths Across America is a nonprofit organization that places wreaths on the graves of veterans at cemeteries across the United States. Its mission is to "Remember the fallen, Honor those who serve, and Teach the next generation the value of freedom."

It's a humbling experience to be able to pay tribute to veterans who are no longer with us by laying wreaths upon their grave sites. You can learn more about this national event at WreathsAcrossAmerica.org. Please consider sponsoring a wreath at Grandview Cemetery (COGVFC), or any other location.



FUTURE EVENTS

November - December 2025

- 11/15** Monthly Chapter Meeting & Post Meeting Lunch Meetup
- 12/13** Wreaths Across America
- 12/13** Holiday Social

RESOURCES

[Going on NoCo IMRG Group Rides](#)

Guidance & waiver forms for rides

[NoCo IMRG YouTube Channel](#)

[NoCo IMRG Instagram](#)

[NoCo IMRG Facebook Group](#)

nocoimrg@gmail.com

[About Northern Colorado IMRG](#)



Saturday, December 13th—Chapter Holiday Social.

Join us for a festive gathering, year-end celebration starting @ **11:30 a.m.** at **Indian Motorcycle of Fort Collins.**



Let's come together to celebrate the holiday season and reflect on another incredible year of riding. Enjoy great company while we savor a delicious catered lunch. Connect with fellow NoCo IMRG members and reminisce about past adventures and discuss future rides. Let's close out the year on a high note and gear up for even more exciting adventures in the year ahead.

Whether you're a veteran member, or a recent addition to the NoCo IMRG family, we welcome you join us in our shared passion of motorcycles, the thrill of the open road, and the enduring bonds of friendship. Everyone is welcome!

A Punchbowl e-vite will be sent out to everyone. Please let us know if you can make it with your RSVP so we can plan accordingly. Include a +1 if you're bringing a guest. This will help us estimate the number of people and order the right amount of food. Looking forward to seeing you there!

Please note: The Holiday Social will be in lieu of our normal 3rd Saturday of the month Chapter meeting. There is NO CHAPTER MEETING on December 20th.

For up-to-date information on all Northern Colorado IMRG rides and events, visit our [Events Calendar](#).

Please visit [Going on NoCo IMRG Group Motorcycle Rides](#) for ride waivers, ride level ratings, and other detailed information about going on our group rides.

COLORADO MOTORCYCLE LANE FILTERING—REVISITED

In 2024, Colorado passed a law allowing motorcycles to pass between vehicles stopped on the roadway known as lane filtering. Lane filtering is not the same as lane splitting. Lane filtering allows motorcyclists to safely navigate through stopped traffic traveling in the same direction as the rider. Lane splitting, which remains illegal, involves riding between lanes of moving vehicles.

Five rules must be followed to lane filter:

1. If a rider wants to pass, traffic must be at a complete stop.
2. The lane must be wide enough to fit the vehicle and motorcycle while passing.
3. The motorcycle must go 15 mph or less.
4. The rider must pass safely and control the motorcycle.
5. The rider must pass on the left and not enter the oncoming traffic lane.



So, basically, only at a red light or in stopped traffic. Once cars start moving, the motorcycle must re-enter the flow of traffic.

Colorado's lane filtering law could save motorcyclists' lives. Lane filtering reduces the risk of motorcyclists being rear-ended by a car or truck. Collisions from behind can cause serious injury or kill motorcycle riders.

Riders should always prioritize safety and be mindful of their surroundings. It is often impossible to predict the actions of other vehicles. Motorcyclists should always ride sober, wear protective gear, and stay focused on the road. Colorado law requires a valid motorcycle license or a motorcycle endorsement on your existing driver's



license to legally operate a motorcycle on public roads.

Traffic safety is a shared responsibility. Drivers should understand that motorcycle riders are more exposed and vulnerable to unexpected road hazards. Lane filtering is one way for motorcyclists to protect themselves.

Low Adoption Rate

A state survey conducted about a year after the law took effect found that the majority of riders (71%) are not yet using the lane filtering maneuver. The low adoption rate is primarily due to a combination of safety caution, confusion, and novelty:

1. **Perceived Risk and Caution by Riders:** Even though the law is designed for safety (preventing rear-end collisions), the act of navigating between stationary cars leaves the rider vulnerable to sudden actions from drivers, such as opening a door or making a last-second, unplanned lane adjustment. Lane width and lack of driver awareness are also conditions for why riders choose not to filter.
2. **Confusion with Illegal Lane Splitting:** A significant challenge is the lack of public understanding, shared by both motorists and riders, about the difference between legal lane filtering (passing stopped traffic at slow speed) and illegal lane splitting (passing moving traffic). This confusion can make motorcyclists hesitant to filter, fearing they will be misidentified as reckless lane splitters by law enforcement or, more commonly, by car drivers who might react aggressively (road rage) or deliberately block them.
3. **Newness of the Law (Driver Awareness):** The law is still very new. Drivers are not yet accustomed to checking their mirrors or the space between lanes for motorcycles when stopped, which increases the danger for a filtering rider. Riders may be waiting for greater driver acceptance and predictability before they feel comfortable filtering.
4. **Strict Legal Requirements:** The law has strict conditions (e.g., traffic must be completely stopped, speed must be 15 mph or less, passing must be on the left). These strict rules limit the number of opportunities where the maneuver can be performed legally and safely, further contributing to a lower adoption rate.

For more information and a full list of frequently asked questions, visit codot.gov/lanefiltering.

WHY THE MOTORCYCLE WAVE ISN'T ALWAYS RETURNED

There's a silent, almost sacred handshake that happens on the open road—the motorcycle wave. Some riders throw it down low with instinctual ease, a casual dipping of the left hand that says, "I see you, my fellow rider," a recognition of shared passion and risk.



It's a great feeling when you get that signal back. A tangible confirmation you belong to the two-wheeled tribe. But let's be honest, when you throw a perfect two-finger salute and get nothing but a helmet stare in return, it can sting a little. You can almost feel the collective disappointment when a fellow rider leaves you hanging. Before you let that disappointment morph into unnecessary animosity, let's talk about why that unreturned wave might not be personal at all.

The Original Signal Was Just the Bike

For many older, long-time riders, the need for a formal gesture didn't even exist. Think back to a time when motorcycles were less common and less segmented. When you saw another bike, regardless of whether it was a

heavy cruiser, a dirt bike, or an early sport model, that in itself was the signal. The sheer act of seeing a two-wheeled silhouette coming the other way was an immediate, unqualified acknowledgement. It was your brother or sister on the road, and no extra motion was required to confirm that bond.

The machine itself was the universal symbol of solidarity because owning one meant embracing a higher level of commitment, and a willingness to face the elements, the mechanical upkeep, and the inherent vulnerability. That shared understanding transcended brand loyalty and riding style. While the modern wave has become a



wonderful, friendly tradition, it's worth remembering the foundational respect that existed long before the current protocol was popularized.

Focus Eclipses Fellowship

The most common and most important reason for a missed connection has nothing to do with attitude and everything to do with physics and self-preservation.

Picture a riding moment where you're rounding a tight, sweeping corner, counter-steering, throttle controlled, eyes fixed on your exit point. Maybe you're mid-shift, feathering the clutch in heavy traffic, or perhaps you're fighting a sudden, strong crosswind on an exposed bridge.

In these crucial moments where a split-second decision or a minor adjustment can keep your bike under control or avoid an accident, your hands are busy and your brain is locked in. The rider who doesn't wave back might just be prioritizing their balance, their gear change, or their immediate safety. Remember, the clutch hand (the one used for the wave) is one of the most critical control inputs on the motorcycle. Taking that hand off the handlebar, even for a moment, is an intentional removal of control. They're not being rude, they're being a responsible rider who understands safety comes first. Throwing a wave gesture is a lot less important than making it through that curve cleanly.

Hazard Scanning and Zen Moments

A rider's mind is constantly engaged in a high-speed security sweep scanning for potential hazards. This intense surveillance of checking mirrors, tracking potential road hazards, and anticipating the actions of other drivers is mandatory for survival on two wheels. In this state of acute awareness, the rider is effectively "locked in." Furthermore, some riders experience a "zen moment" or a flow state where the conscious effort of riding gives way to instinctual, moving meditation. When a rider is deeply engrossed in this crucial level of concentration, a hand wave, no matter how friendly, simply doesn't register or isn't seen.

The Quiet Riders and Commuters

Finally, there are the lone wolves and those who ride out of necessity. Every riding community has its solo acts. The riders who value the simplicity and solitude of the journey above all else. They ride quiet. For them, riding is a form of moving meditation, a chance to unplug and focus entirely on the internal experience rather than external social cues.

For these riders, no wave, no talk, just the road is the goal. They aren't trying to reject the community. They're simply embracing the singular focus that their machine demands. This group also includes the vast number of motorcyclists who commute daily. They're on a mission to get to work or home efficiently, often navigating the same route multiple times a day. Throwing a bunch of waves on a 30-minute commute quickly becomes impractical and distracting. For them, the wave is an unnecessary interruption to their concentration and flow.

Just Keep Riding

The next time you throw out a wave and get left hanging, take a deep breath and keep your focus on the road instead.

Assume the best. They were shifting, they were mid-turn, or they're simply one of the quiet ones. The profound bond we share on two wheels runs deeper than a few fingers dipping toward the pavement. Respect doesn't always need a signal. It exists in the mutual acknowledgment of the risks, the freedom, and the sheer joy of riding a motorcycle. Keep your focus on the road, enjoy the rhythm of your engine, and ride safe.



SAFETY TIP: TWO UP'N WITH A PASSENGER

Safety tip from Paul Carroll

If you have ever ridden a motorcycle with a passenger, you know the dynamics of control are significantly changed with the added weight and raised center of gravity. Because of this, it's imperative to practice riding with your passenger in a safe, controlled area, such as a parking lot before ever hitting public roads.



Passenger Briefing: Posture is Key

Before every ride, clearly instruct your passenger on proper body position:

1. **Stay Neutral:** Make sure your passenger knows to sit neutral; that is to say, not leaning in any situation.
2. **Look Ahead:** The best position is for them to look over your shoulder in the direction of the turn. This helps them anticipate movement without actively leaning.
3. **No Moving at Stops/Starts:** While riding at road speed the motorcycle is very stable, but as you slow for a stop the bike becomes more and more unstable requiring you, the rider, to maintain balance. Brief your passenger that it is critical to not move around during takeoff or stops.

Stability and Braking Technique

While your motorcycle is highly stable at road speed, it becomes less stable at lower speed, requiring the rider to maintain more balance. For a smooth, safe stop with a passenger, use this braking technique:

- **Final Approach Transition:** As you slow down and drop below 10 MPH, transition your braking pressure from the front to the rear brake.
- **Maintain Balance:** Using only the rear brake for the final approach allows you, the rider, to make small, quick steering inputs (micro-adjustments) with the handlebars to stay balanced right up to the stop.
- **The Danger of Front Braking:** Applying the front brake at very low speed, particularly with a passenger's added weight, will result in the bike's weight transfer to make it become very top-heavy. This vastly increases the likelihood of an embarrassing, and potentially costly tip-over.

Until next time, Ride Safe!

SIMPLE TIPS FOR PASSING BIG RIGS ON YOUR MOTORCYCLE

If you've ever blasted past a semi-truck on your motorcycle, you know sometimes it can be a heart pounding moment. It's intense because you're dealing with a massive size vehicle, lots of churning wind, and zero room for screw-ups.

However, passing a large truck doesn't have to be scary. With a quick plan and a little technique to pass, it can be a smooth, effortless maneuver. Let's break it down into a few simple tips to help you pass with way more confidence.



Look Way Ahead

The best pass starts before you even lean out of your lane. You need a solid plan, which means reading the road far, far ahead. Trucks are huge, so you'll need way more time and space to get around them than you would for a regular car.

- **Is it Clear?** Can you see a long, clear path ahead to finish the pass comfortably?
- **Any Surprises?** Are there hills or bends that might be hiding oncoming traffic?

Tip: Drop back a bit. Tailgating the trailer is like staring at a brick wall. You can't see anything. Give yourself some distance as it will give you time to scope things out and pick the perfect moment. If the road isn't crystal clear, just wait. Line it up right and then make your move when you know you've got the space.



Get Your Acceleration Gap Ready

It might feel faster to stick right on the truck's bumper, but that's the worst place to be. You can't see the road, and you're smack in the truck's blind spot. Not good!

So, before you signal, create some space. Aim for a two or three-second following distance. This gap does a lot:

- **Brake Time:** You've got room to slow down if the truck suddenly hits the brakes.
- **Better View:** You get a wider angle to check out the passing lane.
- **Smooth Launch:** Most importantly, it lets you build your speed gradually before you commit to passing.

It's all about setting up your launch pad. You're making space to see, speed up, and pass on your terms.

Stay Loose and Don't Sweat the Wind

The wind from a semi can be a real shocker! That big truck punches a hole in the air, and all that displaced wind gets crazy. There's a predictable sequence to turbulence:

- **The Hug:** As you first pull up, you might feel a small tug trying to pull you toward the trailer.
- **The Wobble:** Right alongside the trailer, the air gets choppy and turbulent.
- **The Shove:** Once you clear the cab, you'll feel a solid push sending you away from the truck.

The big secret? Stay relaxed! Keep a firm, easy grip on the handlebars. Let the bike wiggle a little, and don't fight every movement. A tiny bit of counter-steer is usually all it takes to keep your line straight. Once you know this "wind dance" is coming, it's no big deal. Just hold your line and ride right through it.

Watch the Hill: Skip Passing on Downgrades

This is a sneaky one that catches a lot of riders off guard. A big, heavy truck can gain some serious speed when rolling downhill. What looked like an easy passing chance on flat ground or on an incline can vanish fast as that semi picks up steam.

Passing on a downhill means you're trying to pass a monster of a truck that's most likely accelerating while you're fighting gravity, and all that truck wind. That's a lousy combination for a safe pass.

Wait for flat ground or even a slight uphill. You'll have way more predictable speeds and a better chance to finish the pass quickly. Don't get in front or get stuck next to a fast-moving tractor trailer halfway down a hill.

Hit It! Be Quick, Smooth, and Commit!

You've planned it, you've got your space, and the road is clear. Now it's time to go! A great pass is quick, smooth, and decisive. Don't rush... but definitely don't hesitate.



- **Find the Power:** Downshift if you need to access your bike's power band.
- **Accelerate Hard:** Hit the gas cleanly and confidently. Your main mission is to spend as little time as possible riding right next to that truck in the wind and blind spots.
- **Check Your Mirrors:** Don't cut back in too soon! Wait until you can see both of the truck's headlights clearly in your rearview mirror. That's the signal that you have enough room for the driver to see you and you're safely out of their immediate front blind spot.

When you put all this together, passing a big semi-truck becomes clean and easy.

INDIAN MOTORCYCLE IS GOING SOLO, SPLITTING FROM POLARIS!

Unless you're living under a rock, you've seen many social media posts relating to Indian Motorcycle becoming its own standalone company. After more than ten years of partnership, the legendary Indian Motorcycle brand is breaking away from Polaris Inc. They're becoming an independent company again, with a majority stake sold off to a private equity group called Carolwood LP.



This story dropped in October 2025 and should wrap up early in 2026. It closes a massive chapter where Polaris practically brought the 120 year-old brand back from the dead and turned it into a serious contender against the V-twin giant, Harley-Davidson. So, what does this big move really mean for this American brand?

The Polaris Era: Talk about a Comeback!

Back in 2011 when Polaris bought Indian Motorcycle, the company was basically a ghost story in the industry. Indian Motorcycle tried to come back a few times and failed. But Polaris fixed that. They poured in cash, top-tier engineering, and stable manufacturing. They made bikes that respected the old history but incorporated modern performance.

For over the last decade, Polaris absolutely resurrected Indian Motorcycle, turning it into a major player. Under the Polaris

leadership, awesome bikes like the Roadmaster, Springfield, Chief, Scout, and Challenger have been manufactured. Even Polaris CEO Mike Speetzen said they "re-established" Indian Motorcycle as a huge deal globally. This solid, nearly 15-year foundation is exactly why Indian Motorcycle is ready to stand tall on its own two wheels now.

Why Are They Splitting Up? It's Business

So, why sell a success story? Simple, it's a smart business move for Polaris. Even though Indian is a strong brand, it only made up a small piece of the Polaris pie, about 7% of their total revenue (around \$478 million over the last year). Polaris's real focus is on the super high growth toys like their off-road vehicles, snowmobiles, and boats (we're talking RZR, Ranger, etc.).

This sale lets Polaris put 100% of their energy and money into the core products where they see their biggest return. Plus, the deal is great for their bottom line, expected to instantly add about \$50 million to their yearly earnings.

Polaris has basically accomplished their mission. They rescued Indian, made it valuable, and now they're spinning it off to make both companies stronger.

Meet the New Owners and the Industry Vet CEO

The new majority owner is Carolwood LP, a private equity firm from Los Angeles. Some folks get nervous when they hear "private equity." They worry about short term focus over brand loyalty. But Carolwood is talking a big game, promising to be a partner focused on keeping things running smoothly and growing the brand.



The really cool part, though, is the new CEO will be Mike Kennedy. This guy is an industry veteran with over 30 years in the motorcycle world. His background includes big roles at RumbleOn and Vance & Hines, and he even spent 26 years working at Harley-Davidson. Putting a V-twin insider like him at the helm is a massive vote of confidence that Indian Motorcycle will stay focused on what they do best, building awesome American cruisers.

Stop the Shouting: This is NOT the Nail in the Coffin!

As anticipated, every time a big company changes hands, there's a group of fans or haters that start shouting, "This is it! The end of the road!" And yes, private equity firms sometimes have a reputation for just cutting costs and flipping companies.

But that's not what's happening here. The Indian Motorcycle brand that Polaris is handing over isn't a mess. It's a solid, profitable competitor. Carolwood didn't buy a fixer-upper but rather bought an American icon already in motion. They aren't ditching the factory in Spirit Lake, Iowa, or firing the engineering team. They're keeping over 900 employees.

The truth is, this isn't a death blow, it's a declaration of independence. Indian Motorcycle is finally getting a management team that thinks about only motorcycles, all the time. This dedicated focus, led by an experienced former industry rival, might just be the fuel injection Indian needs to take the fight to the competition like never before. Don't worry, the ride is just getting started!

What Does This Mean for You, the Rider?

If you're an Indian owner or just a huge fan, relax. For now, pretty much nothing changes.

- **The Crew Stays:** Indian Motorcycle is keeping most of its team (about 900 employees), including the folks at the main factories in Spirit Lake, IA, and Monticello, MN. The bikes will still be made right here.
- **Dealers are Solid:** Your favorite dealership isn't going anywhere. They'll still offer full sales, service, parts, and apparel support. Business as usual.
- **Polaris Keeps a Tiny Bit:** Polaris will hang on to a small piece of the company, just to keep a hand in the brand they worked so hard to rebuild.

The real excitement is the long-term focus. Indian Motorcycle won't have to fight for attention against snowmobiles and ATVs anymore. The new, independent leadership can put every single penny and every ounce of strategy into competing only in the motorcycle market.

This is truly the start of Indian's next big story. We should all be thankful to Polaris for getting the brand back on the road and stoked to see what Indian Motorcycle does now that it's running the show on its own!

THE IMPOSSIBLE BAGGER:

TYLER O'HARA TAKES THE INDIAN CHALLENGER TO 194 MPH AT BONNEVILLE

For decades, the idea of a "fast bagger" was a bit of a contradiction. These machines are built for comfort, miles, and carrying capacity, and not for chasing triple-digit speed records. That all changed with the rise of the MotoAmerica King of the Baggers (KOTB) racing series. And now, KOTB racer Tyler O'Hara and Indian Motorcycle have taken the absurdity of speed on a big V-Twin touring machine to a whole new level at the Bonneville Salt Flats.

The question wasn't if the S&S Cycle built Indian Challenger race bike was fast, as we've seen it in action on the race track. The question was, how fast could this behemoth bagger truly go on the most iconic straight-line course in the world?





Shattering a 53-Year-Old Record

Indian Motorcycle, S&S Cycle, and Mission Foods partnered to send O'Hara and his Challenger to the Bonneville Motorcycle Speed Trials. Competing in the AMA 2000cc APS-AG (Partially Streamlined, Altered Gas) class, the team wasn't just aiming to set a new benchmark, they were aiming to obliterate it. The previous record, set way back in 1972 on a Triumph, stood at 169.828 mph.

Tyler O'Hara didn't just break it, he shattered it. Over two official runs, O'Hara and the Challenger secured an average record speed of 194.384 mph, with the fastest pass clocked at 196.576 mph! This achievement firmly plants the Indian Challenger in the land speed record books and proves once and for all that a bagger can, in fact, be a genuine speed demon.

The Anatomy of a Record Breaker

The bike O'Hara piloted wasn't exactly fresh off the showroom floor, but it was fundamentally an Indian Challenger built on the powerful PowerPlus 112 ci V-Twin platform. To maximize speed on the notoriously challenging salt surface, the S&S team made critical aerodynamic and engine modifications:

- **Aerodynamics:** The fairing and carbon fiber saddlebags were slimmed down significantly, and the fuel tank was modified to allow O'Hara to tuck in as tightly as possible, battling the high-speed wind resistance.
- **Engine Upgrades:** The PowerPlus engine received a higher compression ratio, race camshafts, larger throttle bodies, ported cylinder heads, and a specialized two-into-two exhaust system for maximum horsepower.

The Sketchy Rush of Nearly 200 MPH

Riding a 600-plus pound bagger at nearly 200 mph on a surface known for poor traction and unexpected bumps is terrifyingly demanding. O'Hara described the experience perfectly, "The bike's goin' left-to-right and your mind's tellin' you to roll out of it, but then your gut's tellin' you to stick with it."

The courage and skill required to hold the throttle wide open through that kind of controlled chaos highlights the Wrecking Crew's commitment to speed. This record is an impressive tribute to Indian Motorcycle's racing heritage, echoing the spirit of Burt Munro, who famously chased speed on the salt decades ago, making every Indian fan proud.

THE LEGACY OF VERN'S PLACE: A NORTHERN COLORADO ICON SINCE 1946

For any motorcycle group in Northern Colorado, the perfect day often starts with the rumble of engines, the crisp mountain air, and a hearty breakfast at a local landmark. For the Northern Colorado IMRG, Vern's Place in LaPorte is often that gathering spot. It's much more than just a restaurant, it's a piece of local history built on resilience, hospitality, and, yes, those famous cinnamon rolls.



Vern's Place has stood as a welcoming beacon near the base of the Poudre Canyon for nearly 80 years. Here is a look back at the incredible history that makes this diner the perfect place to kick off a backroads adventure?

Humble Beginnings in 1946

The story begins shortly after World War II, in 1946, when brothers Willard and Vern Nelson opened the doors to a modest roadside stop. In its first iteration, Vern's Place was a combination of a small diner, a gas station, and a sporting goods store. Their vision was simple—provide good food, friendly service, and a welcoming stop for both locals and

travelers passing through LaPorte on their way to the mountains or to Fort Collins. This commitment to simple,



homestyle goodness quickly made it a local favorite.

A Legacy Tested by Fire

Many years later, in 1976, a new chapter began when Harvey and Dinah Kittel took over the restaurant, turning it into a deeper family-run institution. The Kittels poured their heart into Vern's, keeping the legacy of hospitality alive for nearly 15 years.

Then, disaster struck. In 1990, a devastating fire destroyed the original restaurant building. For many small-town businesses, this would have been the end of the line. But the story of Vern's Place is one of deep community roots and sheer determination.

Instead of letting the legacy fade, the Kittel family, specifically Harvey's daughter, Val, and her husband, Nick Lanteri led the charge to rebuild. They successfully preserved the restaurant's spirit, reopened its doors, and ushered in its most enduring era. Val and Nick ran Vern's for an impressive 33 years, becoming the longest-standing owners and cementing its status as a beloved gathering place for generations of Northern Coloradans.

Carrying the Torch Forward

In 2023, the restaurant transitioned into its next era of ownership with Alan and Jackie Jantzen, longtime Fort Collins restaurateurs also known for running the iconic Silver Grill Café. For Alan, taking the reins at Vern's was personal. He grew up making stops there for those giant cinnamon rolls before fishing trips up the Poudre River.

Today, the Jantzens and their team are deeply committed to maintaining the core traditions that have made Vern's a legend. The menu still features the classics everyone loves - those massive, gooey cinnamon rolls, the perfectly crispy fried chicken, and weekend brunch that keeps the dining room buzzing.

Vern's Place isn't just a convenient meeting point, it's a living part of the community's history. A place where you can enjoy a perfect pre-ride meal and feel connected to the decades of hard work and heart that have kept the kitchen running since 1946. It's a true slice of Colorado road trip history, ready to fuel the next generation of riders.



Ride, Seek, and Explore!



Northern Colorado IRMG #2036
2025 Calendar of Events (Updated 11/13/2025)
 For the latest updates visit: nocoimrg.org/events

January	
Sat 1/18	Chapter Membership Meeting (CANCELED)
February	
Sat 2/1	Board 2025 calendar planning meeting
Sat 2/15	Chapter Membership Meeting & Post Meeting Lunch (Jerry snacks)
March	
Sat 3/15	Chapter Membership Meeting & Post Meeting Ride / lunch (Ted snacks)
Sat 3/22	Ride Ready Skills Practice (Timberline Church)
April	
Sat 4/19	Chapter Membership Meeting (Whaley snacks)
Thr 4/24	Meals on Wheels Dinner Ride
May	
Sat 5/3	International Female Ride Day ride
Sat 5/17	Chapter Membership Meeting & Ride Ready Skills Practice (Timberline Church)
Thr 5/22	Spring Fling Dinner Ride
Tue 5/27 to Tue 6/3	Eight Days in the Ozarks Tour (Southwest Missouri and Northern Arkansas)
June	
Sat 6/21	Chapter Membership Meeting & Post Meeting Ride / lunch (Holman snacks)
Sun 6/22	Dowdy Lake Picnic Ride - Red Feather Lakes, CO
Thr 6/26	Summer Solstice Dinner Ride
July	
Sat 7/12	Indian Motorcycle Great Summer Cookout
Sat 7/19	Chapter Membership Meeting & Post Meeting Ride / lunch (TBD snacks)
Thr 7/24	Midsummer Supper Ride
Sat 7/26 to Mon 7/28	Saddle Up & See Dinosaurs! (Vernal, UT & Flaming Gorge)
August	
Fri 8/15 to Sat 8/16	Indian Motorcycle Demo Days & NoCo IMRG Cookout / with Chapter Membership Meeting on Sat 8/16
Thr 8/28	Dog Days of Summer Dinner Ride
Sun 8/31	Snowy Range Bear Trap Adventure
September	
Sat 9/13 to Mon 9/15	Dakota Drifters Tour (Deadwood, Black Hills, & Custer State Park)
Sat 9/20	Chapter Membership Meeting & Cinnamon Roll / Peak-to-Peak Ride
October	
Sat 10/4	Ride Ready Skills Practice (Timberline Church)
Sun 10/5	Breakfast & Backroads Ride (Vern's, Rist Canyon, Poudre Canyon)
Sat 10/18	Chapter Membership Meeting & Post Meeting Ride & Lunch Meet-Up
Thr 10/23	Harvest Moon Dinner Ride
November	
Sat 11/15	Chapter Membership Meeting & Post Meeting Lunch Meetup
December	
Sat 12/13	Wreaths Across America
Sat 12/13	Annual Chapter Christmas Celebration
Board meets first Thursday of every month in 2025	



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