

Informer

NORTHERN COLORADO

INDIAN MOTORCYCLE RIDERS GROUP®

#2036



DECEMBER 2025



Informer

NORTHERN COLORADO IMRG UPCOMING EVENTS



December 13th (Saturday) Wreaths Across America.

Join the Northern Colorado IMRG for our annual tradition of participating in Wreaths Across America. This powerful event honors our fallen veterans and is a truly humbling experience.

Wreaths Across America is a national nonprofit dedicated to the mission: "**Remember the fallen, Honor those who serve, and Teach the next generation the value of freedom.**" We will pay

tribute to veterans by laying wreaths upon their grave sites.

Location: Grandview Cemetery, 1900 W Mountain Ave, Fort Collins, CO.

Meeting Time: Arrive at the cemetery ~9:45 a.m.

Ceremony: The official ceremony will begin at 10:00 a.m. Wreath placement will immediately follow.

December 13th (Saturday) NoCo IMRG Christmas Party.

Get ready to close out an incredible year of riding and celebration! Join your fellow members for our annual Christmas Party. Celebrate the holiday season and reflect on an amazing year of adventures!

12 p.m. we will begin our **NOCO IMRG Christmas Party** at the **Indian Motorcycle of Fort Collins**



UPCOMING EVENTS

12/13 Wreaths Across America

12/13 NoCo IMRG Christmas Party

01/17 NoCo IMRG Monthly Chapter meeting

RESOURCES

[Going on NoCo IMRG Rides](#)
Guidance & waiver forms for rides



[NoCo IMRG YouTube Channel](#)



[NoCo IMRG Instagram](#)



[NoCo IMRG Facebook Page](#)



[NoCo IMRG Facebook Group](#)



nocoimrg@gmail.com



nocoimrg.org (website)

[About Northern Colorado IMRG](#)



dealership. This will be a time to share laughter, Nordy's BBQ & Grill, and holiday cheer. Expect good company, festive spirit, and the warmth of being surrounded by people who truly appreciate you.

We can't wait to celebrate with you and close out the year strong!

*The NoCo IMRG Christmas Party will be in lieu of our normal 3rd Saturday of the month Chapter meeting. There is **NO CHAPTER MEETING ON DECEMBER 20TH.***



Saturday, January 17th- Northern Colorado IMRG Chapter Meeting

Join us for our monthly Chapter meeting on **January 17th at 9:30 a.m.**, hosted at **Indian Motorcycle of Fort Collins.**

This is a prime opportunity to connect with fellow riders, exchange experiences, and hear all about the adventures members had over the holidays! We look forward to giving a warm welcome to members we haven't seen recently.

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.

Thank you - Indian Motorcycle National Charity Fundraiser for Folds of Honor



The Indian Motorcycle and IMRG charity fundraiser for [Folds of Honor](#) concluded the end of September. Folds of Honor is a nonprofit organization dedicated to providing families of fallen or disabled service members and first responders with life changing educational scholarships. Indian Motorcycle has extended their thanks to all the IMRG chapters across the country, and has acknowledged their dedication and efforts as the driving force behind this event and making it an overwhelming success – “We simply

could not have achieved this milestone without your support and the tireless commitment of our IMRG Chapters.”

The event brought together nearly 700 motorcyclists from across the country, garnering over 1,500 total donations. Over \$150,000 was raised by IMRG chapters and individual riders nationwide, and an additional \$50,000 corporate contribution from Indian Motorcycle was made, totally **more than \$200,000**. For our part, the **Northern Colorado IMRG raised \$1,485!** These results speak volumes about the power of our rider community and commitment to service.





A custom Sport Chief RT motorcycle built by Jeremy "Twitch" Stenberg ([who is Twitch?](#)) is also set to be auctioned separately in early 2026, with those proceeds also going to Folds of Honor, which will add to the overall contribution.

The Wind Tamers: A History of Motorcycle Fairings

Riding a motorcycle offers a thrilling connection to the road and the elements. But as speeds increased, so did the battle against the wind. Enter the motorcycle fairing, this aerodynamic shell fundamentally changed both the performance and comfort of the motorcycle. More than just a piece of plastic or fiberglass, the fairing's evolution tells a story of how motorcycles moved from simple machines to sophisticated, high-speed touring and racing vehicles.

The Early Days: The Quest for Speed (1920s - 1950s)



While the first motorcycles were open and exposed, the need for speed quickly drove innovation. Early fairings were not built for comfort, but were built for aerodynamics. The earliest forms appeared in racing circles in the 1920s and 1930s, and were minimal, streamlined shells designed to cut through air and reduce drag. These were often massive, sometimes fully enclosing the rider in what looked like a motorized torpedo, chasing land speed records at the Isle of Man TT and on salt flats.

It wasn't until the post-war era, specifically the 1950s and 1960s, when fairings began to resemble what we know today. Racers like MV Agusta and Honda adopted small, helmet-hugging screens, the precursors to the "half" fairing, to slightly reduce the aerodynamic profile and offer minimal wind deflection at high speeds.

Purpose and Protection: More Than Just Drag Reduction

As fairings migrated from the racetrack to the consumer market, their primary purpose shifted from pure speed to rider comfort and practicality. The core purposes of a motorcycle fairing are:

- **Aerodynamics (Drag Reduction):** In racing applications, fairings are meticulously shaped to manage airflow, creating less drag and thus increasing top speed and stability.
- **Wind Protection:** For touring riders, a fairing is a shield against wind blast, which significantly reduces rider fatigue on long trips by taking the pressure off the chest and neck.
- **Weather and Debris Protection:** They deflect rain, road grit, and insects, keeping the rider cleaner and more focused.
- **Aesthetics and Integration:** Modern fairings provide housing for necessary components like headlights, indicators, and instrument clusters, while also defining the bike's overall style.

An Evolving Design: The Different Types of Fairings

Over the decades, fairings have developed into several distinct styles, each tailored to a specific motorcycle category and riding purpose:



Full Fairing (Sport and Superbikes)

This fairing fully encloses the sides and front of the engine and chassis. It serves to maximum aerodynamic efficiency and protection, often featuring integrated vents to manage engine heat. They are typically seen on sportbikes (like the Yamaha R1 or Honda CBR series) where managing airflow at high speeds is critical.

Half Fairing (Naked and Sport-Tourers)

Also known as "bikini" or "café" fairings. These fairings only cover the upper half of the bike, leaving the engine exposed. They usually consist of a screen and panels surrounding the headlights and instrumentation. They provide a balance of wind protection for the rider's chest and head while keeping the bike's mechanical components visible and accessible. These are common on sport-touring models and modern naked bikes with a vintage look.

Batwing Fairing (Cruisers and Baggers)

These fairings are instantly recognizable by their distinctive wide, wing-like shape. It typically mounts directly to the front forks or the frame. These fairings are designed for touring comfort, offering massive wind and weather protection. They often house large speaker systems, navigation screens, and extensive instrumentation. This style is iconic on Harley-Davidson and Indian Motorcycle touring and bagger models.

Café Racer Fairing (Minimalist)

This is a small, simple, circular screen that attaches directly to the headlight and handlebars. Its use is primarily for aesthetics, going back to the custom bikes of 1960s England. It offers only minimal wind deflection but emphasizes a clean, retro, and sporty look.

The Cultural Icon: The Batwing Phenomenon

While sportbike fairings are purely functional, the Batwing fairing, popularized by iconic American touring motorcycles has become a profound cultural statement. Its broad, sweeping lines define the "bagger" aesthetic, embodying the spirit of long-haul, cross-country American touring.

The Batwing goes beyond simple wind deflection. It is the visual centerpiece of a luxury cruising machine. It serves as the rider's cockpit, housing complex audio systems, GPS navigation, and advanced infotainment screens. The sheer presence of the Batwing communicates a commitment to the open road and a classic, customized look, cementing its place as an indelible part of the motorcycle lifestyle and identity.

The Technical Edge: Modern Aero-Management

Today, fairing design has moved far beyond simple streamlining. Modern motorcycles utilize sophisticated aerodynamic principles, often relying on Computational Fluid Dynamics (CFD) software to refine every millimeter of the fairing shape. Beyond the visible appearance, modern fairings employ complex internal ducting with channels and vents for managing air pressures. These channels might route hot engine air away from the rider's legs, or create a high-pressure air pocket on the inside of the fairing to subtly influence the flow of air around the rider's helmet, effectively creating a zone of still air for enhanced comfort (i.e. reduce helmet buffeting). This meticulous engineering confirms the fairing's evolution from a simple wind shield into a high-tech performance enhancer.



The Legend of Vroom Old Man: Patrick Cornell's 145,000-Mile Journey for a Cure

A Veteran's Vow: 1,000 Miles a Day

Patrick "Pat" Cornell, a 60 year old Navy veteran, 9/11 first responder, and retired firefighter, is known to the motorcycle community simply as "Vroom Old Man." His latest feat of endurance has cemented his status as a true American legend. Setting out on May 1, 2025 on an Indian Motorcycle Pursuit, Pat achieved a mind-boggling, record-breaking motorcycle ride, covering an unprecedented distance to shine a national spotlight on a rare disease.

His original challenge was almost unbelievable - ride 125,000 miles in 125 consecutive days, averaging 1,000 miles on the road every single day. He undertook this staggering journey not for personal glory, but for a deeply personal cause, raising awareness and funds for Myotonic Dystrophy, a progressive inherited neuromuscular disorder that affects his wife and her family.

The Mission: Riding for Myotonic Dystrophy

The challenge, dubbed "Indian 125+ for Myotonic," was inspired by the upcoming 125th anniversary of Indian Motorcycle, which supplied Pat with a 2025 Indian Pursuit. The primary goal was to raise \$125,000 for the Myotonic Dystrophy Foundation (MDF), which would require breaking a seemingly impossible endurance record

For the Mantz family, the side of the family belonging to Pat's wife, Janice, Myotonic Dystrophy has been a generational struggle marked by loss and uncertainty. Pat's ride became a powerful, visible symbol of hope and defiance against the disease, drawing attention to a condition affecting over 150,000 Americans, but remains largely unknown.



Grit and the Unstoppable Indian Pursuit

The motorcycle for this epic mission was a 2025 Indian PowerPlus Pursuit. Designed for long-haul touring, the motorcycle proved to be the workhorse needed for the relentless 1,000-mile daily requirement. However, even the most robust machine and rider were tested to the limit.

To sustain the extreme mileage and daily riding hours, the stock Indian Pursuit was customized:

- **Auxiliary Fuel Tank:** This was arguably the most critical modification. It allowed Pat to carry significantly more fuel, extending his range to roughly 400 miles between stops. This efficiency was essential to minimize downtime and maintain his rigorous schedule.
- **Custom Seating:** Recognizing the necessity of comfort for 14 to 16 hours saddle time each day, Pat installed a custom-made seat (Russell Day-Long), supplemented by a Wild Ass seat cushion. This system was designed to eliminate pressure points and channel water away, protecting him from extreme fatigue.
- **Integrated Tech and Navigation:** A "Farkle Bar" (a common term for a dashboard accessory mount) was installed to hold all essential electronics. This included GPS, a radar detector, and communications systems, keeping critical information directly in his line of sight for enhanced safety and route efficiency.



- Onboard Hydration and Cooling: Specialized systems were integrated to provide a constant supply of drinkable water and cooling to combat dehydration and maintain focus during the long, grueling hours on the road.

Pat faced extraordinary challenges that would have stopped most riders:

- A Broken Collarbone: Midway through the ride, Pat sustained a broken collarbone. Instead of quitting, he took a brief medical pause, recovered, and then returned to the road, relentlessly making up the lost mileage.
- Extreme Wear and Tear: The sheer distance required a monumental maintenance effort. Pat replaced his tires an estimated 20 times, along with three rims, the stator, and the fuel pump. This intense logistical effort underscored the gravity of riding 1,000 miles a day, every day, across the 48 contiguous United States.

Crossing the Finish Line—And Beyond

On Day 125, Pat triumphantly rolled into Newport News, Virginia, having officially completed his original goal. But his commitment was far from over.

He launched the “+” portion of his ride, pledging to continue riding as long as daily donations met a certain threshold. Driven by the mission, he pushed his total distance far past the initial target, culminating in an astounding 145,000 miles in 145 days. Fittingly, he declared his final official endurance day in the iconic backdrop of Monument Valley, Utah, where he shared a powerful moment with fellow riders, symbolically turning for home.

Though his marathon ride has come to an end, Pat’s journey captivated the motorcycling world and rare disease advocates alike, generating significant awareness and momentum. As of his final endurance day, September 24, 2025 the ride had secured nearly \$79,000 in donations toward the \$125,000 goal (and as of November 23rd, \$98K has been donated). His remarkable journey proves what one determined individual can do to illuminate an urgent need for research and support. Pat, Vroom Old Man, rode every mile to build awareness, and his legacy will continue to inspire the Myotonic Dystrophy community.

Pat completed his incredible 145,000-mile journey, but the mission to reach the fundraising goal of \$125,000 continues. Every donation helps fuel the critical work needed to support families living with Myotonic Dystrophy. Help Pat Cornell and the Myotonic Dystrophy Community reach the finish line:

[Click Here to Donate to Pat's Initiative](#)

Your contribution honors Pat’s effort and provides hope for those affected by Myotonic Dystrophy.

The Rise and Bloody Fall of the 'Murderdromes'

By 1910, the motorcycle was an American speed machine, capable of roaring to nearly 100 miles an hour. Naturally, there came the problem of how do you turn this thrilling speed into a viable spectator sport when races are confined to dusty, often-inaccessible public roads? The answer, came from France’s bicycle velodromes that drew thousands of spectators. The velodrome inspired America’s first “motordrome” built near Los Angeles.



The Wooden Thunder

America's first purpose-built motordrome was constructed entirely of wood. It was created as a large two-mile circumference circle. Unlike flat dirt tracks, the motordromes were colossal, circular wooden tracks featuring banking so steep the riders looked less like racers and more like acrobats clinging to a wall. These steep inclines allowed riders to maintain maximum speed, creating a heart-stopping spectacle that instantly drew thousands of paying fans.

Soon, dozens of these massive board tracks sprung up across the country, turning local motorcycle competitions into a national sensation. The experience was pure, raw speed, fueled by noise and adrenaline.



The Splintering Danger

For the men on the track, it was an extremely hazardous endeavor. They raced in the crudest possible riding gear such as thin woolen jerseys and rudimentary leather helmets. There were no safety barriers, and the tracks themselves became weapons.

Many riders were injured or died on motordromes. The steep wooden planks constantly soaked in spilled oil, and quickly degraded, often leading to loss of control. Boards would loosen or fall out, creating holes that would cause catastrophic crashes. When a rider crashed, he didn't just slide, he was often shredded by splintering wood.

Tragedy and the End of the Boards

The public tolerated the deaths of the racers as a terrible, but an accepted part of the spectacle. However, spectators were also injured and killed. Fans often sat close to the track with no barriers to protect them from being hit by a bike that went over the banking. Debris, including parts of the bike and wood splinters from crashes would be thrown into the spectator area. A crashing motorcycle would sometimes slam into the crowd.

What finally brought the Motordrome era crashing down were the casualties in the stands. The tide turned after two catastrophic incidents. The first one in Atlanta City involved racer Eddie Hasha. He crashed, killing himself instantly. His Indian motorcycle then flew into the spectator area, killing several children and injuring many others. A few years later in Ludlow, Kentucky, Odin Johnson lost control and crashed into a light post at the spectator stand. The wiring from the light post then ignited the fuel from Johnson's wrecked Indian motorcycle. It is reported that eight spectators died in the ensuing inferno, with many others suffering severe burns. Odin Johnson also died as a result of the crash.

The newspapers quickly reacted to the preventable civilian deaths, decrying the extreme dangers and assigning the motordromes a chilling, enduring nickname of "The Murderdromes."

Although board track racing persisted in some forms well into the 1930s, the writing was on the wall. For reasons of safety and to subdue the negative press, the American national championship races officially moved to safer dirt ovals from 1913 onward. The reckless, wooden era of the motordrome was over, leaving behind a legacy of high-speed thrills and tragic recklessness that remains one of the wildest chapters in motorsports history.



Benefits of a Motorcycle Windshield: More Than Just a Bug Shield

For many riders, the raw, unfiltered connection with the road and the elements is the heart of motorcycling. But what if a simple addition could enhance that experience, making it safer, more comfortable, and ultimately, more enjoyable on every single trip?

A quality motorcycle windshield is often misunderstood as merely a piece of plastic. In reality, it's a crucial piece of touring gear that dramatically improves life in the saddle by offering many core benefits.

Here are some reasons why you should consider adding a screen to your two-wheeled companion.

Unrivalled Rider Comfort and Fatigue Reduction

The constant force of the wind is an invisible enemy on long rides. A windshield acts as primary wind protection, redirecting high-pressure air up and over your head.

- **Reduced Fatigue:** By eliminating the need to constantly fight against the wind's pressure on your chest and arms, a windshield provides reduced fatigue, allowing you to save your energy for more crucial mental tasks.
- **Reduce Back, Neck and Shoulder Pain:** This relief from strain translates directly into alleviating common aches. The shield prevents your neck muscles from fighting to keep your head steady and reduces the tension in your back and shoulders caused by leaning into the wind.

Shield Against the Elements and Debris

A screen is your primary barrier against the unpredictable nature of the road.

- **Debris Protection:** Whether it's a stone kicked up by a passing vehicle or unexpected trash, the windshield offers a level of road debris protection against objects that could otherwise sting or cause injury.
- **Rain Protection:** While it won't keep you dry, it provides crucial rain protection by deflecting the main spray of water, greatly improving visibility and comfort during inclement weather.
- **Protection from Heat and Cold:** In cold weather, the barrier reduces the chill factor by blocking the direct wind on your body. Conversely, by reducing the turbulent flow around you, it can sometimes improve ventilation in high-speed traffic, offering a marginal but noticeable protection from heat and cold on long tours.

Enhanced Riding Experience: Noise and Electronics

Many secondary benefits of a windshield contribute to a more focused and relaxing ride.

- **Noise Reduction and Reduces Helmet Buffeting:** A properly sized windshield creates a smoother, cleaner pocket of air over your helmet. This action reduces helmet buffeting and significantly contributes to noise reduction, protecting your hearing and minimizing noise fatigue.





- **Protects Your Electronics, GPS, Cell Phone:** For modern bikes, the windshield shields dashboard instruments, GPS devices, and phone mounts from direct rain, dust, and wind vibration, helping to protect your valuable electronics.

Performance, Efficiency, and Style

The benefits extend beyond comfort and protection, even affecting your bike's efficiency and appearance.

- **Improved Fuel Efficiency:** By streamlining the airflow around the largest source of drag (the rider's body), the windshield minimizes aerodynamic resistance. Less drag means your engine works less hard to maintain cruising speed, leading to improved fuel efficiency on extended trips.
- **Aesthetics and Customization:** Windshields come in dozens of styles, sizes, and tints. From small sport screens that preserve the minimalist look to large, tinted touring shields, they offer a great opportunity to aesthetics and customization, changing your motorcycle's silhouette to perfectly match your personal taste.

Final Verdict: Why Ride Unprotected?

If your riding includes highway speeds, long distances, or frequent inclement weather, a windshield isn't a compromise of the motorcycling spirit, it's an enhancement. It transforms a physically exhausting battle against the wind into a comfortable, focused, and enjoyable journey, proving the benefits far outweigh any perceived compromise to the true spirit of riding.

Don't Miss Out: Renew Your Northern Colorado IMRG Chapter Membership for 2026!

Your Northern Colorado IMRG Chapter membership expires soon, on December 31, 2025!

It's officially time to secure your spot for the 2026 calendar year. To ensure you maintain your active status and don't miss out on the first rides and events of the new year, please fill out the membership form and remit your payment as soon as possible. We encourage all members to complete their renewal before January 1, 2026, and support your local IMRG.

More Than Just the Ride: The Enduring Value of Community



Membership in the Northern Colorado IMRG Chapter is truly more than just about riding motorcycles; it's about being part of a remarkable community that fosters camaraderie, adventure, and personal growth. At the core of the NoCo IMRG Chapter lies a vibrant network of passionate motorcyclists who share a deep-rooted love for the open road and the thrill of riding. We are more than just fellow riders; we're friends, confidants, and a source of unwavering support.

We had such a fantastic time in 2025. We cherished the friendships, adventure, social get-togethers, and created many lasting memories. Let's bring that energy and excitement into 2026!



Ready to Renew Your Membership? Here's How:

You have two simple options for renewing your 2026 membership:

Option 1: Mail or Drop Off Your Payment

You can pay your dues by filling out the membership enrollment form (download the PDF from nocoimrg.org/membership-form), and then remit the completed form and payment by either:

1. Mailing it to the dealership.
2. Dropping it in the Northern Colorado IMRG drop box at the Dealership (located next to the stair/ramp on the Indian Motorcycle showroom).
3. Bringing it to a Chapter meeting/ride/event.

Mailing & Payment Details:

IMRG Chapter 2036
c/o Indian Motorcycle of Fort Collins
1800 SE Frontage Rd.
Fort Collins, CO 80525

Make check (\$25) payable to: NoCo IMRG Chapter 2036

Option 2: Online Enrollment and Payment (Quickest Method)

You can complete the entire process online in minutes:

- **Online Enrollment:** Visit the Enrollment Form page on our website (nocoimrg.org/northern-colorado-imrg-membership-enrollment) to complete and submit.

After submitting the Membership Enrollment Form online, you will have the option to pay your \$25 dues immediately via PayPal or Venmo.

Let's hit the road and make 2026 another unforgettable year together!

Ride, Seek, and Explore!