

*Inform*er

NORTHERN COLORADO

INDIAN MOTORCYCLE RIDERS GROUP®

#2036

NORTHERN COLORADO



OCTOBER 2025



Informer

NORTHERN COLORADO IMRG UPCOMING EVENTS

Saturday, October 18th - Northern Colorado IMRG Chapter Meeting

Mark your calendars for our monthly Chapter meeting at **9:30 a.m.**, at **Indian Motorcycle of Fort Collins**. It's the perfect chance to catch up with fellow riders, swap stories, and extend a warm welcome to those who you may not have seen for a while.



Thursday, October 23rd - Harvest Moon Dinner Ride



Join us for an evening of riding, food, and friendship! We'll start with a spirited group ride under the autumn sky (weather permitting, of course) before revving up your appetite at a nearby local hotspot. Enjoy delicious food, great company, and the chance to connect with fellow riders.

As with all our dinner rides, this is a ride or drive to the restaurant. Meetup is **6:00pm**

at the **Indian Motorcycle of Fort Collins** with a short scoot over to the local restaurant. Or, you can drive and simply meet us at the local restaurant.

Keep an eye open on your inbox for the invite (from PunchBowl) with details.



UPCOMING EVENTS

10/18 NoCo IMRG Monthly Chapter meeting

10/23 Harvest Moon Dinner Ride

11/15 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](#)



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.

Critical Call to Action: Colorado's Motorcycle Safety Crisis

The Problem: A Deadly New Record

Colorado's roads are facing an unprecedented crisis in motorcycle safety. **In 2024, the state recorded 165 motorcycle fatalities**, the highest level on record.

- This tragic number **surpasses** the previous **all-time high** set in 2022 **by nearly 11%** and represents a **staggering 22% increase over 2023**.
- Motorcycle fatalities accounted for nearly **one-quarter (24%)** of all traffic deaths in Colorado last year.
- Motorcyclists are **28 times more likely to be killed** in a crash than occupants of passenger vehicles.



The Tragic Reality: Of the riders lost in 2024, **73 (44%) were not wearing a helmet** at the time of the crash.

The Call: We Are All In the Driver's Seat

This is devastating news for our communities. However, this trend is reversible, and the responsibility falls on **every road user**, motorcyclists and drivers of passenger vehicles alike. The Colorado Department of Transportation (CDOT) is emphasizing the critical importance of safe behavior. By prioritizing caution and making small, responsible choices, we can prevent a lifetime of heartbreak.

Safety Tips for Drivers of Passenger Vehicles

Crashes between cars and motorcycles often occur when a driver fails to see a motorcycle. Motorcyclists are smaller and harder to spot. Your vigilance can save a life.

- **Look Twice, Save a Life:** When preparing to cross traffic or turn left, take a **second, thorough look** for motorcycles.
- **Check Blind Spots:** Always check blind spots before changing lanes or merging, especially in heavy traffic.
- **Scan the Road:** Be aware of motorcycles in your surroundings **before changing lanes** or turning.
- **Allow Space:** Do not tailgate motorcycles. Give them **plenty of space** to brake in case of an emergency.
- **Avoid Distractions:** Put away phones and anything else that takes your eyes and focus off the road.

Safety Tips and Reminders for Motorcyclists

Motorcyclists can significantly reduce their risk by making safe, responsible decisions every time they ride.



ACTION	VALUE
<i>Always Wear a Helmet</i>	This single step is critical for survival and dramatically reduces the risk of serious injury.
<i>Invest in Training</i>	Take a motorcycle safety course to sharpen your skills and knowledge. Visit comost.com to find courses offered through the Colorado State Patrol.
<i>Wear Protective Gear</i>	Use high-visibility personal protective gear such as boots, gloves, CE-rated abrasion-resistant clothing, or an airbag vest/jacket.
<i>Ride Defensively & Predictably</i>	Be prepared for other drivers to make mistakes. Signal your intentions clearly and be aware of your surroundings at all times.
<i>Never Ride Impaired</i>	Do not ride if you have been drinking alcohol or taking any drugs.
<i>Obey the Law</i>	Observe all traffic laws and obey the posted speed limit.
<i>Know the Law</i>	Lane splitting is illegal in Colorado. However, "late filtering" became legal in 2024, which permits motorcyclists to ride between stopped vehicles.

A Final Plea

The 165 riders lost in 2024 left behind families and loved ones with "shattered hearts" and a sentiment no one ever wishes to express: "I wish they were here."

By riding and driving responsibly, we not only safeguard ourselves but also spare our loved ones from this heart-wrenching consequence. **Ride and drive safely for your own sake, and for the cherished souls who long for your return.**

The Thrill of Two Wheels: Free Motorcycle Video Games You Can Play Now

Whether you're a seasoned rider waiting to get back on the open road, or just someone who loves the adrenaline rush of two wheels, motorcycle video games are a fun way to hit the digital open road.

Many motorcycle related video games are completely free to play! Here are some of the top free motorcycle games available across browsers and mobile devices.

Physics & Stunt Challenges (Browser & Mobile)

These games are all about mastering balance, timing, and impossible-looking stunts. Perfect for quick sessions and competitive scoring.





Moto X3M Series

This is the undisputed king of free motorcycle stunt games. Moto X3M and its themed sequels (Pool Party, Spooky Land, etc.) are 2D physics-based motocross racers where you tackle ridiculously difficult obstacle courses. You gain time bonuses by performing front flips and back flips, but one wrong landing will send your rider ragdolling into oblivion.

Where to Play: Browser (on many gaming sites) and Mobile (iOS/Android).

Bike Hero

If you prefer a simpler challenge, this browser game is an endless runner focused solely on maintaining balance and timing. It's deceptively tricky and addictive, proving that less can definitely be more when it comes to physics challenges.

Where to Play: Browser.

Mad Skills Motocross 3

A great option for those who want a competitive edge. This mobile game features side-scrolling races against opponents, focusing on perfectly timing your jumps and landings to maintain speed and dominate the leaderboards.

Where to Play: Mobile (iOS/Android).

High-Speed Highway Racing (Mobile)

For players who crave speed, adrenaline, and weaving through traffic at death-defying speeds, these mobile titles deliver realistic-feeling, high-octane action.

Traffic Rider

Arguably the most famous free motorcycle racing game on mobile. Played entirely from a first-person view, Traffic Rider puts you directly behind the handlebars as you race through highway traffic. The sense of speed and immersion is incredible for a mobile game.

Where to Play: Mobile (iOS/Android).

Real Bike Racing

Want the feel of a professional circuit? Real Bike Racing delivers 3D graphics and detailed superbikes, allowing you to hit the gas and experience competitive racing action. It even offers a basic VR mode for an extra layer of immersion if you have a compatible headset.

Where to Play: Mobile (Android).

Moto Rider, Bike Racing Game

Another solid choice in the mobile racing category, focusing on intense action, detailed bike models, and global leaderboards where you can compete for the highest scores on various tracks.

Where to Play: Mobile (iOS/Android).

3D Open World & Simulator Fun (Browser & PC)

If you just want to cruise, explore, or experiment with different types of bikes without being tied to a race track, these free options offer more freedom.



3D Moto Simulator 2

This is an excellent free option if you have a PC or access to a desktop browser. It allows you to choose between street racers, motocross bikes, or even a police motorcycle (siren included!) and explore large, varied 3D maps like mountainous deserts or sprawling cities.

Where to Play: Browser/PC.

Motorcycle Real Simulator

Available for Android, this game boasts realistic physics and a huge, complete open-world map. You can travel through multiple zones, including cities, industrial ports, and off-road areas, allowing you to test out different styles of motorbikes, from superbikes to motocross.

Where to Play: Mobile (Android).

Ready to ride? These free options provide countless hours of two-wheeled entertainment, whether you prefer the casual adrenaline of stunt games or the high-speed thrills of simulation racing. Basically, if it says "Browser," you can Google the game name and play it instantly. If it says "Mobile," you'll download the app from your phone's official store!

Happy virtual riding!

The Clutchless Revolution: Honda DCT vs. E-Clutch

Two Paths to Clutch-Free Riding, One Goal



Honda has long been an innovator, and nowhere is that more obvious than in their constant pursuit of transmission perfection. For years, the gold standard for automated shifting has been the Dual Clutch Transmission (DCT). But now, Honda has introduced a newer alternative, the E-Clutch system. Riders are now asking, "What's the difference, and which one should I choose?"

These two systems offer distinct takes on clutch-free riding, catering to different types of motorcyclists. Let's take a look at the veteran DCT and the newer E-Clutch.

The Veteran: Dual Clutch Transmission (DCT)

Introduced over a decade ago, Honda's DCT is a sophisticated piece of engineering and is a fully automatic transmission.

How it Works

The DCT replaces the traditional gearbox entirely. It uses two separate clutches, one for odd gears (1, 3, 5) and one for even gears (2, 4, 6). The bike preselects the next gear on the unused clutch, allowing for super-fast, seamless shifts with zero interruptions in power delivery.

The Rider Experience

The defining feature of DCT is the complete absence of a clutch lever and a foot shift pedal (though some models offer handlebar buttons for manual shifting).



- *Twist-and-Go*: In automatic mode (AT), the bike handles all shifting for you. You concentrate entirely on steering, throttle, and braking.
- *Zero Stalling*: Since there's no lever to operate, stalling is impossible.
- *Comfort and Fatigue Reduction*: It dramatically reduces rider fatigue, making it the preferred choice for long-distance touring and heavy urban commuting.

Best Suited For:

Tourers (Gold Wing, NT1100), Adventure Riders (Africa Twin), and commuters who want a completely relaxed, automatic experience.

The Newcomer: E-Clutch

The E-Clutch system is Honda's newest innovation, debuting on middleweight models like the CB650R and CBR650R. Unlike the DCT, E-Clutch is not a new transmission; it's an electronic clutch control unit that bolts onto a standard manual gearbox (MT).

How it Works

The E-Clutch uses lightweight electronic actuators to automatically operate the clutch during starting, stopping, and shifting. This system automatically manages the friction point to prevent stalling and ensure smooth engagement.

The Rider Experience

This is where the E-Clutch shines. It offers the best of both worlds:

- *Clutchless Shifting*: You still use the traditional foot shift pedal to change gears, but you never have to touch the handlebar clutch lever. It acts like an advanced, low-speed quickshifter (for both upshifts and downshifts).
- *The Clutch Lever is Still There*: If you want to manually slip the clutch for precise low speed maneuvers, or just because you feel like it, the lever remains functional. Grabbing it temporarily disables the E-Clutch, giving the rider 100% manual control on demand.
- *Minimal Impact*: The system is compact, adding only about 4.5 lbs. of weight and minimal cost compared to the DCT's heavier, more complex setup.

Best Suited For:

Sport riders, naked bike enthusiasts, or anyone who loves the feeling of actively shifting gears but wants to eliminate the clutch effort in traffic and the fear of stalling.

Direct Comparison: DCT vs. E-Clutch

Feature	Dual Clutch Transmission (DCT)	E-Clutch
Type of System	Full Automatic Transmission (AT)	Automated Clutch on a Conventional Manual Transmission
Clutch Lever	None (Removed entirely)	Present (Optional manual override)
Shifting	Control Fully automatic, or manually with 'paddle shifters' (buttons) on the handlebar. The bike shifts up and down gears on its own.	Manual, using the standard foot shift lever. The rider still shifts gears.
Gear Selection	The bike decides (in AT mode)	The rider decides, always
Weight Penalty	Significant (~22 lbs)	Minimal (~4.5 lbs)



Stalling	Impossible. The system always manages the clutch.	Impossible when the system is on. It automatically disengages the clutch when you slow to a stop.
Ideal Use Case	Maximum comfort, long distance, heavy traffic	Sporty riding, city commuting, retaining manual feel
Riding Feel	More like an automatic car/scooter, with seamless gear changes and no need for the left hand or left foot (unless using paddle shifters).	Maintains the essential feel of a manual motorcycle, keeping the gear-shifting action, but removing the need to use the clutch lever.

The Verdict: Which System Wins for You?

The choice between DCT and E-Clutch truly depends on your priority:

- **Choose DCT if:** You want the ultimate comfort, zero shifting fatigue, and a completely automatic experience. You prioritize smooth, effortless riding over traditional engagement. It's perfect for cross-country touring or an urban commuter who just wants a twist-and-go experience on a full-size bike.
- **Choose E-Clutch if:** You are a purist at heart who loves the act of shifting with your foot, but you want all the convenience of clutchless starting, stopping, and smooth, effortless shifts without the lever. It keeps the joy of an MT bike while eliminating the hassle of the clutch hand. It's the "Quickshifter on steroids" that fixes low-speed clutch work.

Honda hasn't created one system to replace the other; they've created two complementary technologies. DCT remains the gold standard for full automation, while E-Clutch is the future of the manual transmission, removing the only remaining barrier to entry for many new riders.

A Decade for Indian Motorcycle of Fort Collins: Giving Back with Realities for Children

10-Year Anniversary with a Cause

Indian Motorcycle of Fort Collins celebrated its 10-year anniversary by channeling the excitement of its Annual Indian Motorcycle Demo Days in August into a powerful fundraiser for **Realities for Children**.

Realities for Children is a crucial organization dedicated to supporting children in Northern Colorado who are abused, neglected, or at risk.

The Impact: Every Ride Made a Difference

For every ride taken, the Dealership committed **\$30** to Realities for Children, supporting children in Northern Colorado who are abused, neglected, or at risk. Thanks to the generosity of **137 demo riders**, **\$4,110** was successfully raised for this critical cause!

Thank You, Community!

The success of this event belongs to the biker community. Thank you goes out to every person who took a demo ride. Indian Motorcycle of Fort Collins also extends their deepest gratitude to the Northern Colorado Indian Motorcycle Riders Group for their tireless volunteer efforts, keeping the event running smoothly and ensuring it was a smash hit!





From Clay to Chrome: The Hands-On Art of Designing an Indian Motorcycle



Indian Motorcycle's product design process is a blend of traditional, hands-on artistry and modern engineering technology, with a strong emphasis on maintaining the brand's iconic heritage.

Here is a breakdown of some of the key steps in their design process:

Conceptualization and Sketching

The process often begins with the goal of creating a bike that captures people's imagination while living up to the standard of the old Indian brand. This often involves drawing on the brand's long history for inspiration, ensuring the new design incorporates key historical visual elements.

Designers, who are often riders and builders themselves, start with 2D sketches and ideas. The goal is to define the core visual of the bike. The design often starts with the V-Twin motor as the heart.

Hands-On Craftsmanship with Clay Models

A unique and vital part of the Indian Motorcycle process is the extensive use of full-scale clay models to form the foundation of the motorcycle. Designers insist that for motorcycles, the creative part requires their hands shaping it, as the customer will physically interact with the shape.

The clay model allows the design team to interact with the shape, physically feel the bike, and check ergonomics, like how it feels with the knees on the tank, in a way that a virtual design cannot replicate. The entire clay process is used to work out design proportions and surfaces.



Digital Engineering and Refinement (CAD)



For models like their baggers and touring bikes that incorporate large fairings and are designed for long-distance comfort, aerodynamic development (such as drag reduction, wind protection for the rider, and aeroacoustic noise reduction) is a standard and crucial part of the overall development cycle. The clay models are placed in wind tunnels for testing and refinement.

Once the design reaches its final clay state, the process moves into Computer-Aided Design (CAD). The clay model is digitized and then further developed in the computer. All engineering inputs are brought in, including manufacturing constraints, and part feasibility.





Designers and engineers work together to continue developing and improving the surfaces, integrating the “art” from the clay with the “science” of engineering. This is where anything that couldn’t be fully worked out in clay is refined digitally.

Prototyping and Production

The design is ultimately translated into a physical, rolling reality. For some models, such as the Chief, the philosophy is that "everything starts with the frame," which needs to be a piece of art by itself. Designers have been known to "build on a table" to try bending real tubes and fitting parts, noting that this is "totally different" from bending tubes in CAD. The final product moves to the assembly line, often assembled by hand in their Spirit Lake, Iowa facility.

Day 2 of Our Ozarks Hillbilly Tour: The Day We Got Out of Kansas

From Kansas Plains to Arkansas Twisties

Back in May, several members of the NoCo IMRG journeyed out to the **Ozarks**. Our mission for day two was clear: ride from McPherson, Kansas, to Springdale, Arkansas, our home base for exploring the Ozarks region. Leaving McPherson, we set a steady, south easterly course toward Joplin, Missouri, **purposely routing around Wichita** to avoid traffic and maximize our time on the open road.

It was a massive relief to finally leave the main Interstate. After hours of staring at nothing but concrete and trucks, **the scenery eventually opened up into rolling fields** and smaller country roads, which was a much welcome change.

Unexpected Detour & the Great Escape

The day's adventure began early. Winding toward Highway 400, a road closure forced an unexpected detour. We navigated a short stretch of **back dirt and gravel road** to get back on course, a quick, fun burst of unplanned off-roading.

Seeing the **Missouri state sign** was a truly welcome sight, signaling we were beginning to near the finish line.

Lunch with a Low-Tech Robot

We stopped for lunch at the Guadalajara Mexican Grill in Joplin. The highlight of the meal wasn't the food, but the bizarre, low-tech server: a sleek, cat-like robot waiter that rolled out with our plates. It provided the perfect bit of instant, absurd humor needed for riders tired from the long miles.



[▶ Watch the Video](#)



The Scenic Finale in Arkansas

Approaching Arkansas, the landscape transformed. We began encountering winding, tree lined country roads that offered beautiful scenery and the satisfying “fun twisties” we’d been anticipating. We skirted around Rogers and Bentonville, again to avoid city traffic. Our final stop was the historic **War Eagle Mill** in Benton County. We crossed the one-lane **War Eagle Bridge**, built in 1907, right next to the historic War Eagle Mill. It felt like a brief, pleasant journey back in time.

Tired Laughter and Comfort

After an already long day and many miles in the saddle, we were pretty fatigued. This led to a case of the giggles when we came across a **chicken crossing the road**. It took only this one perfect, absurd sight to send us into fits of tired laughter!

Finally, we reached our destination, a luxurious **Airbnb on Beaver Lake in Springdale**. With multiple living areas, it was the perfect, comfortable home base to finally begin the true Ozarks riding adventure for the next several days. Day two complete.

The Northern Loop: Where Colorado Canyons Meet Wyoming's High Peaks

The Snowy Range Excursion

On the last day of August, twelve members of the Northern Colorado IMRG rode through stunning landscapes of northern Colorado and southern Wyoming for our annual **Snowy Range Loop ride**.

Through the Poudre Canyon

The excursion began with a meetup at Ted’s Place, gas station, on Colorado Highway 14. The group rode west through the **beautiful Poudre Canyon**, following the Cache la Poudre River. After a brief stop near **Cameron Peak**, they descended into the expansive ranchlands and meadows of North Park, stopping to refuel in the rustic town of **Walden**.

The Ascent into Wyoming

The ride continued north into Wyoming, where the group enjoyed lunch at the **Bear Trap Café in Riverside**.

The highlight of the trip was the section on Highway 130 through the Snowy Range. They ascended **Snowy Range Pass** to over 10,000 feet, and stopped to capture photos of the majestic views of jagged peaks.



[▶ Watch the Video](#)

The Final Leg

After descending the pass, the group rolled into **Laramie** before taking the long, winding Highway 287 south. This final stretch completed the large loop, bringing us back to our starting point at Ted’s Place after a spectacular day in the saddle.



From Plains to Pines: The Ride from New Castle to Deadwood

In September, members of the Northern Colorado IMRG, also known as The Dakota Drifters for this trip, kick-started a long weekend getaway journey to Deadwood. The initial leg of the trip on Highway 85 through the Wyoming wide-open plains proved to be a quiet, largely unadventurous stretch, which tested our patience. That is, until we reached Newcastle. There, the landscape dramatically transformed. The flat, open expanse suddenly gave way to the deep pine forests and winding roads of the Black Hills. This striking 55-mile ride between Newcastle and Deadwood, with its change in elevation and scenery, easily stands out as highlight of riding to Deadwood.



[▶ Watch the Video](#)

Ride, Seek, and Explore!



Northern Colorado IRMG #2036
2025 Calendar of Events (Updated 9/11/2025)
 For the latest updates visit: nocoirmg.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 (TBD snacks)
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 (TBD snacks)
Thr 10/23	Harvest Moon Dinner Ride
November	
Sat 11/15	Chapter Membership Meeting & Post Meeting Lunch (TBD snacks)
December	
Sat 12/13	Wreaths Across America
Sat 12/13	Annual Chapter Christmas Celebration
Board meets first Thursday of every month in 2025	



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