

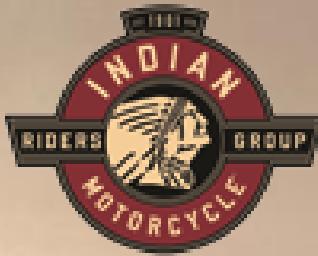
Informer

NORTHERN COLORADO

INDIAN MOTORCYCLE RIDERS GROUP®

#2036

NORTHERN COLORADO



JANUARY 2026



Informer

NORTHERN COLORADO IMRG UPCOMING EVENTS

January 17th (Saturday) NoCo IMRG Monthly Chapter Meeting



Join us for our first monthly Chapter meeting of 2026! **9:30 a.m. at the Dealership.** Connect with fellow motorcycle enthusiasts, share stories, and stay updated on the latest happenings.



UPCOMING EVENTS

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 \(website\)](http://nocoimrg.org)

[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.

First US-Delivered Honda CB750 Prototype Surfaces for Historic Auction



In the late 1960s, the motorcycle world was dominated by British and American v-twins. These bikes typically required constant maintenance until 1969, when the Honda CB750 Four revolutionized the industry. Hailed as the world's first "Superbike," it reset the global industry's expectations of what a mass-produced performance bike could be, and captured the attention of riders who typically bought Triumphs, Nortons, BSAs, or Harley-Davidsons.

Headline News: The Bob Hansen Prototype

The first US-delivered Honda CB750 prototype is now for sale. Sent personally by Soichiro Honda to American Honda's Bob Hansen in late 1968, this machine arrived for review even before the four official "Dealer Sample" show bikes.

Now headed to [Mecum's Las Vegas auction](#), this motorcycle features hundreds of unique details that distinguish it from every production model. Rare identifiers include "HONDA" cast directly onto the valve cover, a distinct oval-wing emblem, and a seat that flips rearward rather than sideways.

Why the CB750 Was Revolutionary

The series brought exotic, high-performance features to the masses with unprecedented reliability:

- **The Inline-Four Engine:** The first mass-produced four-cylinder bike that was smooth, powerful (67 hp), and virtually vibration-free at high speeds.
- **Electric Start:** While rivals relied on temperamental kick-starters, the CB750 introduced a reliable push-button start.
- **Front Disc Brakes:** As the first mainstream bike with a hydraulic front disc brake, it offered stopping power that matched its 125 mph top speed.
- **The Price:** The revolutionary \$1,495 price point was significantly more affordable compared to other large bikes selling for \$2,800-\$4,000+.

The "Sandcast" Rarity and Production Legacy

Following the prototypes, the first ~7,400 production units became known as legendary "sandcast" models. Because Honda was initially unsure of the bike's success, they used temporary gravity cast molds instead of permanent die-casting dies. These rougher-finished engines are now among the most prized vintage motorcycles in existence.

The Legacy: The UJM

The CB750's success established the "Universal Japanese Motorcycle" (UJM) template – a four-cylinder engine in a tubular frame - that defined standards for decades, and was adopted by Kawasaki, Suzuki, and Yamaha in the 1970s. As both a technical milestone and cultural touchstone, the CB750 series transformed motorcycling, proving that elite performance could be both accessible and reliable.

The 2026 Harley-Davidson Bagger World Cup is Coming

The roar of American V-Twin baggers is about to go global. In a move that has surprised the international motorcycle community, Harley-Davidson and MotoGP have officially pulled the covers off the **2026 Harley-Davidson Bagger World Cup**.

What started as a grassroots sensation in the United States with the "King of the Baggers" series has now evolved into a premier international championship. For the first time, these 600-pound behemoths will be battling elbow-to-elbow in high-speed pursuit on some of the world's most iconic Grand Prix circuits.



What is Bagger Racing?

If you're new to the scene, the concept might sound impossible. A "bagger" is traditionally a touring motorcycle designed for long distance comfort, complete with hard saddlebags and massive fairings. For the past several years, "King of the Baggers" (KOTB) has been showcasing H-D and Indian motorcycle baggers battling it out on the same MotoAmerica race tracks as the Superbike, Supersport, Twins Cup, and Super Hooligan series.

The Bagger World Cup machines are based solely on the Harley-Davidson Road Glide, but will be heavily modified and transformed for the track:

- **Power:** Over 200 horsepower.
- **Speed:** Capable of exceeding 186 mph (300 km/h).
- **Weight:** Stripped down to approximately 617 lbs (280 kg).
- **Technology:** Race-tuned suspension, high-performance Brembo brakes, race-designed wheels for more aggressive lean angles.

The 2026 Global Calendar

The inaugural season will consist of six rounds (i.e. six weekends with two races each), and will be held during MotoGP race weekends. This gives bagger racing the ultimate stage, performing in front of hundreds of thousands of fans worldwide. The initial round will begin in Austin, TX at the Circuit of the Americas race track, and then the remaining five rounds will be held at Europe MotoGP race tracks.

Why a Dedicated World Cup?

Many fans are asking, "Doesn't King of the Baggers (KOTB) already exist?" While the Bagger World Cup shares the same DNA as the MotoAmerica series, there are several differences that set this new global championship apart:

- **A Pure Spec Series:** Unlike KOTB, which is essentially a "Civil War" between Harley-Davidson and Indian Motorcycles, the World Cup is a single-make series. Every team will use identical Harley-Davidson Road Glide machines developed by H-D Factory Racing.
- **Skill Over Engineering:** Because the bikes have identical technical specifications, the competition shifts from a "battle of the manufacturers" to a pure test of rider talent and team strategy.
- **Global Integration:** While KOTB is a domestic U.S. series, the World Cup is co-developed with MotoGP to bring the spectacle to an international audience, utilizing the global infrastructure and visibility of the MotoGP paddock.

The Teams: A Clash of Cultures

Harley-Davidson expects between six and eight teams to fill the grid, with the first three heavy hitters already confirmed:

1. **Saddlemen Racing (USA):** Bringing American "King of the Baggers" expertise and a championship-winning pedigree.
2. **Joe Rascal Racing (Australia):** Representing the Asia-Pacific region with a bold, high-performance approach.
3. **Cecchini Racing (Italy):** Led by MotoGP veteran Fabrizio Cecchini, this team will bring 30 years of European engineering precision to the American V-Twin world.

A New Era of Grand Prix Entertainment

This series is about pushing limits. It bridges the gap between the lifestyle culture of Harley-Davidson and the high-tech world of MotoGP. The Bagger World Cup is a radical departure from the usual MotoGP experience. While Grand Prix races are defined by purposely designed and built racing motorcycles (i.e. not modified street bikes), the World Cup brings something raw, unpredictable, and undeniably exciting to the race track.

It's a spectacle of seemingly impossible physics. Watching a massive touring bike, complete with fairings and bags, leaned over at 55 degrees while chasing 180+ mph speeds, offers a visual drama that traditional MotoGP racing simply can't match.

The countdown to Austin 2026 has officially begun!



Digital Roads: How the World Finds NoCo IMRG (And Why You Should Too)

As a chapter, we spend a lot of time looking at the road ahead of us as we ride to epic locations. However, looking in our "digital mirrors," search statistics for nocoimrg.org, reveals an interesting story about how the outside world perceives us and what they are looking for when they think of motorcycling in Northern Colorado.



How the World is Finding Us

Our search data shows we aren't just a "private riding group" in the eyes of the Internet, but are also a trusted source for the Colorado riding community. While many people find us by searching for "Indian Motorcycle Riders Group" or "IMRG," a significant portion of our traffic comes from riders looking for adventure.

Furthermore, the search for "indian motorcycle fort collins" highlights the local nature of our group, funneling users directly to the About and Joining pages of our website as they seek a local community hub.

The "Local Route" Magnet

Interestingly, some of our top search hits aren't about the group itself, but about the roads we love. Terms like "Rist Canyon Road," "Lefthand Canyon," and "Peak to Peak ride" are major drivers of traffic to our site.

This tells us several things:

- Our riding group acts not just as a social club, but as a "curator" of the best Northern Colorado routes.
- People trust our Ride Maps and route descriptions.
- We are a "digital trailhead" for the best riding in the state.

The Event Hub

When people search for "motorcycle events near me" or "motorcycle events in Colorado," they are landing on our Events Calendar. We are successfully positioning ourselves as a heartbeat of the local riding scene, attracting not just Indian motorcycle enthusiasts, but the broader motorcycling community.

There is a clear trend of users wanting to see the group in action. While the Events Calendar is a top visited page, the high traffic to the Event Photo Archives and Event Videos suggests that prospective and current members use the site to "relive" or "preview" our riding group's experience. This visual content serves as a powerful recruitment tool, validating the "Motorcycle" lifestyle.

A Resource for Our Own: Have You Forgotten Your Toolkit?

While it's great the "outside world" is finding us, these stats serve as a perfect reminder for our current members. If strangers are using our site to find the best routes and safety tips, are you?



We've built nocoimrg.org to be more than just an "About Us" page. It is a living archive of our chapter's history and a toolkit for your next ride. Don't Forget These Key Features:

- **Event Calendar:** Keep up-to-date with NoCo IMRG planned rides and events. The event calendar is the go to source for keeping current with what we have planned.
- **The Ride Maps Archive:** Whether you're planning a solo Sunday cruise or leading a group, our curated ride maps (the same ones the public is searching for!) are available for you to download and use.
- **Safety Tips Archives:** Our Safety Tips category is a goldmine of information designed to keep our pack tight and safe. It's worth a refresher read before the riding season peaks.
- **Event Photo & Video Archives:** We put a lot of work into documenting our rides. If you haven't checked the "Event Photo Archives" or the "Videos" section lately, you're missing out on some great memories of your fellow members.
- **How to Participate in Group Rides:** Comprehensive guide for both members and guests regarding organized group rides. It focuses heavily on safety, preparation, and the "rules of the road" to ensure group outings remain enjoyable and incident-free.
- **Informer Newsletter Archive:** All of our newsletters can be found on the website, full of fun and informative articles and tidbits.

The Bottom Line

Our website is our digital clubhouse. It's how we grow our membership, attracting those searching for "Joining the Northern Colorado IMRG," and it's one of the ways we stay informed.

Next time you're wondering where the next ride is, looking for a map of the canyons, or just want to relive a past event through photos, head over to nocoimrg.org. The world is watching us, let's make sure we're using the great resources we've built for ourselves!

See you on the road (and on the web)!

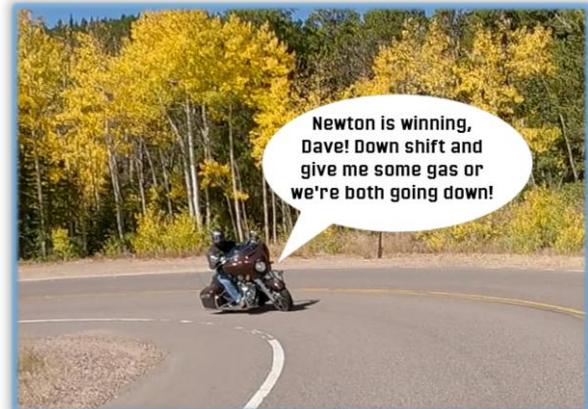
The Exhaust Files: Things Your Bike is Secretly Screaming at You

We spend thousands of dollars on them. We wash and wax them until we can see our own wind-burned faces. We give them names. But have you ever stopped to wonder what your motorcycle actually thinks of your relationship?

If your bike had a voice (and not just a throaty growl), here are some things it might say to you during your next ride.

"Oh, sure. Polish the tank until it's a mirror, but leave the wheels looking like an archaeological dig site."

You've spent the last forty-five minutes buffing the fairing and waxing the fenders until I look like a showroom floor model from the waist up. But the moment you look at my wheels, you suddenly 'run out of time.' My rims are caked in brake dust and road grime. It's like wearing a tuxedo with muddy hiking boots.



"We are going 15 mph. Why are we leaning like we're in a King of the Bagger race?"

I appreciate the enthusiasm, but we're turning into a Starbucks parking lot, not the final corner at Laguna Seca. You're going to fall over, and I'm the one who has to get a "battle scar" on my fairing because you wanted to look cool for a barista.

"That wasn't a 'smooth upshift,' that was a cry for help."

When you grab a handful of throttle and then kick me into second gear without any finesse, it feels like I'm being hit in the ribs with a steel piston. If you keep dumping the clutch like that, my gears are going to go into shock.

"I didn't need 'performance' cams, I needed better lighting to be seen on the road."

You're obsessed with my 'top end' and squeezing out every last bit of torque, but I'm still rocking a headlight that has the brightness of a damp matchstick. I don't need to go faster if every SUV in the zip code thinks I'm a distant firefly. Safety before speed.

"Stop checking your reflection in every storefront window."

I know you think you look like a hero from an action movie, but every time we pass a plate-glass window, you nearly veer into oncoming traffic because you're busy checking your silhouette. I'm the one doing the heavy lifting in the 'cool' department here. Just look at the road.

"For the love of all that is holy, turn off the blinker."

We haven't made a left turn since 2013. I've been blinking into the void for the last twelve miles, making every one behind us wonder if we're perpetually dazed and confused. My relay is getting a workout for no reason. Push the button. Cancel the signal.

"That pothole was the size of a Jacuzzi. Why did we hit it?"

I have suspension, not magic. My front forks just retracted into my soul. Next time, maybe look further than five feet in front of the fender?

"Yes, I heard the compliment. No, don't make it weird."

I know the guy at the stop light said 'nice bike.' I am a great looking bike. But please stop petting my gas tank in public. People are starting to stare, and it makes my fuel injectors uncomfortable.

"Winter is coming. Don't you dare leave me in a damp shed."

If you put a tarp over me and leave me in a freezing garage without a battery tender, I will refuse to start in May out of pure spite. I want a heated blanket and a bedtime story.

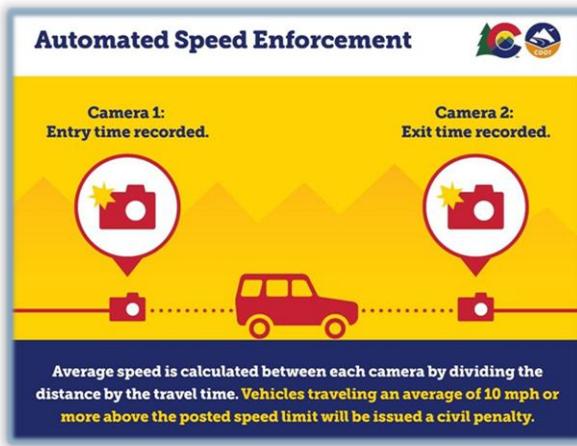
"Goodbye boredom, hello mountain passes! Let's hit the twisties."

If I have to look at another hundred miles of flat, straight highway, my cylinders are going to die of boredom. I can see the peaks on the horizon. Stop droning along in sixth gear and let's get into those mountainous switchbacks. I want to feel the lean, smell the pine, and remind you why you didn't just buy a minivan.

Final Thought: At the end of the day, your bike might be a spirited, judgmental piece of machinery that hates your shifting and mocks your vanity, but it's also the only therapist that can fix your soul at 3,000 RPM. So, throw a leg over, listen to what the road and your bike have to say. Remember, regardless of what your motorcycle may be saying to you, it would rather be out on the open road with you than gathering dust in a garage.

Colorado Speed Enforcement Program

CDOT has launched a new automated speed camera program to prevent speed related fatalities. The Colorado Speed Enforcement Program uses camera technology in work zones to penalize motorists traveling 10 mph or more over the posted speed limit. The program aims to reduce the number of lives lost and affected due to speeding.



In 2024, 31 people were killed in work zone crashes in Colorado — a nine-year high. Narrow, shifting lanes and high speeds pose a threat to vulnerable roadside workers and travelers in work zones. However, the same social stigmas that apply to driving distracted or impaired don't always carry over.

According to the 2024 Colorado Driver Behavior Survey, 70% of drivers in the state admit to speeding on highways. The fact is: speeding can be just as dangerous. Speed-related crashes surpassed those caused by impairment and distraction last year, becoming the primary cause of fatalities on Colorado roads. With the clear and present danger presented by excessive speeds, CDOT's new enforcement measures are necessary to save lives – and according to the [Federal Highway Administration](#), are proven to work.

The program first launched along Colorado Highway 119, between Longmont and Boulder, on July 14. When the program launches on a new corridor, there will be a grace period of at least 30 days, during which violations will result in warnings mailed to the registered owner of the vehicle. Following the grace period, violators receive civil penalties of \$75.

To learn more about the Colorado Speed Enforcement Program, visit codot.gov/programs/speedenforcement.

Local Spotlight: The "Unique Driven" Approach to Motorcycle Towing

For most riders, a breakdown on the side of the road is more than just an inconvenience, it's a moment of high anxiety. The fear of a standard tow truck driver manhandling your pride and joy with heavy chains and abrasive straps can be just as stressful as the mechanical failure itself.

That is where **Unique Driven LLC** is changing the game for the Northern Colorado riding community.



Serving the broader Front Range (and beyond) through the heart of Northern Colorado, Unique Driven is carving out a reputation as a customer service oriented "specialist" for rescuing stranded motorcycles, or simply picking up and delivering bikes and other powersport vehicles.

Unique Driven reflects a specific philosophy of transport. Motorcycle owners have long sought a towing service that understands the unique needs of towing a motorcycle, and Unique Driven fills this gap. By focusing on

specialized handling rather than high-volume recovery, every haul is treated with the precision a two-wheeled machine requires.



A Familiar Sight

If you've spent any time at the Indian Motorcycle of Fort Collins, you've likely already seen Unique Driven in action. They are a frequent presence at the dealership. Whether it's a bike coming in for a performance upgrade or a motorcyclist needing a safe bike haul back to the shop, their truck is a familiar and welcome sight in the dealership parking lot.

The White-Glove Standard: Meet Jason Hancock

At the heart of the operation is owner and operator **Jason Hancock**. Because Jason runs the show, clients get a level of personal accountability and expert knowledge that is rare in the towing industry. He understands that a bike isn't just a vehicle, it's an investment and a passion.

Jason utilizes a damage-free transport methodology designed for peace of mind:

- **Upright Stability:** He utilizes flatbed, and enclosed trailer towing to ensure bikes remain perfectly vertical and stable without putting undue stress on the side stand.
- **Soft-Strap Technology:** You won't find rusted chains here. Jason uses soft-loop tie-down straps to prevent scratches on chrome, fairings, or handlebars.
- **Suspension Care:** He understands how to secure a bike without over-compressing the front forks, preserving your seals and suspension tuning.

A Reliable Network

One of the greatest advantages of working with Jason is his professional network. He is part of an elite group of fellow owner-operators who share his high standards for vehicle care. If for some reason Jason is personally unable to assist you due to scheduling or location, he has the resources to contact other trusted operators within his network to ensure you and your bike are taken care of. When you call Unique Driven, you aren't just calling one truck, you're tapping into a system of reliable help.

At a Glance: Unique Driven LLC

Whether you're stranded on Highway 287 or need a bike moved across counties, here is how to reach Jason:

Primary Service: Motorcycle & Powersport Vehicle Transport

Phone: 720-383-2355

Service Area: Serving Northern Colorado & The Front Range

Availability: Emergency Roadside & Scheduled Transport



The Bottom Line: If you're a rider in Northern Colorado, Unique Driven is a number you want saved in your phone *before* you need it. In a world of vehicle towing, Jason Hancock offers a level of care that is beyond your typical garage towing service.

Two Wheels, One Pass: The Return of Motorcycle Fairness to National Parks



In a major win for the motorcycle riding community, the U.S. Department of the Interior announced on Nov. 25 that the **America the Beautiful Pass** will once again cover two motorcycles per pass starting in 2026.

Motorcyclists have been pointing out a discrepancy in how park entry fees are being applied. While a single pass typically covers a non-commercial vehicle and all its occupants, the rules for motorcycles required individual passes or separate fees for riders traveling together. This update aims to level the playing field, ensuring two motorcycles are treated with the same "single-vehicle" equity as a car or SUV.

The Path to the America the Beautiful Motorcycle Fairness Act

The shift comes as a direct result of **H.R. 4386**, also known as the *America the Beautiful Motorcycle Fairness Act*. Introduced by **Rep. Tim Walberg (R-MI-05)**, the legislation gained significant momentum after passing the House Natural Resources Committee.

Rep. Walberg, an avid rider himself and co-chair of the Congressional Motorcycle Caucus, has been a vocal advocate for the change. The act was designed to correct what many saw as an administrative oversight that unfairly penalized those who choose to explore the country's natural wonders on two wheels.

What Riders Need to Know for 2026

If you are planning a ride through the Rockies or a cross-country trip taking you to another national park, here is how the new policy will look:

- **Implementation Date:** The new rules officially take effect in **2026**.
- **Coverage:** A single America the Beautiful Pass will allow entry for **two motorcycles** (and their passengers) simultaneously, provided the pass holder is present.
- **Cost Savings:** This eliminates the need for riding partners or couples on separate bikes to purchase two separate annual passes or pay individual entry fees at the gate.

Why This Matters

National parks are some of the most iconic destinations for motorcyclists. Routes like the Trail Ridge Road crossing over the Rockies, or the Going-to-the-Sun Road in Glacier National Park awesome experiences. By reducing the financial barrier to entry, the Department of the Interior is recognizing the motorcycle community as a vital part of the American outdoor experience.

As we look toward 2026, the message from Washington is clear: whether you're behind a steering wheel or a set of handlebars, the beauty of our national lands belongs to everyone—equally.



Ride, Seek, and Explore!