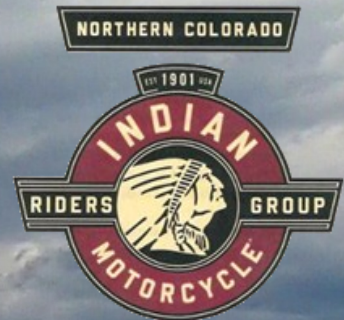


NORTHERN COLORADO

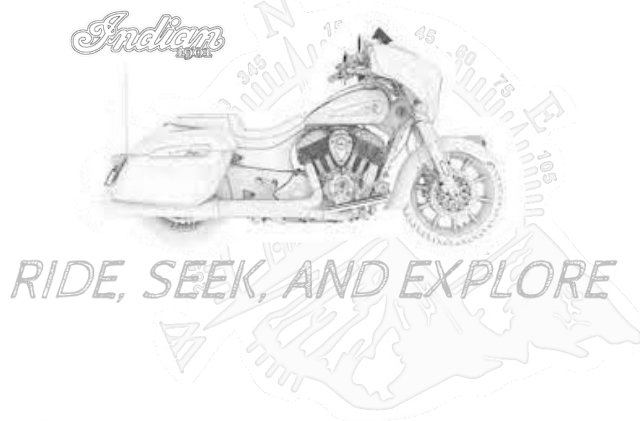
# Informant

INDIAN MOTORCYCLE RIDERS GROUP®

# 2036



MARCH 2026



# Informer

## NORTHERN COLORADO IMRG UPCOMING EVENTS

### Saturday, March 21<sup>st</sup>—Chapter Meeting

Join us at Indian Motorcycle of Fort Collins at 9:30 AM for our next chapter gathering. Whether you've been with us since day one or are still fairly new to the group, this is the place to be. Come grab a seat, catch up with fellow riders, and get the inside scoop on upcoming events. We hope to see you there!

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.

### THE BEST OF THE OZARKS:

#### DAY 4 OF THE NORTHERN COLORADO IMRG HILLBILLY TOUR

Last May, the Northern Colorado IMRG proved once again why Arkansas is a premier destination for motorcycle enthusiasts. Leaving our Springdale home base, we embarked on a 216-mile journey that felt like a scenic touring showcase.

If you've ever wondered what it's like to ride through the heart of the Ozarks, the route on this day offered the perfect blend of history, technical curves, and breathtaking landscapes.

#### Crossing Paths with History: The Bridges

Our morning started with some of Arkansas' architectural history. We first crossed the legendary War Eagle Bridge. Built in 1907, this steel arch bridge set a rustic tone for the day, overlooking the mill and the rushing water below.

A little later in the day, we encountered the Beaver Bridge, otherwise known as the "Little Golden Gate of the Ozarks." This one-lane, wooden plank suspension bridge is a hidden gem. Hearing the tires hum over the wooden slats while suspended over the White River is an experience every rider should have at least once.



## FUTURE EVENTS

### March-April 2026

- 3/21 NoCo IMRG Monthly Chapter Meeting
- 4/18 NoCo IMRG Monthly Chapter Meeting & Post-Meeting Ride
- 4/23 Dinner Ride
- 4/25 Ride Ready Skills Practice and Road Officer Training

## RESOURCES

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

[NoCo IMRG YouTube Channel](#)

[NoCo IMRG Instagram](#)

[NoCo IMRG Facebook Group](#)

[nocoinmrg@gmail.com](mailto:nocoinmrg@gmail.com)

[About Northern Colorado IMRG](#)



[Watch the video](#)

### A Victorian Interlude in Eureka Springs

As we rolled into Eureka Springs, the atmosphere shifted. This Victorian-era mountain town is famous for its winding, steep streets and limestone architecture. It's a town built on hills, and it feels like riding through a time capsule.

No biker tour through Eureka is complete without a stop at Legends Saloon. We fueled up with a proper "biker lunch," soaking in the local culture before hitting the road for the most technical part of our journey.

### Into the "Tunnel of Trees": The Pig Trail

The afternoon was defined by Highway 23, better known as the Pig Trail Scenic Byway. As we entered the "Tunnel of Trees," the canopy thickened, the temperature dropped a noticeable few degrees, and the curves tightened. This stretch of road demands focus and rewards you with some of the most intimate forest scenery found in the United States.

### Pie and Peaks: Oark and the Boston Mountains

We took a brief but essential detour to the Oark General Store. Established in 1890, it is the oldest continuously operating store in Arkansas. While the history is impressive, the real draw for us was their world famous homemade pie.

To wrap up the day, we climbed into the Boston Mountains. We stopped at the Pig Trail Overlook to take in the sweeping vistas of the Ozark National Forest before winding our way back to Springdale via Highway 16.

### Reflections on a Landmark Ride

By the time we pulled back into Springdale, we had clocked 216 miles of pure Ozark magic. From the historic spans of the War Eagle and Beaver bridges to the adrenaline pumping curves of the Pig Trail, Day 4 stood out as a highlight of our Ozarks road trip.

The day's ride was a strong reminder of why we ride: for the history under our wheels, the wind in our faces, and the stories we share over a slice of pie. Whether you're chasing vistas at the Pig Trail Overlook or stepping back in time in Eureka Springs, this route is one for the bucket list.

## WHERE THE RAILS MET THE ROAD: THE HIDDEN HISTORY OF TIE SIDING

Frequently, the Northern Colorado IMRG has ridden Highway 287 from Fort Collins toward Laramie. As the foothills of Northern Colorado give way to the high altitude plains of the Medicine Bow Mountains and the landscape opens up, you cross the state line into Wyoming. About eight miles into Wyoming sits a place easily missed, yet it once held the keys to the American West - **Tie Siding**.



Today, Tie Siding is a quiet cluster of buildings, mostly known for its post office (now permanently closed) and a legendary flea market, but its history is as rugged as the Wyoming wind.



### A Purpose Built Town

The name "Tie Siding" isn't just a quirky western moniker. It describes exactly what the town was. In the late 1860s, as the Union Pacific Railroad pushed westward, they needed millions of wooden ties to support the tracks.

To be precise, Tie Siding was located near a secondary set of tracks, known as a siding, built right next to the Union Pacific main line. A "siding" is a specific railroad term. It refers to a short stretch of track running parallel to the main railroad line and is connected to it by switches at one or both ends. Sidings allow work trains to pull off the main through line to allow loading and unloading of materials without blocking the passage of other trains.

The hills of Northern Colorado and Southern Wyoming were thick with lodgepole pines. Men known as "tie hacks" lived in remote mountain camps and cut down trees by hand throughout the winter. They were often Scandinavian immigrants, known for their endurance and skill with a broadaxe.

Because Tie Siding sits on a high, wind-swept ridge, it lacked the major river access. Instead of floating the logs, tie hacks used massive horse-drawn sleds to haul the ties across the frozen high plains during the winter. Once they reached the siding, the ties were stacked in enormous piles, waiting to be loaded onto Union Pacific work trains.

In the 1860s and 70s, the main railroad line was a single track stretching across the country. Because you couldn't have a train sitting on the main track while workers spent hours loading thousands of heavy wooden ties, the railroad built a siding at this specific high point on the ridge.

So, while the town grew up around this spot, the siding was essentially a "parking lane" for work trains. It allowed them to pull off the main thoroughfare to be loaded with the timber hauled in by the tie hacks, ensuring that the primary flow of transcontinental traffic (passengers, mail, and other freight) could continue past them without delay. Over time, the community adopted the name Tie Siding representing the railroad ties it gathered and the name of the railroad feature, siding.

### The Boom and the Move

In its heyday during the 1870s, Tie Siding was a genuine "boom town." It boasted hotels, a school, a saloon, and even a hospital. It was a rough-and-tumble community of nearly 50 permanent residents and hundreds of seasonal workers. For a brief period, it was one of the largest shipping points for timber in the entire United States.

Interestingly, the town you see today isn't exactly where it started. The original site was situated closer to the railroad tracks themselves. In 1931, as the era of the automobile took over and the railroad's dominance shifted, the entire community was shifted a short distance to sit directly on the newly paved **U.S. Highway 287**. It moved to follow the travelers, transitioning from a railroad to a roadside landmark.



## THE LAST RIDE OF A MAVERICK: HONORING BEN NIGHORSE CAMPBELL (1933–2025)

The halls of the U.S. Capitol have seen many politicians, but few have ever arrived with the rumble of a Harley-Davidson engine and the spirit of a true Western warrior. On December 30, 2025, the nation lost a singular voice when former Colorado Senator Ben Nighthorse Campbell passed away at the age of 92.

Senator Campbell wasn't just a lawmaker, he was a living embodiment of the American dream, a bridge between cultures, and a fierce advocate for the freedom of two wheels on the open road.



### A Life of "Firsts" and Defying Labels

Ben Nighthorse Campbell's resume reads like an epic novel. Born into humble beginnings, he climbed his way to the highest levels of government, never losing his "maverick" edge along the way. He was known as a cultural trailblazer. As a member of the Northern Cheyenne Tribe, he was the first Native American to serve in the U.S. Senate in more than 60 years.

Before he was a Senator, he was a world-class athlete, and captain of the U.S. Judo team at the 1964 Tokyo Olympics. He was also a renowned jewelry designer, often seen wearing his own turquoise and silver creations that blended traditional craftsmanship with contemporary flair.

### Champion of the Open Road

While many politicians talk about "the people," Campbell lived among them. Inducted into the AMA Motorcycle Hall of Fame in

2002, he was a legendary figure in the motorcycling community. He famously made his first entrance into Washington, D.C. in 1987 on his Harley-Davidson with his long braided hair trailing down his back.

He was known to ditch formal ceremonies for the open road, most notably skipping a presidential inauguration in 2001 to rumble down Pennsylvania Avenue on a new red, white, and blue Harley. His contribution to the community went far beyond visibility. He was a relentless legislative powerhouse for riders' rights:

- **Repealing Federal Helmet Penalties:** In 1995, Campbell led a marathon 16-hour floor debate to repeal federal penalties against states without mandatory helmet laws, arguing for individual liberty and state sovereignty.
- **Protecting Rider Insurance:** He fought against insurance companies that attempted to deny medical coverage to motorcyclists, ensuring that those who chose two wheels weren't discriminated against by providers.
- **The Recreational Trails Program (RTP):** He was an original co-sponsor of the legislation that created the RTP, which has since provided hundreds of millions of dollars for the development and maintenance of thousands of miles of motorized trails across the country.
- **Preserving Land Access:** He successfully fought to keep millions of acres of public land open to off-road motorcyclists and recreational enthusiasts.

|| *He didn't just advocate for riders; he was one of them. Seeing a U.S. Senator in leather boots and a helmet wasn't a PR stunt—it was just Ben."*



## A Legacy of Independence

In an era of deep division, Campbell was a rare breed. He was known for his independent streak and his "common man" skills. He was the only Senator with a commercial trucking license and personally drove the Capitol Christmas Tree from Colorado to D.C. on multiple occasions. During his tenure, he focused on:

- **Land Conservation:** Protecting the natural beauty of the Colorado landscape he loved.
- **Veterans' Affairs:** Ensuring those who served received the respect and care they earned.
- **Indigenous Rights:** Championing the sovereignty of Native American tribes and authoring the bill that established the National Museum of the American Indian.

## Farewell to a Legend

As we look back on his 92 years, we remember a man who was as comfortable in a Senate hearing as he was riding a motorcycle in the Rockies. Ben Nighthorse Campbell reminded us that you can be a statesman without losing your soul, and that sometimes, the best way to lead is from the seat of a motorcycle.

*Ride on, Senator.*

## THE BATTLE FOR THE WRENCH: IS YOUR MOTORCYCLE REALLY YOURS?

For generations, the bond between a rider and their machine was forged in the garage. Whether it was a simple oil change or a top-end rebuild, the "right to repair" was an unspoken rule of the road. But as motorcycles have evolved into rolling computers, that bond is under threat.

Today, modern bikes are equipped with complex Electronic Control Units (ECUs), proprietary software, and digital locks that can make even basic maintenance impossible for the average owner or independent shop. Here is a look at where the "Right to Repair" movement stands for motorcyclists in 2026.

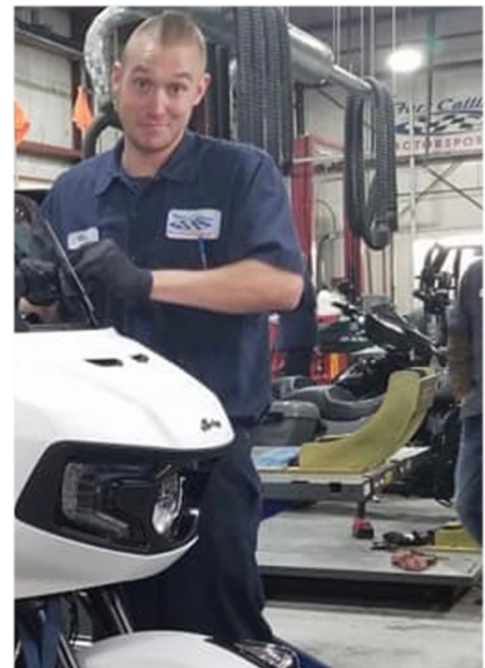
### The Digital Lock-Out

The core issue isn't about physical bolts, it's about digital data. Manufacturers often restrict access to the diagnostic software required to reset service lights, calibrate new parts, or troubleshoot sensor errors. Without these tools, you are tethered to the dealership, regardless of your mechanical skill.

### The Federal Level: The REPAIR Act

At the federal level, the primary hope for riders lies in the Right to Equitable and Professional Auto Industry Repair (REPAIR) Act (H.R. 1566 / S. 1379). As of early 2026, the REPAIR Act has seen significant movement. In March 2026, the House Energy and Commerce Committee voted to send the act to the full House for consideration, marking a major milestone for consumer advocates.

If passed, it would require automakers and motorcycle manufacturers to provide vehicle owners and independent shops with the same diagnostic tools, software, and data they provide to their franchised dealers. However, groups like the Motorcycle Industry Council (MIC) have historically lobbied against being included in "auto" legislation, citing unique safety concerns and different diagnostic standards.





## The State Level: A Patchwork of Progress

In the absence of federal law, several states have taken the lead, though motorcycles often find themselves in a "legal gray area."

Massachusetts has been a primary battleground since its 2020 ballot initiative. In 2025, a federal judge dismissed a lawsuit filed by automakers against Massachusetts' right to repair law, thus defending their right to repair. Massachusetts right to repair legislation, which includes motorcycles was put into law after voters passed it by ballot initiative in the 2020 election.

In early 2026, Missouri emerged as a leader with HB 2257 and SB 1564. These bills aim to create a broad "Right to Repair" for consumer products and motor vehicles. If passed, they would mandate that manufacturers provide diagnostic tools and software on "fair and reasonable terms," with specific provisions to prevent manufacturers from using proprietary formats to lock out independent mechanics.

Oregon's 2025 law went a step further by banning "parts pairing," the practice where a manufacturer uses software to "lock" a specific serial numbered part to a specific bike.

## Why the Industry is Fighting Back

The Motorcycle Industry Council (MIC) and major OEMs (Original Equipment Manufacturers) cite several reasons for their opposition. They argue that "unauthorized" repairs to systems like ABS or traction control could lead to fatal accidents. Modern ECUs control emissions, and so there is fear "Right to Repair" is a backdoor for performance tuning that violates EPA standards. Manufacturers also view their source code as a trade secret and are reluctant to share it with the public.

## What Riders Can Do

The landscape is shifting rapidly. For the first time, major manufacturers are feeling the heat from both the Federal Trade Commission (FTC) and a growing coalition of riders.

If you want to keep turning your own wrenches, the most effective path forward is supporting organizations like the Motorcycle Riders Foundation (MRF) or the Repair Association, who are actively lobbying to ensure that motorcycles are not left out of upcoming legislation.

The bottom line - you bought the bike, but if you can't access the software to fix it, do you really own it?

## STAY SAFE ON TWO WHEELS: 5 THINGS YOU SHOULD NEVER DO WHILE RIDING

Whether you are a seasoned veteran or a brand new rider, the thrill of the open road is undeniable. However, motorcycles leave very little room for error. To help ensure every ride ends safely in your own driveway, there are certain "non-negotiables" you should follow.

Here are five important things you don't want to do while riding.

### 1. Never Ride Impaired (In Any Form)

This is the most obvious rule, but it goes beyond just avoiding alcohol. While "don't drink and ride" is the golden rule, impairment comes in many forms:

- Medication: Even over-the-counter cold medicine can make you drowsy or slow your reaction time.
- Fatigue: If you had a bad night's sleep or you're exhausted after a long work shift, your brain won't process hazards quickly enough.
- Substances: Illegal drugs and alcohol are a guaranteed recipe for a "bad day."

The bottom line: If you aren't at 100% mental and physical capacity, the best choice is simply not to ride.



## 2. Don't Ride Without Gear

The only protection a motorcyclist has is what they are wearing. If you ever find yourself tempted to ride without gear just because it's a short trip or a hot day, try this thought experiment:

Imagine you are in a car traveling at 60 miles per hour. Now, imagine opening the door and jumping out onto the asphalt wearing only a t-shirt and shorts. Obviously, that would be a catastrophe. On a bike, this is exactly the risk you take every time you skip your helmet, jacket, gloves, or boots. Wear gear, every time.

## 3. Never "Grab" the Brakes

There is a massive difference between squeezing the brakes and grabbing them.

Motorcycle tires can handle tremendous loads, but they cannot handle abrupt loads. When you grab the brake lever suddenly, you shock the suspension and the tire, often causing the front wheel to lock up or the bike to upset its balance.

Whether you are coming to a stop, or avoiding hitting an object, you want to "squeeze and unsqueeze." Smooth inputs keep the bike stable, while abrupt inputs will almost always guarantee a crash.

## 4. Never Ride Above Your Skill Level To Keep Up

We've all been there. You're out with a group, and a few riders start pulling away. Your instinct is to twist the throttle and try to keep up so you don't look slow.

Check your ego at the kickstand. There will always be someone faster than you, and there will always be someone willing to take more risks than you. Racing to keep up with a more experienced or more reckless rider is a leading cause of bike accidents.

## 5. Never Forget the Ultimate Goal

At the end of the day, you must be disciplined with yourself. Remind yourself of reality:

- No one is handing you a trophy at the end of the canyon road.
- No one is waiting with a check for you being the fastest in the group.

Your only real "win" is getting home to your family and friends. Stay disciplined, ride your own ride, and live to ride another day.

**Safe riding starts with the right mindset.**

## THE ROCKET THAT FIZZLED: EVEL KNieVEL'S SNAKE RIVER DEBACLE

In 1974, Evel Knievel was the undisputed king of the daredevils. He had leaped over fountains at Caesar's Palace and cleared lines of Greyhound buses, but he faced a growing problem. The public was getting bored. To keep his crown, Knievel needed something bigger, something impossible. He needed a canyon.

What followed was one of the most hyped, expensive, and ultimately bizarre chapters in the history of sports entertainment.

### From Grand Ambitions to Idaho Realities

Knievel's original dream was to jump the Grand Canyon. However, the National Parks Service was less than enthusiastic about a motorcycle jumping showman launching himself over a protected federal landmark. Denied by the government, Knievel turned his sights to the Snake River Canyon in Idaho where a jagged, mile-wide gap in





the earth offered a private land alternative to the Grand Canyon.

### A Masterclass in Promotion

The Snake River jump wasn't just a stunt, it was a massive business venture. When ABC Sports refused to meet Knievel's asking price, the daredevil pivoted. He teamed up with two names that would eventually become titans of the industry, Bob Arum of Top Rank boxing and Vince McMahon of what was then the WWF.

Instead of a traditional broadcast, they turned the event into a massive pay-per-view spectacle. The jump was broadcast to hundreds of theaters and arenas across the country. Fans flocked to these venues, paying top dollar to see if the world's most famous daredevil would fly or fall.

### The "Skycycle" and the Launch

To clear the canyon, Knievel knew a standard Harley-Davidson wouldn't cut it. He hired an aeronautical engineer to build the Skycycle X-2. While it was marketed as a "cycle," it was effectively a steam powered missile.

On September 8, 1974, the world held its breath as the engine roared. But the death-defying part ended almost as soon as it began.

The launch was an immediate anticlimax. A parachute designed to deploy only after the rocket had crossed the canyon to slow it down for landing tripped prematurely. Instead of soaring across the divide, the Skycycle drifted helplessly like a giant metal kite. It nearly reached the far rim before catching the wind and floating straight down, landing on the canyon floor almost directly beneath the launch ramp.

### Luck, Loss, and a Presidential Pardon

For Evel, the failure was actually a stroke of luck. He was strapped tightly into the harness. Had the rocket landed in the Snake River rather than on the bank, he likely would have drowned.

For the investors, however, there was no silver lining. Despite the high profile promotion, the venture lost a fortune. To add insult to injury, the event's historical footprint was almost instantly erased. On the very same day as the jump, President Gerald Ford issued a full pardon to Richard Nixon. The news cycle shifted instantly from the daredevil in the desert to the political scandal of the century.

Evel Knievel walked away from the Snake River Canyon with his life, but the "Skycycle" remains a legendary reminder of the time a missile masquerading as a motorcycle fell short of its mark.



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*Ride, Seek, and Explore!*



**Northern Colorado IRMG #2036**  
**2026 Calendar of Events (Updated 3/14/2026)**  
 For the latest updates visit: [nocoimrg.org/events](http://nocoimrg.org/events)

| January              |   |
|----------------------|---|
| Sat 1/17             | Chapter Membership Meeting  |
| February             |   |
| Sat 2/14             | 2026 Ride Planning Meeting  |
| Sat 2/21             | Chapter Membership Meeting  |
| March                |   |
| Sat 3/21             | Chapter Membership Meeting  |
| April                |   |
| Sat 4/18             | Chapter Membership Meeting & Post-Meeting Ride  |
| Thr 4/23             | Dinner Ride (6 pm)  |
| Sat 4/25             | Road Officer Training (9 am) & Ride Ready Skills Practice (11 am) - Timberline Church   |
| May                  |   |
| Sat 5/2              | International Female Ride Day ride<br>( <a href="https://www.facebook.com/InternationalFemaleRideDay">https://www.facebook.com/InternationalFemaleRideDay</a> ) |
| Sat 5/16             | Chapter Membership Meeting (10 am) & Ride Ready Skills Practice - Timberline Church   |
| Thr 5/21             | Dinner Ride (6 pm)  |
| Sat 5/23             | Cinnamon Roll & Peak-to-Peak Ride   |
| June                 |   |
| Mon 6/8 to Sun 6/14  | Durango Rendezvous - Sky Ute Casino, Ignacio, CO<br>Chapter group departing Wed 6/10 to Sun 6/14  |
| Sat 6/20             | Chapter Membership Meeting & Guanella Pass Ride (8:30 am)<br>Meet at Black Bear Diner - Johnstown, CO   |
| Thr 6/25             | Dinner Ride (6 pm)  |
| Sat 6/27             | Cameron Pass Ride<br>Brown bag lunch (and maybe a pie stop...)  |
| July                 |   |
| Sat 7/11             | Indian Motorcycle Great Outdoors Cookout  |
| Sat 7/18             | Chapter Membership Meeting & Post Meeting Ride  |
| Thr 7/23             | Dinner Ride (6 pm)  |
| Sat 7/25             | Granby Loop Ride  |
| August               |   |
| Sat 8/8              | Pikes Peak Mountain Ride  |
| Sat 8/15             | Chapter Membership Meeting & Post Meeting Ride  |
| Fri 8/21 to Sat 8/22 | Demo Days (Tentative)   |
| September            |   |
| Wed 9/9 to Sun 9/13  | IMRG South Region Roundup   |
| Sat 9/19             | Chapter Membership Meeting & Folds of Honor Charity Ride  |
| Thr 9/24             | Dinner Ride (6 pm)  |
| October              |   |
| Sat 10/17            | Chapter Membership Meeting & Post Meeting Ride  |
| Thr 10/22            | Dinner Ride (6 pm)  |
| November             |   |
| Sat 11/21            | Chapter Membership Meeting  |
| December             |   |
| Sat 12/12            | Wreaths Across America  |
| Sat 12/12            | Annual NoCo IMRG Chapter Christmas Celebration  |

Board meets first Thursday of every month in 2026



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