

NORTHERN COLORADO

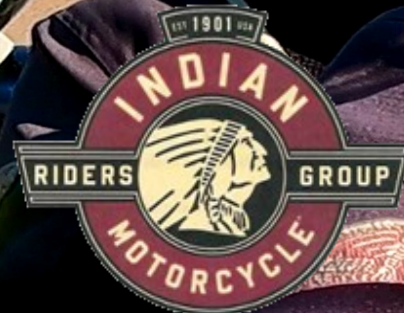
Informant

INDIAN MOTORCYCLE RIDERS GROUP®

2036



NORTHERN COLORADO



APRIL 2026



Informer

NORTHERN COLORADO IMRG UPCOMING EVENTS

Saturday, April 18th—NoCo IMRG Monthly Chapter Meeting & Post-Meeting Ride.

Clear your schedules! We're kicking things off at 9:30 a.m. at Indian Motorcycle of Fort Collins. It's the perfect time to reconnect, swap stories from your latest adventures, and welcome back familiar faces.



After we wrap up, we hit the road for a short group ride up to Wellington to grab lunch at the T-Bar. This is a relaxed, 20-mile "flatlander" backroad route. This ride is rated Level-2 (1=easiest, 5=hardest), making it a great way to enjoy the ride without stress.



FUTURE EVENTS

April - May 2026

- 4/18 Monthly Chapter Meeting & Post Meeting Ride
- 4/23 Dinner Ride
- 4/25 Ride Ready Skills Practice & Road Officer Orientation
- 5/2 International Female Ride Day
- 5/16 Monthly Chapter Meeting & Ride Ready Skills Practice

Thursday, April 23rd—Splice of Spring Dinner Ride.

Join us for our very first dinner ride of the year! We're kicking things off with a short jaunt over to LaPorte Pizza for some of the best pies in the county. It's the perfect mid-week excuse to get the bike out and enjoy the evening air with the crew. This will be an easy **Level 2** (1=easiest, 5=hardest) relaxed and beginner friendly backroad cruise. **Meetup at the Indian Motorcycle of Fort Collins at 6:00 p.m. with Kickstands Up (KSU) at 6:15 p.m.**



Saturday, April 25th—Road Officer Orientation.

Are you ready to take the lead? Whether you're a seasoned Road Officer or a member interested in stepping up to help guide our Chapter, please join us for this essential orientation. Road Officers are the backbone of our group. They are responsible for planning, briefing, leading, and sweeping our rides throughout the year. **Meet at 10:00 a.m. in the south parking lot at Timberline Church 2908 S Timberline Rd, Fort Collins.**



RESOURCES

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

[NoCo IMRG YouTube Channel](#)

[NoCo IMRG Instagram](#)

[NoCo IMRG Facebook Group](#)

nocoimrg@gmail.com

[About Northern Colorado IMRG](#)



Saturday, April 25th—Ride Ready Skills Practice.

It's time to shake off the winter dust and to start sharpening our riding skills! Paul Carroll will be teaching a skills session **starting at 11:00 a.m. (following the Road Officer Orientation) in the south parking lot at Timberline Church 2908 S Timberline Rd, Fort Collins.**

Start planning now to attend. This session will focus on getting back to the basics. Paul will be working to get riders back to having their heads turning, braking correctly, making tighter turns and better handling of their friction zone! This is a FREE session. Come practice in a safe and supportive environment. We look forward to learning and practicing with you!



Saturday, May 2nd—International Female Ride Day.

Every year, on the first Saturday in May, International Female Ride Day (IFRD) celebrates women motorcycle riders! This global event focuses on empowering and involving women in the riding community. We'll meet for breakfast at Doug's Diner in Mead before heading out on a group ride. Full details and route information will follow. Save the date! Learn more about IFRD on the [Motoress website](#).



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.

BMW'S GHOST RIDER: WHY THE WORLD'S FIRST SELF-RIDING MOTORCYCLE WON'T REPLACE THE RIDER

Imagine standing on a test track in southern France. A BMW R1200 GS, a heavy and powerful adventure bike, idles at the starting line. Then, without a human in sight, the engine revs, the kickstand retracts, and the bike rides away by itself. It leans perfectly into corners, navigates a complex winding course, and eventually slows to a gentle, upright stop.



[Watch the video](#)

This isn't a scene from a sci-fi movie. It was the reality at the BMW Motorrad Techday several years ago. But if you're worried robots are coming for the "soul" of motorcycling, take a deep breath. BMW's "Ghost Rider" isn't meant to take you out of the seat. It's meant to keep you in it.

The Prototype: The R1200 GS "Ghost"

Developed over two years by graduate engineer Stefan Hans and his team, the autonomous R1200 GS is a marvel of balance and computation.

How it Works:

- **Torque-Controlled Steering:** In partnership with Sensodrive, BMW equipped the handlebar with an actuator controlling the steering angle and torque with micro-precision.
- **The Brain:** The bike uses Inertial Measurement Units (IMUs), a suite of gyroscopes and accelerometers, to understand its lean angle and velocity in real-time.



- **Complete Automation:** The system doesn't just steer. It controls the throttle, clutch, gear shifts (using the new Automated Shift Assistant technology), and even the kickstand.

The "Why": Safety Over Autonomy

BMW has been very vocal about one thing. They do not want to build a riderless motorcycle. Unlike the car industry, where the goal is often to turn the driver into a passenger, motorcycling is defined by the physical connection between human and machine.

The real purpose of this technology is Safety Research. By teaching a bike to ride itself perfectly, BMW is gathering data on "the ideal line." This knowledge is being used to develop advanced rider assistance systems (ARAS) that can:

- **Detect Danger Early:** Recognize when a rider is entering a corner too fast or when an intersection collision is imminent.
- **Intervene in Emergencies:** Provide subtle steering or braking inputs to stabilize the bike if the rider makes a mistake.
- **Support Skill Gaps:** Assist less experienced riders in mastering complex maneuvers.

The Vision: BMW Motorrad Vision Next 100

If the R1200 GS is the functional prototype, the Vision Next 100 is the dream. This concept bike takes autonomy to its logical conclusion.

- **Self-Balancing at Standstill:** Using gyroscopic technology, the bike remains upright even when stopped, potentially eliminating the need for a kickstand.
- **The Digital Companion:** A visor replaces the traditional dashboard, projecting "ideal line" data and hazard warnings directly into the rider's field of vision.
- **Flexframe:** Instead of traditional joints, the entire frame adjusts when you turn the handlebars, allowing for a more fluid, integrated riding experience.



[Watch the video](#)

The Verdict: A Safer Way to Ride

We are still years away from seeing these features in every showroom, but the technology is already trickling down. We already see things like Active Cruise Control (ACC) and Cornering ABS, features born from this autonomous research.

BMW's message is clear: the future of motorcycling isn't about being driven by the bike, it's about riding a bike that is smart enough to ensure you always make it home to ride again tomorrow.

What do you think? Would you trust a bike that could "save" you from a crash, or does the technology take away too much control?

THE ROKON TRAIL-BREAKER: THE TWO-WHEELED TRACTOR THAT REFUSES TO STOP

In the world of motorcycling, speed usually takes center stage. We talk about acceleration, aerodynamic fairings, and lean angles. But there is one machine which doesn't care about any of that. It's slow, it's loud, and it looks like it was assembled in a hardware store.

Meet the **Rokon Trail-Breaker**, the American-made "Mototractor" that has been conquering the world's most impassable terrain since 1960.



Founded by Charlie Fehn in the late 1950s, the Rokon (originally called the Trailmaker) was designed with a single goal - to go where nothing else could. While a traditional dirt bike relies on rear-wheel power and momentum, the Rokon uses a patented dual-wheel-drive system to crawl over obstacles.

The Rokon is a pack mule: slow, steady, and virtually unstoppable.



The Engineering Marvels (and Oddities)

The Trail-Breaker is famous for several features you won't find on a KTM or a Honda:

Full-Time 2x2 Drive

The most iconic feature is the drivetrain. Using a complex but reliable system of shafts, chains, and a miter box, the Rokon sends power to both the front and rear wheels simultaneously. This means if your rear wheel is stuck in a bog, the front wheel pulls you out.

Hollow Drum Wheels

Perhaps the most mad scientist feature of the Rokon is its wheels. The 15-inch aluminum drums are hollow. This serves two genius purposes:

- **Storage:** You can carry up to 2.5 gallons of extra fuel or water inside each wheel. That's 5 gallons of extra range without taking up any rack space.
- **Flotation:** If the wheels are left empty (filled with air), the 218-pound bike actually becomes buoyant. You can literally float a Rokon across a river while walking alongside it.

Tractor Power

Modern Trail-Breakers are powered by a 208cc Kohler four-stroke engine, which is the kind of reliable "chugger" you'd find on a high-end snowblower or wood splitter. It only produces about 7 horsepower, but combined with a 3-speed automatic torque converter, it offers enough low-end torque to tow 2,000 lbs or climb a 60% grade.

Who Is It For?

The Rokon isn't for the motocross track. Its top speed is a modest 35 mph, and its suspension mostly consists of the large, low-pressure tires (usually run at just 5 psi).

Instead, the Trail-Breaker has found a permanent home with:

- **Hunters:** It can carry massive amounts of gear & game into deep woods where even ATVs are too wide to fit.
- **Forestry & SAR:** Search and rescue teams use them to reach injured hikers in dense wilderness.
- **Explorers:** Rokons were the first vehicles to cross the "impassable", Darien Gap between Panama and Colombia.



The Result

The Rokon Trail-Breaker is a piece of living history. While the company has moved from California to Vermont and finally to New Hampshire, the core design hasn't changed much in 60 years. It is a testament to the idea that if you



build something rugged enough, simple enough, and capable enough, it never goes out of style.

It isn't a motorcycle for people who want to go fast. It's a motorcycle for people who simply refuse to turn back!

WILD FACTS YOU DIDN'T KNOW ABOUT THE MOVIE 'WILD HOGS'

From backwards tires to legal battles with real-life biker gangs, the Harley-Davidsons in the 2007 hit *Wild Hogs* were at the center of more drama than the actors themselves. Behind the slapstick comedy and mid-life crisis jokes lay a production filled with secret design stories, training disasters, and million-dollar mishaps. While the "Wild Hogs" were just suburban weekend warriors on screen, behind the scenes were serious business with some truly bizarre backstories.

Here is the breakdown of some behind-the-scenes chaos.

Did Harley-Davidson provide the bikes?

Yes. In a massive product placement deal, Harley-Davidson supplied all the bikes for free. They provided 2006 models specifically picked to match each character:

- Woody (John Travolta): Screamin' Eagle Fat Boy
- Doug (Tim Allen): Black Fat Boy (with a chrome front wheel)
- Bobby (Martin Lawrence): FXST Softail Springer
- Dudley (William H. Macy): XL 1200C Sportster Custom



Did Tim Allen really design his own motorcycle?

Largely, yes. As a lifelong gearhead and collector, Allen didn't want a stock prop. He collaborated with Harley-Davidson to personalize his bike, adding custom touches like the distinctive chrome front wheel.

Is there a major technical error on Woody's bike?

Yes! In an embarrassing oversight, the front tire on John Travolta's bike was mounted backwards. The directional tread, designed to channel water, is clearly facing the wrong way in many scenes. Despite Harley-Davidson experts being on set, no one caught it before it hit theaters.

Could the actors actually ride?

It was a mixed bag. John Travolta was an experienced rider who had owned Harleys for decades. However, William Macy and Martin Lawrence were total rookies. They had to spend a full month training, starting on light dirt bikes before graduating to the heavy 600-lb cruisers. Macy famously dropped his bike during training because he forgot the kickstand!

How long was the cast "Boot Camp"?

The production couldn't just teach the actors to ride in a weekend. All four leads underwent an intensive month-long training program before filming. They spent weeks mastering safety, group formations, and the muscle memory required to handle heavy cruisers.

While Travolta was a veteran who had ridden since he was 18, Tim Allen had to adjust from nimble sport bikes to the weight of a Harley. Martin Lawrence struggled the most; even after a month of prep, he still faced issues when the cameras rolled. Tim Allen later joked that the crew needed extra patience for Lawrence's scenes, though his real-life nerves arguably made his character, Bobby, feel more authentic.

Is "Maggie's Diner" a real place?

The diner in Madrid, New Mexico, was built from scratch for the movie. It looked so authentic that locals asked the production to leave it standing. Today, it still stands as a *Wild Hogs*-themed gift shop and a popular tourist destination for riders.



How successful was the movie?

Despite a dismal 14% critic rating on Rotten Tomatoes, audiences loved it. It was John Travolta's biggest opening weekend at the time (\$39.7M) and went on to gross over \$250 million worldwide against a \$60 million budget.

Why was the sequel cancelled?

Disney originally announced Wild Hogs 2: Bachelor Ride for a 2010 release. However, after the creative team's next comedy, Old Dogs, flopped at the box office, Disney executives got cold feet and pulled the plug on the project.

Who built the villainous Del Fuego bikes?

The production hired Orange County Choppers (of American Chopper fame). Ray Liotta's bike prominently features the OCC logo, and both Paul Teutul Sr. and Jr. make cameo appearances in the film's "Biker Island" bar scene.

What was the "Easy Rider" connection?

In the climax, legendary actor Peter Fonda (star of the 1969 classic Easy Rider) appears as Damien Blade. He tells the group to "lose the watches," a direct homage to his iconic character Wyatt, who threw his watch away to symbolize freedom from societal constraints.

Did real biker gangs sue the movie?

Yes. The Hell's Angels filed a trademark infringement lawsuit against Disney in 2007. They claimed the film used their name and "Death Head" logo without permission. To settle the suit, Disney agreed to remove all references to the club, which is why the antagonists are named the "Del Fuegos" in the final cut.

Is there a "glitch" in the hospital scene?

Sharp-eyed viewers noticed a geographical fail. When Doug is taken to a hospital in Cincinnati, Ohio, the exterior shot features palm trees. The exact same stock footage was reused by the director in his next film, Old Dogs.

A Piece of History

Wild Hogs holds a unique corporate distinction. It was the final Touchstone Pictures film to be released under the "Buena Vista Pictures Distribution" banner before Disney rebranded its distribution arm.

THE PINNACLE OF AMERICAN LUXURY: EXPLORING THE 2026 INDIAN MOTORCYCLE ELITE LINEUP

When Indian Motorcycle stamps the "Elite" badge onto a motorcycle, it isn't just a marketing trim. It is a statement of intent. For the 2026 model year, the legendary American manufacturer has doubled down on its commitment to premium craftsmanship, cutting-edge technology, and exclusive performance.

Coinciding with the brand's historic 125th anniversary, the 2026 Elite series represent the absolute ceiling of what a factory bagger and touring bike can be. Here is a deep dive into the machines defining luxury on two wheels this year.

The 2026 Indian Challenger Elite: Race-Inspired Opulence

The Challenger has quickly become the gold standard for fixed-fairing performance baggers, and the 2026 Elite trim takes that reputation to a new level.

- **The Heart of the Beast:** At the center of the Challenger Elite is the PowerPlus 112 liquid-cooled V-twin. This engine, which dominates the "King of the Baggers" racing series, now delivers a staggering 126 HP and 133 ft-lbs of torque.





- **Visual Identity:** The 2026 model features a striking premium paint scheme complemented by blacked-out finishes. It's a "stealth-wealth" aesthetic that looks as fast as it actually is.
- **Audio Excellence:** It comes standard with the PowerBand Audio package, pushing 400 watts of crystal-clear sound through four high-output speakers (fairing and saddlebags), featuring a dynamic equalizer that adjusts for road and wind noise.
- **Elite Tech:** Beyond the standard Ride Command 7-inch touchscreen, the Elite includes Smart Lean Technology, which utilizes a 6-axis Bosch IMU to manage lean-sensitive ABS and traction control.

MSRP Starting at: \$39,999

The 2026 Indian Pursuit Elite: The Touring Beast

While the Challenger focuses on the "bagger" life, the Pursuit Elite is for those who take the long way home. It takes the performance of the Challenger platform and adds the ultimate in touring amenities.



- **Superior Sound:** The Pursuit Elite features the most powerful audio system in the lineup: a 600-watt PowerBand Audio system with six speakers across the fairing, trunk, and saddlebags.
 - **Premium Handling:** Unique to the Pursuit Elite is the Electronically Adjustable Rear Suspension Preload by Fox. Riders can adjust the suspension for cargo or a passenger directly through the Ride Command touchscreen.
 - **Touring Mastery:** It includes all the "bells and whistles," such as the premium heated seat, lower fairings with integrated driving lights, and a quick-release trunk for when you want to switch to a sleeker profile.
- **Exclusive Finishes:** Expect individually numbered center consoles and elite-tier paint schemes like the new Super Graphite Metallic with Shadow Bronze accents.

MSRP Starting at: \$44,999

The 2026 Roadmaster Elite: The Ultimate Cross-Country Throne

For those who view the interstate as a personal lounge, the Roadmaster Elite is the answer. It combines heritage styling with every modern convenience Indian has to offer.

- **Signature Style:** The 2026 Roadmaster Elite is distinguished by its iconic Springfield Blue and candy finishes, accented with striking graphics and premium Elite badging.
- **Touring Comfort:** Riders get the full suite of amenities: a heated and cooled seat, electronically adjustable windshield, and remote-locking hard saddlebags and trunk offering over 36 gallons of weatherproof storage.
- **Adaptive Lighting:** The Pathfinder Adaptive LED Headlight is a standout feature, sensing the bike's lean angle to project light into corners that standard headlights leave in the dark.



MSRP Starting at: \$41,999



A Piece of History

2026 marks 125 years since the founding of Indian Motorcycle, and the company is celebrating with ultra-limited editions. The 2026 Indian Motorcycle Elite line isn't for everyone, and that's the point. These are motorcycles for the rider who refuses to compromise between raw performance and total luxury. Whether it's the aggressive, race-bred stance of the Challenger Elite or the regal presence of the Roadmaster Elite, Indian has successfully built a lineup that honors its 125-year history while looking firmly toward the future of American motorcycling.

THE HEART OF A LEGEND: A TIMELINE OF INDIAN MOTORCYCLE ENGINES

Since George Hendee and Oscar Hedstrom joined forces in 1901, Indian Motorcycle has been defined by its powerplants. While the "war bonnet" logo and valanced fenders are iconic, the true soul of an Indian motorcycle lies in the engineering of its engines.

From the early "camelback" singles to the modern day liquid-cooled beasts, here is the timeline of the engines that powered America's first motorcycle company.

The Pioneer Era (1901–1915)

The F-Head Single (1901)

The journey began with a 1.75 hp single-cylinder engine designed by Oscar Hedstrom. It used an inlet over exhaust (or F-head) configuration. This engine was unique because it sloped rearward, actually acting as the seat tube of the bicycle-style frame.

Legacy: Proved that gasoline powered bikes could be reliable and fast, setting a world speed record of 56 mph in 1903.



The First American V-Twin (1907)

Indian made history by mass producing the first American V-Twin. Originally built for racing in 1905, the 633cc (38.6 cu-in) 42-degree V-twin was released to the public in 1907.

Innovation: It established the V-twin as the standard for American cruiser performance.

The Golden Age & Innovation (1916–1945)

The Powerplus (1916–1924)

Designed by Charles Gustafson, the Powerplus was Indian's first "flathead" (side-valve) engine. It was 1000cc (61 cu-in) and produced roughly 16 hp. It was quieter, cooler, and more reliable than the F-head.

Claim to Fame: This engine powered nearly 50,000 bikes for the U.S. Military during WWI.

The Original Scout & Chief Engines (1920s)

In the 20s, Indian introduced two of its most famous nameplates:

The Scout (1920): A 606cc (37 cu-in) V-twin known for its incredible durability. It was later bored out to the famous 750cc (45 cu-in) version in 1927.

The Chief (1922): A larger 1000cc V-twin designed to compete with the heaviest bikes on the market.





The Indian Four (1927–1942)

After acquiring Ace Motor Corporation, Indian produced a longitudinal 4-cylinder engine. It was the "Duesenberg of Motorcycles"—smooth, expensive, and prestigious.

Design Shift: Early models had "exhaust over intake" (EOI), but later transitioned back to a standard layout for better heat management.



The Post-War & "Lost" Years (1946–2010)

After WWII, Indian struggled with finances and shifted toward vertical twins and singles (the Arrow and Warrior) to compete with British imports.

The Vertical Era (1948–1953): 220cc singles and 440cc twins. These were a departure from the traditional V-twin torque and were largely unsuccessful, leading to the company's original demise in 1953.

The Revival Engines (1999–2011): During the "Gilroy" and "Kings Mountain" eras, various engines were used, including S&S engines and the "Powerplus 105," but the brand lacked a unified engineering direction until Polaris stepped in.

The Polaris Era: The Modern Renaissance (2011–Present)



The ThunderStroke 111 & 116 (2013)

When Polaris relaunched Indian in 2013 they didn't just build a bike, they built a masterpiece of industrial design. The ThunderStroke 111 was air-cooled, heavy on chrome, and featured downward-firing exhaust headers as a nod to the 1940s Chief.

Evolution: In 2019, it was bored out to 116 cu-in, delivering a massive 126 ft-lbs of torque.

The Liquid-Cooled Revolution: Scout, FTR, & SpeedPlus (2015–Present)

The Scout 69/60 (2015): A high-revving, liquid-cooled DOHC V-twin that brought modern performance to the mid-size cruiser market.

The FTR 1200 (2019): A 1203cc engine inspired by flat-track racing, producing 120 hp—the sportiest engine in Indian's history at its release.

The SpeedPlus 1250 (2025): The newest evolution of the Scout powerplant. This 1250cc liquid-cooled V-twin was designed to increase torque and usable power across the rev range, delivering up to 111 hp and 82 ft-lbs of torque. It represents the pinnacle of modern mid-size performance for the brand.



The PowerPlus 108 & 112 (2020–Present)

Named after the 1916 legend, the modern PowerPlus is a liquid-cooled 108 cu-in (1768cc) SOHC engine. It was built to dominate the "Bagger" category.

Current State: In 2025, Indian introduced the PowerPlus 112, pushing output to 126 hp and 133 ft-lbs of torque, winning the King of the Baggers championship.

Whether you prefer the rhythmic thumping of an air-cooled ThunderStroke or the raw acceleration of the liquid-cooled PowerPlus and SpeedPlus, Indian's history is a testament to American mechanical ingenuity.

Ride, Seek, and Explore!



Northern Colorado IRMG #2036
2026 Calendar of Events (Updated 4/17/2026)
 For the latest updates visit: 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 (https://www.facebook.com/InternationalFemaleRideDay)
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 Chapter group departing Wed 6/10 to Sun 6/14
Sat 6/20	Chapter Membership Meeting & Guanella Pass Ride (8:30 am) Meet at Black Bear Diner - Johnstown, CO
Thr 6/25	Dinner Ride (6 pm)
Sat 6/27	Cameron Pass Ride 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	
Sat 9/5	Ride Ready Skills Practice
Wed 9/9 to Sun 9/13	IRMG 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 IRMG Chapter Christmas Celebration

Board meets first Thursday of every month in 2026



Northern Colorado IMRG Chapter #2036
c/o Indian Motorcycle of Fort Collins
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