

NORTHERN COLORADO

Informer

INDIAN MOTORCYCLE RIDERS GROUP®

#2036



AUGUST 2026



NORTHERN COLORADO IMRG UPCOMING EVENTS

August 15th (Saturday) Chapter Meeting & Post Meeting Ride

Join us for our upcoming Northern Colorado IMRG Chapter! It's the perfect time to grab a coffee, catch up with fellow members, share stories from recent road trips,



and talk through our upcoming calendar of events. **Meeting time is 9:30 am at the Indian Motorcycle of Fort Collins.**

Immediately following the meeting, we'll gear up and roll out for a chapter group ride. Whether you're a longtime member, or new to the group, all riders and guests are welcome to join us for the meeting, the ride, or both!

August 20th (Thursday) Dinner Ride

Join us for an evening of riding, good food, and great company! We'll start with a short, spirited group ride under the summer sky (weather permitting) before heading over to a local hotspot for dinner and conversation.

As always, this is a "**Ride or Drive**" event. If you prefer to take four wheels straight to the restaurant, you are more than welcome!

Meetup location is Indian Motorcycle of Fort Collins at 6:00 pm. Kickstands up is shortly after 6:00 pm for a quick scooter to dinner.

RSVP Notice: Keep an eye on your inbox for the official Punchbowl invite with the final restaurant selection and details!



UPCOMING EVENTS

August – September 2026

- 8/15 Chapter Membership Meeting & Post Meeting Ride
- 8/20 Dinner Ride
- 8/21 – 8/22 Indian Motorcycle Demo Days
- 9/5 Ride Ready Skills Practice
- 9/9 – 9/13 IMRG South Region Roundup

RESOURCES

[Going on NoCo IMRG Group Rides](#)

Ride guidance & waiver forms

[NoCo IMRG YouTube Channel](#)

[NoCo IMRG Instagram](#)

[NoCo IMRG Facebook Group](#)

nocoimrg@gmail.com

[About Northern Colorado IMRG](#)



August 21st (Friday) & 22nd (Saturday) Indian Motorcycle Demo Days



The Indian Motorcycle Demo Truck is Coming to Town!

The Indian Motorcycle Demo Truck is rolling into Indian Motorcycle of Fort Collins, and you're invited to take the newest fleet for a spin! Test ride all the latest models. Try one or try them all! The truck will be hosting rides non-stop from **10:00 am to 5:00 pm both days**.

While you're there checking out the new bikes, grab lunch with the crew! The NoCo IMRG Chapter will be firing up the grill for a **chapter cookout on-site from 11:00 am to 2:00 pm on both days**. Come out, ride the new lineup, and enjoy some good food with fellow riders!

September 5th (Saturday) Ride Ready Skills Training

It's always a great time to sharpen your riding technique! Join fellow Northern Colorado IMRG members for a hands-on, practical skills session led by our Safety Officer, and certified motor officer instructor Paul Carroll.

Whether you want to build confidence or fine-tune your technique, Paul will guide riders through essential low-speed maneuvers:

- Mastering the Friction Zone for smoother throttle & clutch control
- Precision Braking techniques for maximum stopping control
- Tighter, Smoother Turns

This is a **FREE** session open to riders looking to take better control of their motorcycle in a supportive environment.

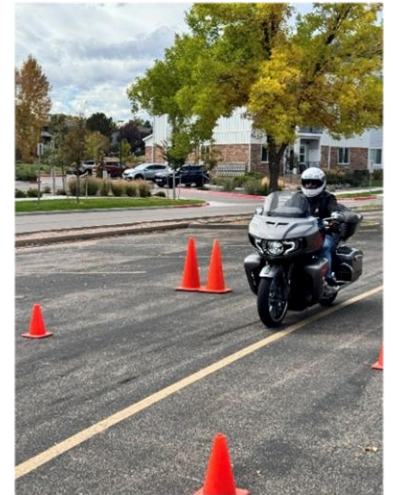
Event Details

Date: Saturday, September 5th

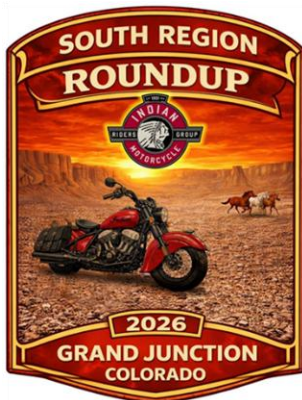
Time: **10:00 am to 1:00 pm**

Location: Timberline Church Parking Lot (2908 S. Timberline Rd, Fort Collins)

Please bring plenty of water to stay hydrated and snacks to keep your energy up during the exercises!



September 9th-13th (Wednesday-Sunday) South Region IMRG Roundup



The 1st Annual South Region IMRG Roundup hosted by Grand Junction IMRG!

Get ready to ride! The 1st Annual South Region IMRG Roundup event is designed to gather our widely dispersed chapters within the South Region for shared miles and camaraderie. This inaugural gathering will be hosted by the Grand Junction IMRG in beautiful Grand Junction, Colorado.

Join fellow riders from across our eight states as we "round up" and converge on the high desert and mountains of Western Colorado. Over several days, the focus will be on experiencing the fantastic, high-altitude riding routes unique to this area. This simple, focused ride-in event is to celebrate the spirit of the IMRG South Region.



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.

DON'T SPOIL THE RIDE: DON'T BE "THAT GUY"

We love hitting the open road for amazing group rides together (hence the "Riders Group"). We enjoy the sights and sounds of the great outdoors with our knees in the breeze. We anxiously await the camaraderie with one another, and the harmony played by sounds of our bikes as we roll along. It's the shared experience of the open road, the collective rhythm of the bikes, and the smiles exchanged at every stop that make these rides so special.



But a great day can be spoiled by "that guy." You know the one, the rider who is ill-prepared and ends up holding the entire group back. The one who arrives late as everyone is about to leave, doesn't have enough gas in their tank, or decides at the last minute they need to fill their tires with air. Being unprepared doesn't just affect that guy, it impacts the rhythm and enjoyment of everyone on the ride, forcing a group of eager riders to wait around longer in the parking lot, or having to pull over on a busy road to accommodate them.

Here is a basic checklist to follow before every ride to help ensure you are prepared and ready for the journey, and are welcomed by others in the pack:

- **Arrive early:** Everyone's lined up and ready to pull out for the day's ride, and here comes that guy. Now everyone must wait until this late arrival has been prepped. Kickstands Up (KSU) time means it's time to roll. Arriving well in advance isn't just about punctuality, it's a sign of respect for your fellow riders. It gives you time to say hello, sign any necessary ride waivers, and listen to the pre-ride briefing from the Road Officer. This ensures everyone is on the same page about the route, planned stops, and any important safety considerations before ever leaving the parking lot.
- **Start with a full tank of gas:** The group is about to mount up, and that guy suddenly yells out to the Lead that he needs to stop at the nearest gas station to fill up. A group ride is a cohesive unit, and an unscheduled gas stop for one person can slow down everyone. It's a key part of ride planning to have a strategy for refueling, but the most important step is to arrive with your own tank topped off. This simple action keeps the momentum of the ride going and avoids unnecessary stops that disrupt the flow.
- **Take care of personal needs:** The ride briefing is over, and everyone has their gear on and are ready to roll, but that guy suddenly decides now is the time to run to the bathroom. This might seem minor, but it's a critical detail for a smooth ride. Arrive with an empty bladder. If the meetup location does not have an



available restroom, then take care of this before you get to the meeting point and before KSU, so you're ready to go when it's time to roll. Needing a bathroom break right after you've hit the road can cause a delay and disrupt the entire group's momentum.

- **Inspect your motorcycle:** The group has just gotten about a mile down the road, and that guy gives a distress signal to pull over because he needs to adjust the slack in his clutch cable. A basic pre-ride inspection can prevent a minor issue from becoming a major problem on the road. Check your tires and wheels, controls (levers, pedals), lights, oil and fluids, chassis (frame, suspension), and stands. Your bike's proper working condition is a matter of safety for you and the entire group. Also, don't forget to check items like trunks and saddlebags to make sure they are secure, or make sure cameras and camera mounts are properly fastened.
- **Check your tire pressure:** It's a chilly morning, the kind that generally results in some lost tire pressure, and that guy decides one minute before KSU that now is a good time to check and add one or two pounds of pressure. Riding on improperly inflated tires is not only a safety hazard, but it also negatively impacts your bike's handling and tire life. Too little air can cause the tire to overheat and wear unevenly, while too much can reduce your traction. Always check your tire pressure when the tires are cold to get the most accurate reading. The time to check your tire pressure or adjust your tire pressure is not at KSU.
- **Emergency contact information:** In the unlikely event of an accident or emergency, having your emergency contact information readily available is invaluable. Make sure the emergency contact you provide on the ride waiver is current and will be available if contacted. It's a simple step that provides peace of mind for you and the ride leaders.
- **Dress for the ride:** The temperature drops twenty degrees and the sky darkened as you rode over the mountain summit. That guy, who started the day in only a T-shirt, is now shivering uncontrollably. The group now must stop to prevent him from getting hypothermia. Proper riding attire is your first line of defense. A helmet, jacket, gloves, and boots are non-negotiable for safety. Additionally, be prepared for unpredictable weather. Layering is key. A base layer to wick moisture, a mid-layer for warmth, and a good jacket to block the wind. Even a sunny day can turn cool, especially at higher elevations.
- **Pack your rain gear:** If the forecast shows even a slight chance of rain, bring your rain gear. Getting caught in a downpour without it can be a miserable and distracting experience. Staying dry allows you to maintain focus on the road, which is crucial for everyone's safety.
- **Stay hydrated and nourished:** Long rides can be physically demanding. Dehydration and low blood sugar can lead to fatigue, reduced concentration, and impaired judgment. Carrying water and a few high energy snacks on the ride can make a huge difference in your endurance and overall safety on the road. Don't let your personal well-being be an afterthought.
- **Make sure communication devices are ready:** The group is signaling thumbs up and ready to go with exception of that guy who decided to take this moment to synch his communication device to his phone so he can listen to music. Now everyone is waiting while he fumbles around trying to get his comm link to work. Meet well before kickstands up (KSU) to sync your devices with other riders, your phone, or your motorcycle's system.

By following these simple guidelines, you'll be ready for an amazing day on the road. A prepared rider is a safe rider and will keep other riders in the pack happy. See you on the road!



THE WILD, UNPAVED LEGEND OF ERWIN "CANNON BALL" BAKER

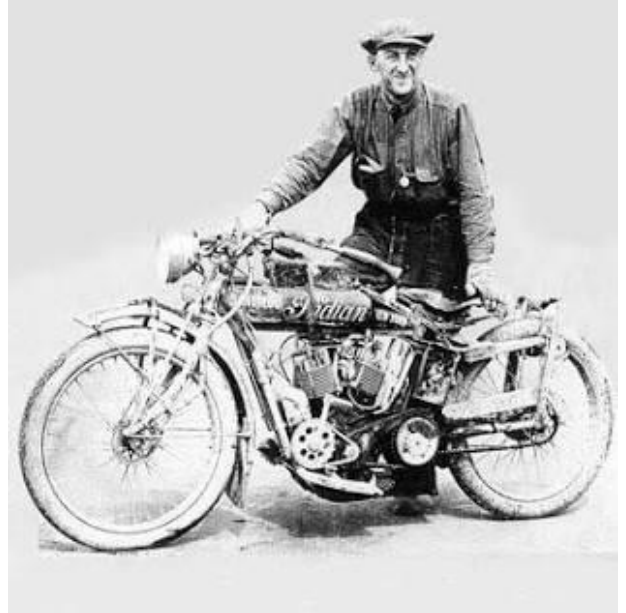
Long before Burt Reynolds sped across movie screens in “The Cannonball Run,” a real-world ironman was cementing the “Cannonball” name in American history. He didn't have radar detectors, asphalt interstates, or icon muscle cars. Instead, he relied on leather caps, raw grit, and a 7-horsepower motorcycle.

His name was **Erwin George Baker**, and he was the undisputed king of early American endurance racing. Over a career that spanned the dawn of the motorized age, he logged an estimated 5.5 million miles, shattered 143 driving records, and fundamentally proved the reliability of the modern machine.

From Vaudeville to Velodromes

Born in Indiana in 1882, Baker did not take a conventional path into motorsport. He started his career as a vaudeville performer and a champion bag puncher. This early life in showmanship and peak physical conditioning gave him a distinct edge. He possessed the extreme stamina required to muscle heavy machinery over brutal terrain, and he knew exactly how to sell his exploits to the public.

In 1909, his racing obsession took off on two wheels. During the inaugural weekend of motorized racing at the brand-new Indianapolis Motor Speedway, Baker won a 10-mile amateur motorcycle sprint. He was hooked.



Braving the Deadly "Murderdromes"

Before his famous cross-country journeys, Baker made a name for himself on the wildest racing circuit of the era: the **board track motordromes**.

Because paving asphalt ovals was incredibly expensive, promoters built massive, circular tracks out of 2x4 wooden planks laid on edge. These tracks featured banking as steep as 60 degrees, allowing lightweight motorcycles to reach speeds near 100 mph.

The Board Track Reality:

- Brakes: None. Riders used a kill switch to slow down.
- Safety Gear: Wool sweaters and leather skullcaps.
- Hazards: Engine oil leaking onto raw wood, tire-shredding rotted gaps, and splinters the size of rail spikes.

The tracks earned the grim nickname “Murderdromes” due to the high frequency of fatal crashes involving both riders and spectators. Baker’s lightning-fast reflexes and athleticism kept him alive in an era that claimed dozens of his peers.

The Birth of the "Cannon Ball"

In 1912, Baker embarked on a global promotional tour for the **Indian Motorcycle Company**, tearing up uncharted dirt tracks in Australia, New Zealand, Japan, and Cuba. But his defining two-wheeled achievement came in 1914.



Determined to conquer the American continent, he set off from San Diego bound for New York. At the time, the "road system" was a disjointed nightmare of sand, mud paths, and railroad ties.

Riding a rigid, two-speed Indian V-twin, Baker battled dehydration, desert hallucinations, and washed-out mountain trails. He completed the coast-to-coast trek in 11 days, 12 hours, and 10 minutes. Stunned by the feat, a New York journalist compared him to the high-speed "Cannonball Express" train. Baker loved the nickname so much he trademarked it.

Switching to Four Wheels: The 53-Hour Miracle

As the automobile industry boomed, car manufacturers desperately wanted a piece of Baker's publicity magic. He transitioned to four wheels, using his mechanical intuition to break endurance records for brands like Stutz, Buick, and Cadillac.

His most legendary drive came in 1933 behind the wheel of a streamlined Graham-Paige Model 57 Blue Streak. Blasting across the country from New York to Los Angeles, Baker completed the run in a mind-boggling 53 hours and 30 minutes. That record remained unbroken for nearly 40 years.

A Timeline of Endurance

- **First Win at Indy:** 1909 - Wins a 10-mile motorcycle dash during the very first week of motorized racing at Indianapolis Motor Speedway.
- **The Iconic Transcontinental Run:** 1914 - Rides an Indian motorcycle from San Diego to New York, conquering the wilderness and earning the nickname "Cannon Ball."
- **The Indy 500 Iron Man:** 1922 - Finishes 11th at the Indianapolis 500, driving the entire 500-mile race without a relief driver.
- **The 53.5-Hour Record:** 1933 - Sets a Four-Wheel Coast-to-Coast record in a Graham-Paige that would stand until the 1970s.
- **NASCAR's First Commissioner:** 1947 - Bill France Sr. appoints Baker as the very first National Commissioner of NASCAR, bringing regulatory credibility to the young sport.

An Enduring Outlaw Legacy

Erwin "Cannon Ball" Baker passed away in 1960, leaving behind a legacy as the spiritual godfather of American road trips.

When automotive writer Brock Yates created the rogue, unsanctioned cross-country race in 1971 to protest restrictive speed limits, there was only one name fitting for the trophy: ***The Cannonball Baker Sea-To-Shining-Sea Memorial Trophy Dash.***

Baker proved that the automobile and the motorcycle weren't just fragile toys for the wealthy. They were instruments of ultimate freedom capable of binding a massive continent together.



BEAT THE HEAT: PRACTICAL STRATEGIES FOR HOT-WEATHER RIDING

Summer riding offers long days and clear skies, but when ambient temperatures climb past 90°F, heat management becomes a safety priority. Once the air temperature surpasses your body's natural surface temperature (around 93°F), wind flowing over your skin no longer cools you down. It bakes you faster, working like a convection oven.

Staying cool on the road requires managing airflow, moisture, and core temperature before heat fatigue compromises your reaction time.

The Riding Gear Paradox: Cover Up to Cool Down

It is tempting to strip down to a t-shirt when temperatures spike, but exposed skin accelerates dehydration and sun exposure. Direct wind blowing across bare skin evaporates sweat so quickly that your body cannot utilize its natural cooling process, driving your core temperature up faster.

- **High-Flow Mesh Jackets:** Opt for abrasion-resistant mesh gear with light-colored panels. Good mesh allows air penetration while blocking direct UV rays.
- **Venting Management:** If air temperatures exceed 95°F, partially close your jacket vents. Restricting superheated air while using an internal cooling layer preserves body moisture longer.



Why Wicking Base Layers Are Essential

The secret to staying cool inside riding gear isn't just what's on the outside. It starts right against your skin. Wearing a proper moisture-wicking base layer (long-sleeved shirt and full-length tights) completely changes how your body handles hot weather.

Avoid the "Cotton Trap"

Cotton acts like a sponge. It absorbs sweat, holds onto it, and becomes a heavy, soggy towel against your body. Once saturated, cotton stops transferring moisture, suffocating your pores, and causes riding gear to stick to your arms and legs.

How Wicking Layers Work

- **Capillary Action:** Synthetic materials (like polyester/polypropylene blends) or ultra-light merino wool use hydrophobic fibers to pull moisture off your skin and spread it across a broad outer surface area of the shirt. This accelerates natural evaporative cooling.
- **Air Gap Creation:** A thin base layer creates a micro-climate between your skin and your jacket's armor or lining. Instead of sticky mesh dragging across your arms, the air blowing through your jacket cools the damp shirt directly.
- **Easy Gear Changes:** A wicking long-sleeve layer allows your jacket to slide on and off smoothly during rest stops, eliminating that frustrating battle of peeling off sweaty sleeves.



Leverage Evaporative Cooling

Evaporative cooling is one of the most effective tools for long miles in high heat. By placing a damp layer close to your body under a vented jacket, airflow converts the water into a continuous cooling sink.

How Cooling Vests & Wraps Work

- **Evaporative Vests:** Soaked in water for a few minutes, these vests trap water in specialized polymer fibers. Layered over your wicking base shirt and under a mesh jacket, air passing through converts the water into a steady chill across your torso.
- **Neck Gaiters and Wrist Wraps:** Cooling the pulse points on your neck and wrists rapidly lowers perceived temperature. A simple soaked neck gaiter or bandana delivers noticeable relief for 45 to 60 minutes between fuel stops.

Hydration Tactics: Pre-Load and Replenish

Dehydration degrades physical performance and mental sharpness long before thirst becomes noticeable. At highway speeds, dry air constantly strips moisture through breathing and skin surface evaporation.

Pro Tip: Start hydrating 24 hours before a hot-weather ride. Entering a long ride, even slightly dehydrated makes it nearly impossible to catch up once you are in the saddle.

The Hydration Pack Advantage

Wearing a 2-to-3-liter hydration pack with a bite valve secured near your collarbone is widely considered the gold standard for long, hot highway stints.

- **Continuous Micro-Sipping:** A hydration pack allows you to take small sips every few minutes without taking your eyes off the road or taking a hand off the handlebars. Small, frequent sips absorb much better in your digestive system than gulping large amounts of water while filling up at gas stations.
- **Keeps Water Cool Longer:** You can pack the bladder full of ice cubes before filling it with water. Resting against your back inside an insulated pack, the ice melts slowly, giving you ice-cold water for hours.
- **Hands-Free Convenience:** You don't have to wait for a red light or pull off the highway to take a drink.

The Bottle Holder Alternative

If you prefer not to wear extra weight on your back, mounted bottle holders or tank-bag hydration sleeves are popular alternatives.

- **Accessibility is Key:** A bottle is only useful if it's within easy reach. Mounting a cup/bottle holder to your handlebars or highway bars ensures you can grab a quick drink at traffic lights or during brief slowdowns.
- **Consuming at Speed:** Drinking from a bottle at highway speeds requires opening a modular helmet visor or full-face shield and managing a cap with gloved hands, which can be distracting. If using a bottle, reserve drinking for red lights, scenic pull-outs, or slow-moving traffic.
- **Friction & Engine Heat:** Metal or plastic bottles mounted near the frame or engine can warm up rapidly in high ambient heat. Use an insulated stainless-steel vacuum bottle to keep liquid cold.



Phase	Recommended Action	Safety Benefit
Pre-Ride Loading	Drink 16–24 oz of water the evening before and morning of a ride.	Build deep fluid reserves before heat exposure starts.
On-the-Road Sipping	Use a hydration pack for micro-sips or keep an insulated bottle in a handlebar holder.	Frequent small sips keep hydration levels steady without forcing extra stops.
Electrolyte Balance	Add electrolyte powders or tablets to water every second refill.	Replaces essential salts to prevent muscle cramping and hyponatremia.
Substance Discipline	Avoid excessive caffeinated coffee, energy drinks, and high-sugar sodas.	Prevents diuretic fluid loss and sudden energy crashes.

Take Frequent Rest Breaks & Manage Stop Logistics

When the heat reaches triple digits, your physical stamina drains much faster than your gas tank. The most common mistake riders make in hot weather is trying to ride a full tank of gas (150–200 miles) before stopping.

The 45-to-60-Minute Rule

Plan stops every 45 to 60 minutes (or about 40 to 60 miles), even if it's just for a 10-minute break in the shade.

- **Reset Core Temp:** Riding continuously in high heat slowly ratchets up your core body temperature. Frequent stops give your body a chance to shed trapped heat before heat stress sets in.
- **Get Off the Heat Source:** Sitting on a hot motorcycle frame above a warm engine radiates heat directly into your legs and torso. Step away from the bike into air conditioning or deep shade.
- **Re-Dampen Cooling Gear:** Evaporative vests and neck wraps dry out quickly in low humidity. Brief, frequent stops allow you to re-soak your cooling gear before it loses effectiveness.

Ride Timing Tips

- **Early Starts:** Put down the bulk of your day's miles between sunrise and 11:00 am while temperatures remain manageable.
- **Midday Breaks:** Plan extended lunch stops or indoor rest breaks between 1:00 pm and 3:00 am when solar radiation peaks.
- **Cooling Off at Gas Stations:** Remove your helmet and jacket, run cold water over your forearms, splash water on your face, and spend 10 minutes inside an air-conditioned store before heading back out.

Recognizing Heat Stress Signs

Heat exhaustion sneaks up quietly on motorcycles. Early detection lets you pull over safely before lightheadedness or delayed reaction times compromise control.

- **Early Warnings:** Uncontrollable yawning, dry mouth, headache, or feeling unexpectedly chilly in hot weather.
- **Action Steps:** If you notice reduced concentration or muscle fatigue, pull into shade immediately. Remove your helmet and jacket, sip cold water with electrolytes, and apply wet towels to your head and neck until your heart rate stabilizes.



Ride Smart, Stay Cool, and Keep Sharp

Hot-weather riding is all about active thermal management. Extreme ambient heat drains your physical stamina far quicker than normal riding conditions but staying ahead of the curve keeps long summer miles safe and enjoyable. With appropriate base layers, managing your fluid intake, and listening to your body, you can tackle the hottest summer runs with confidence.

THE MACHINE THAT STARTED IT ALL: REMEMBERING THE HONDA TRAIL 70

In 1969, Honda released a small minibike officially designated the CT70. To millions of enthusiasts across America, it was simply known as the Honda Trail 70. It quickly became one of the most culturally significant two-wheelers ever built.

A Cultural Phenomenon

Throughout the 1970s, the Trail 70 wasn't popular, it was everywhere. Suburbia, rural farm tracks, campsites, and open fields all echo with memories of this distinctive 72cc four-stroke. Honda hit an absolute home run by engineering a machine that bridged the gap between toy and true motorcycle.

By the end of its initial production run, hundreds of thousands of CT70s had been sold in North America alone. It became an essential fixture of summer vacations and suburban neighborhood life, creating an era of off-road enthusiasm that remains unmatched.



The Gateway to Two Wheels

Ask a room full of experienced riders where they learned to twist a throttle, and a staggering number will point straight to the Trail 70. It was purpose-built to be approachable:

Automatic Clutch: The three-speed semi-automatic transmission allowed beginners to learn shifting without the stress of managing a manual clutch lever.

- **Low Seat Height:** Kids and teenagers could easily plant both feet on the ground, eliminating fear of tipping over.
- **Folding Handlebars:** The clever handlebar design allowed the bike to fold down and fit flat inside the trunk of a family sedan or station wagon, making it effortless to take on weekend trips.



- **Bombproof Engine:** Honda's horizontal single-cylinder engine was virtually indestructible, forgiving neglect and rough learning curves.

A Lasting Legacy

The Trail 70 did more than teach basic controls. It instilled a lifelong passion for riding. It gave young riders their first genuine taste of freedom, mobility, and outdoor adventure. Today, vintage Trail 70s are prized collector items, lovingly restored by the very same people who first turned a throttle on one decades ago.

Do you have a favorite memory of riding a Trail 70 back in the day?

Ride, Seek, and Explore!



Northern Colorado IRMG #2036

2026 Calendar of Events (Updated 8/11/2026)

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	Bikes & Bites 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 & Post-Meeting Ride
Thr 6/25	Dinner Ride (6 pm)
Sat 6/27	Cameron Pass Ride Brown bag lunch (and maybe a pie stop...)
July	
Sat 7/18	Chapter Membership Meeting & Indian Motorcycle Great Outdoors Cookout
Thr 7/23	Dinner Ride (6 pm)
Sat 7/25	Granby Loop Ride
August	
Sat 8/8	Southern Exposure Ride to the Springs
Sat 8/15	Chapter Membership Meeting & Post Meeting Ride
Thr 8/20	Dinner Ride (6 pm)
Fri 8/21 to Sat 8/22	Demo Days
September	
Sat 9/5	Ride Ready Skills Practice
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 Road
Fort Collins, CO 80525