

NORTHERN COLORADO

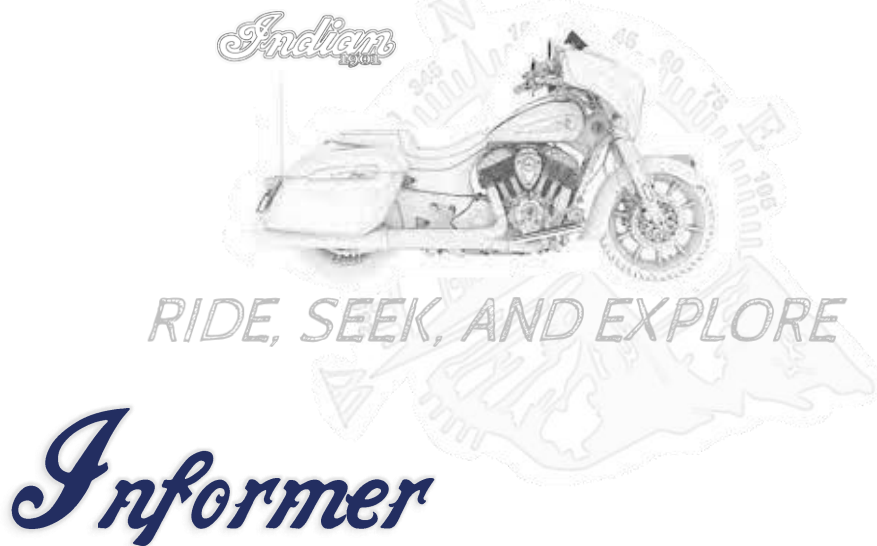
Inform

INDIAN MOTORCYCLE RIDERS GROUP®
#2036



OCTOBER 2026





NORTHERN COLORADO IMRG UPCOMING EVENTS

October 17th (Saturday) Chapter Meeting & Post Meeting Ride



Save the date! Our next monthly Chapter meeting kicks off at 9:30 am at Indian Motorcycle of Fort Collins. Come hang out, catch up with old friends, and share your latest ride tales. Afterward, weather permitting, we'll gear up and hit the road together for a group ride with lunch at Verns in Laporte, CO. Hope to see you there!

October 22nd (Thursday) Dinner Ride

Join us for an evening of riding, great food, and camaraderie! We'll kick off the evening with a short group ride under the autumn sky (weather permitting) before heading over to a local hotspot for dinner. It's a great chance to enjoy delicious food, swap stories, and connect with fellow riders.



Meet up at **6:00 pm** at **Indian Motorcycle of Fort Collins** (KSU 6:15pm) for a short ride over to the restaurant.

Keep an eye on your inbox for the official PunchBowl invitation with all the final restaurant location details!

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.



UPCOMING EVENTS

October – November 2026

- 10/17** Chapter Membership Meeting & Post Meeting Ride
- 10/22** Dinner Ride
- 11/21** Chapter Membership Meeting

RESOURCES

[Going on NoCo IMRG Group Rides](#)

Ride guidance & waiver forms

[NoCo IMRG YouTube Channel](#)

[NoCo IMRG Instagram](#)

[NoCo IMRG Facebook Group](#)

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[About Northern Colorado IMRG](#)



BACK TO THE WIGWAM: THE 2026 CHIEF VINTAGE AND THE STURGIS, SD EDITION

Some motorcycles just look like what they are. A classic Indian Chief is one of them. Long skirted fenders, a lit headdress on the front fender, and a low floating seat and suspension. You know it from a block away.



2026 Chief Vintage

In 2026, Indian's 125th anniversary year, the company brought that look back in a new form as the Chief Vintage. Months later, at the Sturgis Rally, it added a limited edition tying the bike to the town where a lot of Indian riders' stories begin.

Where the Design Comes From

Chiefs were built from 1922 until the Springfield, Massachusetts company stopped production in 1953, and the 1940 Chief introduced the iconic skirted fenders. Those fenders are the heart of what the new Vintage is reaching for. IMC's own description on their website points to the flowing valanced fenders, the lit headdress ornament, wire-spoke wheels, narrow rear subframe, and vintage-style handlebars as the details that recall post-war Indians.

Design Director Ola Stenegård has a personal tie to that era. At the unveiling in Los Angeles, he showed a photo of a 1940s Chief he saw as a boy in Sweden, which sparked his love of cruisers and led him to become a motorcycle designer. His career took him through Gilroy-based Indian, an earlier revival of the brand, then car design at Saab and 15 years at BMW Motorrad. When he rejoined Indian in 2018, his first assignment was to redesign the Chief.

Eight Years in the Making

That 2018 assignment produced the new Chief platform, introduced for the 2022 model year. It was stripped down with a shorter wheelbase, a tubular steel frame, exposed twin rear shocks, and more than 100 pounds less weight than the Chief it replaced. It is also the foundation the 2026 Chief Vintage is built on.

The Vintage was part of the thinking from the start. Stenegård said his team had it in mind while they redesigned the Chief, which is why they moved away from the heavy chrome, whitewall tires, and fringed leather of the previous generation.

Why it Looks the Way it Does

The goal, in Stenegård's words, was something "less retro and more classic." The result is dark and simple. Nearly all the trim is black, with silver only on a few parts. Getting the shape right took old-fashioned work. The team spent hours designing by hand-shaping the fenders in modeling clay. They also changed the proportions using a narrower rear tire in place of the standard Chief's to let the rear fender slim down and look closer to the original.

The solo saddle is shaped after classic tractor seats, the kind farmers sat in through long days in the fields, and it rides on a flexing bracket that absorbs some of the bumps. The ThunderStroke 116 V-twin is styled to look like a vintage flathead.

Underneath this is a modern motorcycle. Power comes from the air-cooled 116 ThunderStroke, and the bike has a 4-inch round touchscreen Ride Command display. It is meant to feel like an old Chief with some modern amenities.



Circa 1948 Chief



The Sturgis, SD Edition

In August, Indian showed the Chief Vintage Sturgis, SD Edition at the 86th annual Sturgis Motorcycle Rally. The reason it exists goes back to the rally's beginning. The first gathering in the Black Hills in 1938 was organized by a local Indian dealer and a motorcycle club. That dealer was J.C. "Pappy" Hoel. Indian CEO Mike Kennedy stated it is remarkable that an Indian dealer and a group of Indian riders "literally started it all."

The bike is a tribute to those riders and their machines. It has a two-tone Indian Motorcycle Red and Cream paint scheme with a multicolored headaddress logo. Each bike is numbered on the side cover, just above a "56" that is representative of the racing numbers painted on bikes at the earliest Sturgis events.



2026 Chief Vintage, Sturgis Edition

Only 125 of this cosmetic package will be built, one for each year of Indian's history, each individually serialized.

SAFETY TIP: DEVELOPING A SURVIVAL MINDSET

A safety tip from Paul Carroll

Over the years of working in my profession, I have always been taught to play the **"What If?"** game while on duty. This strategy forces one to actively think about their current strategy to react or respond if something bad should happen right at that moment: *Hence, what if this happened, what would I do?*

I try to apply this same strategy when on the bike:

- What would I do if the vehicle trying to turn left in front of me doesn't stop as I'm approaching the intersection?
- Do I have an escape route?
- Where are other vehicles around me?
- What are the surface conditions like?

What if the vehicle in the adjacent lane wanders over towards me?

What if, what if, what if? That's the question. More important is what are you going to do?

Without a strategy, you are left with subconscious reaction. This may work if you are very skilled and practiced, but if you're not—then what?

The point to this mental game is to **keep your conscious mind engaged**. The more alert you are and actively thinking about survival strategies, the less likely you are to be caught on your heels.

As we say in my profession: **complacency kills**. I would say the same applies to motorcyclists.

Give this technique a try. You will be amazed at what you've been missing along the way. The point of the survival mindset is **not** allowing yourself to become a victim.

Take charge of your own destiny.

Until next time, Ride Safe!





MAKE EVERY MILE COUNT: TIPS FOR BETTER MOTORCYCLE ROAD TRIPS

If you ride, you probably love a road trip. It's the long stretch of highway, the changing scenery, the early morning starts, and the late dinners, the friends beside you, gas station stops where everyone swaps stories, and the tales you'll still be telling long after the adventure ends. We love road trips, and it's easy to see why.

Most of us have also learned that the best trips don't just happen. A little planning is the difference between a trip you remember fondly and one you remember for the breakdown, the soaking rain, or the 500-mile day that wasn't worth it. There are a few small choices to help you spend less time worrying and more time enjoying the ride.

Start in the Garage, Not on the Highway

The best time to find a problem is before you leave. Get the bike serviced well before the start of the trip. Fresh oil, a close look at tire wear and pressures, brake pads and fluid, chain or belt condition, coolant, battery, and lights all deserve attention. If a tire is borderline, replace it now. Nobody has ever regretted new rubber before a long ride.

Give yourself plenty of time. If the shop finds something, you want to be able to fix it without cancelling the trip.

Pack Light, Pack Smart

Most of us bring too much. Think layers instead of outfits. A moisture-wicking base layer, a mid-layer, and a good riding jacket cover a surprising range of temperatures. Add a few pairs of quick-dry socks and underwear, a casual change of clothes for dinner, and something to sleep in. Roll your clothes, put the heavy items low and centered, and keep the things you'll want during the day (sunglasses, gloves, snacks) somewhere you can reach without unpacking everything.



What to Bring

- Beyond clothes, a short list does most of the work:
- Phone, charger, and a mount or power source for the bike
- Paper map or downloaded offline maps, since cell service often disappears when traveling
- Registration, insurance card, license, national park pass, and a little cash
- Earplugs, a spare pair of riding glasses, and sunscreen
- A water bottle or hydration pack, and electrolytes
- Rain gear, even if the forecast looks clear

Emergency Supplies

You'll probably never need these, but they're what makes a bad day manageable.

Carry a tire repair or plug kit and a compact air pump or CO2 inflator. Add a basic tool kit that fits your bike, a tire pressure gauge, zip ties, and duct tape. A small first aid kit, a flashlight or headlamp, a fully charged power bank, and a roadside assistance membership with motorcycle coverage. Write down an emergency contact and any medical information and keep it somewhere a first responder would find it.



Check Your Bike Every Morning

It takes only a few minutes, and it's the habit that separates seasoned riders from lucky ones. Before you load up each day, walk around the bike. Check tire pressure and look for nails or damage. Look under the bike for drips. Check the oil level, test the lights and turn signals, and make sure nothing has loosened. Give the chain or belt a glance and test your brakes before you roll out.

Vibration is relentless over hundreds of miles, and bolts that were tight yesterday may not be today.

Expect the Weather to Change

Mountains and plains make their own rules, and Colorado riders know it. A warm morning can become a cold, wet afternoon without much warning. Check the forecast each morning and again at lunch, and keep your rain gear and an extra layer easy to reach. Cold and wet are real enemies because they dull your reaction time long before you notice.

Be willing to change your plans. If a storm is building along your route, look for another way around it, even if it adds miles. A different road is a small price to pay for staying dry and safe.

It's also okay to pull over and wait for rain to pass. Find a cafe, a gas station awning, or a covered spot and let the storm roll through. And if the weather settles in for the day, it's okay to stop early, get a hotel room, and start fresh in the morning. The ride will still be there tomorrow, and you'll enjoy it a lot more rested and dry.

Stop Often

Your body gets tired before your mind admits it. Plan a break every hour or two to stretch, drink water, and to simply rest for a little while. Some of the best moments of a trip come from rest stops such as enjoying a scenic overlook or engaging in a conversation with a stranger who wants to talk about your bike.

Refuel Early and Often

Don't gamble on the next gas station. In open country, services can be farther apart than your tank allows. A good rule is to fill up when you hit half a tank, and always when you see a station and you're getting low. It only takes a few minutes, and allows you to rest, and it saves you from the kind of stress that ruins a day.

Be Honest About Your Miles

It's easy to plan 500-mile days on a map. In reality, weather, construction, fuel stops, meals, and fatigue all take their toll. Most riders are happiest somewhere between 250 and 350 miles a day, which leaves room to enjoy the scenery instead of racing the sun. A day's ride where you finish with energy left over is better than one where you are completely shattered and just want to go to bed and sleep upon arriving at your hotel.

Sleep Near Supper

When you choose a hotel, try to pick one that has a restaurant, or within walking distance of a restaurant. After a full day in the saddle, the last thing you want is to gear up again and ride in the dark for dinner. Walking to a meal lets you relax, enjoy a drink if you like, and the bike remains parked for the night.

Take Lots of Photos and Video

Years from now, you won't remember the exact route, but you'll remember how it felt. Take the photo of your bike at the overlook, the video of the scenic road ahead, the picture of your riding buddies laughing at a gas station. Capture the ordinary moments too, because those are often the ones you'll treasure. Mount a camera if you like, but don't spend the whole trip behind a lens. Video or take snapshots of what you need, then go back to simply enjoying the ride.



Ride Home Better Than You Left

A great road trip isn't measured in miles. It's measured in how much you enjoyed the ones you rode, and in the stories you bring home. Prepare well, ride within your limits, and leave room for the unexpected. Then go find your next horizon.

Safe travels, and we'll see you on the road.

HARLEY-DAVIDSON STEPS BACK FROM FACTORY KING OF THE BAGGERS

The MotoAmerica paddock was hit with a massive shockwave. Harley-Davidson officially announced it is concluding its factory racing program in the King of the Baggers (KOTB) championship, changing its focus toward expanding the FIM (International Motorcycling Foundation) Bagger World Cup.

While Harley will likely maintain a heavy presence in KOTB through privateers, the withdrawal of full factory R&D, corporate backing, and high-stakes engineering marks the end of an era for what has become North America's most thrilling V-Twin spectacle.

End of an Era: The Factory Rivalry That Built KOTB

Since King of the Baggers first burst onto the MotoAmerica scene, its rapid rise was fueled primarily by the intense, head-to-head factory showdown between Harley-Davidson and Indian Motorcycle.



It wasn't just another race series. It was modern-day, iron-on-iron corporate warfare. Millions of dollars in development, factory-backed engine builds, and top-tier riders battled across American road courses. Indian Motorcycle may have dominated the track in 2026, but Harley leaves the factory arena on an undeniable high note. H-D captured three out of the six multi-round KOTB titles, and celebrated factory rider Kyle Wyman as the most decorated rider in category history with 27 wins.

Yet, despite that decorated track record, Harley's abrupt exit leaves MotoAmerica scrambling to outline the future of the series, sparking widespread debate across the bagger community.

What It Means for the Grid: Privateers & The Legendary Rivalry

Harley's departure doesn't automatically mean Road Glides are vanishing from the track. Independent teams, custom builders, and dedicated privateers have built immense technical know-how around the Harley platform over the past seven seasons. There is every reason to believe well equipped HD baggers will continue to line up on the grid.

However, the fundamental dynamic of the sport has permanently altered.

- **Can independent Harley teams compete?** Running an independent team is vastly different from battling an Indian Motorcycle/Vance & Hines factory program backed by corporate engineering resources. Whether these independent teams can match that level of performance and budget remains a critical question.
- **The "Factory vs. Factory" spark is gone.** The rivalry between Milwaukee and Minnesota factory operations was what put KOTB on the map. Without factory Harley squaring off directly against factory Indian, that legendary corporate tension just won't hit the same for fans watching from the grandstands or screen.



Is This the Beginning of the End for KOTB?

Harley-Davidson pulling its factory team out feels like a massive blow to the sport. While there is plenty of hope that independent teams will step up to fly the Harley flag, losing full factory support creates undeniable uncertainty for MotoAmerica's premiere bagger class.

Is this just a temporary bump in the road while global bagger racing takes shape, or are we witnessing the beginning of the end for KOTB as we know it? Time will tell if privateer passion can keep the thrill alive, but one thing is certain - the era of true factory V-Twin warfare has closed its latest chapter.

NORTHERN COLORADO IMRG TAKES ON THE INAUGURAL SOUTH REGION IMRG ROUNDUP!



Members of Northern Colorado IMRG Chapter 2036 recently packed their saddlebags and headed west to Grand Junction, Colorado, for the **Inaugural South Region IMRG Roundup**, held September 9–13, 2026.

The vision behind the Roundup was simple: create an annual South Region gathering to showcase fantastic local roads, foster inter-chapter bonds, and rotate to a new host chapter each year. Framed less as a formal rally and more as a casual gathering of friends coming together for great rides and good times, the event proved to be a resounding success. Hosted by Grand Junction IMRG, the inaugural Roundup drew 117 attendees representing 21 chapters from states across the country!

Here is how the NoCo IMRG spent five unforgettable days on the road:

Day 1 (Wednesday, Sept 9): The Journey West

Our journey kicked off bright and early at Ted's Place in Laporte. We logged 339 miles to our home base at the DoubleTree Hotel in Grand Junction.

Our route took us through the winding Poudre Canyon, climbing over Cameron Pass into Walden. From there, we carved through Rabbit Ears Pass into Steamboat Springs, stopping in Craig for lunch. Turning south through Meeker, we eventually connected with I-70 at Rifle for the final stretch into Grand Junction.



Day 2 (Thursday, Sept 10): Canyons, Monoliths & Arches



Day two was packed with red rock scenery and iconic Southwestern landmarks:

- **Utah Scenic Byway 128:** We crossed the state line to ride Utah Scenic Byway 128 (the Upper Colorado River Scenic Byway), a 44-mile stretch of pure riding joy between I-70 (near Cisco, UT) and Moab. The road hugs the Colorado River as massive sandstone monoliths and red rock cathedrals rise high above sweeping curves.
- **Hole N' The Rock:** Following Byway 128, we visited Hole N' The Rock, a unique roadside attraction featuring a 5,000-square-foot home carved directly into a sandstone cliff near Moab.
- **Moab Lunch Stop:** We pulled into the classic Moab Diner for a delicious mid-day meal.
- **Arches National Park:** We rounded out the afternoon exploring Arches National Park, marveling at the world's highest concentration of natural stone arches carved by wind and time.



Day 3 (Friday, Sept 11): Canyon Walls & High Mountain Passes

Friday delivered technical twists, sweeping elevation changes, and big views:

- **Colorado National Monument:** We started the day tackling the Rim Rock Drive loop through Colorado National Monument, carving through canyon walls and vast red rock vistas just outside Grand Junction.
- **Douglas Pass & Rangely:** Afterward, we pointed the bikes north toward Rangely via CO-139. Traversing over Douglas Pass offered plenty of fun, and tight twisties to lean into. After grabbing lunch in Rangely, we looped back to home base in Grand Junction.



Day 4 (Saturday, Sept 12): Grand Mesa & The Celebration Banquet

For our final full day in Grand Junction, we took on a high-altitude loop before returning early to prepare for the evening festivities:



- **Grand Mesa National Scenic Byway:** Climbing out of Plateau Canyon on CO-65, we rode through dense aspen groves to the top of Grand Mesa—the world's largest flat-topped mountain—enjoying crisp alpine air and mountain vistas.
- **Roundup Banquet & Wrap-Up Party:** On Saturday evening, we joined riders from across the nation for the official Roundup Banquet. The evening featured a live band, great food, endless giveaway items generously provided by Indian Motorcycle, and a charity auction benefiting the Western Slope Center for Children (which raised \$4,800!). Northern

Colorado IMRG Chapter 2036 was also proud to be an official table sponsor for the event!



Day 5 (Sunday, Sept 13): Homeward Bound

After several days of incredible rides, fellowship, and good weather, we packed our bags and retraced our route home, reflecting on an outstanding inaugural event.



A huge thank you goes out to Grand Junction IMRG for going above and beyond to organize and host such a great inaugural event!

Looking Ahead to 2027! The Roundup torch has officially been passed! Next year's **2nd Annual South Region IMRG Roundup** will be hosted by Big Country IMRG in Abilene, Texas, from **September 17th–19th, 2027**. Mark your calendars—Northern Colorado IMRG will definitely be ready to roll!



[Upper Colorado River Scenic Byway - Watch the Video](#)

Ride, Seek, and Explore!



Northern Colorado IRMG #2036
2026 Calendar of Events (Updated 8/11/2026)
 For the latest updates visit: nocoirmg.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	Durango Rendezvous - Sky Ute Casino, Ignacio, CO
Sun 6/14	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