

INDIAN MOTORCYCLE RIDERS GROUP®



#1 NEWSLETTER

EUROPE
MIDDLE EAST
AFRICA



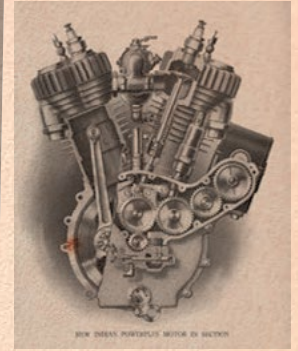
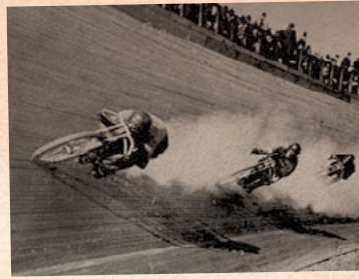
115TH ANNIVERSARY

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YOUR STORY TOO!



YOU NEED TO KNOW A LITTLE BACKGROUND TO UNDERSTAND THE ORIGINS AND HISTORY OF THE BRAND YOU HAVE CHOSEN AND TO FULLY APPRECIATE THIS LEGEND.

Indian was founded 1901 in Springfield, Massachusetts under the name of the Hendee Manufacturing Company, and it was the first American brand of motorbikes, two years before Harley Davidson. It then assumed the name of The Indian Motorcycle (no "r") Company in 1923, and was the work, or rather, the work of art of George M. Hendee and Carl Oscar Hedström, two imaginative and audacious pioneers.



These two brilliant inventors built the American industry's first V-twin motorcycle, a 633 cc engine, in 1906 and entered it into races. In 1911, Indian won the first 3 places in the well-known Tourist Trophy, at a time when the brand was taking over as the largest manufacturer in the world, making 32,000 motorcycles, and racking up its production to 40,000 bikes in 1920!

Indian made the loop frame (posi-



tioning the gas tank on the front horizontal frame), throttle grip, headlight, electric starter, swingarm and leaf-spring rear suspension, and "leakproof" aluminum primary covers more accessible, while developing their high-performance four-valve-per-cylinder technology.

Mechanics made progress through racing, which in turn created the legend, with countless records, such as the San-Francisco-New York in 20 days in 1911, exceeding 118 mph (190 km/h) in 1918. In 1937, Ed Kretz won the first Daytona 200 (despite two falls). Indian made itself a name for being the metal from which heroes are made! In 1967, Burt Munro, aged 68, reached a speed of 183.30 mph (295 km/h) on the Bonneville salt lake on his Indian Scout. Since then this record has barely

been beaten (183.93 mph, 296 km/h in 2014).

Although Indian production halted completely in 1953, the few attempts to revive the brand were unsuccessful, until Polaris Industries bought the brand in 2011. The American group then achieved an incredible tour de force, rebuilding a range of top-class models (Chief Classic, Chief Vintage, Chieftain and then Roadmaster, Darkhorse and most recently Springfield) remaining completely loyal to the legend by focusing on the unique Thunderstroke 111 (1820cc) engine, built from start to finish. The famous Scout was rebuilt in 2014, completely revamped with a boldly modern liquid-cooled V-twin.

So now this Indian legend will continue to live on through you!



NEW FOR 2017



RIDE COMMAND FOR CHIEFTAIN AND ROADMASTER MAJOR INNOVATION : BOTH BIKES EQUIPPED WITH THE RIDE COMMAND™ INFOTAINMENT SYSTEM IN 2017

The Chieftain and Roadmaster now come equipped with a veritable on-board computer connected to the bike's instruments and functions, an audio system, a GPS navigation system and Bluetooth connectivity. Convenient control is provided by a 17.7 cm (800 x 480 pixels) split-screen built into the dash. Ride Command™ comes with glove-compa-

tible touchscreen technology similar to a smartphone's, pinch-to-zoom capability and screen control via five push-buttons. Bluetooth means you can access your smartphone's features and content (including phone calls and playlists), and you can also pair functions using the handlebar controls.

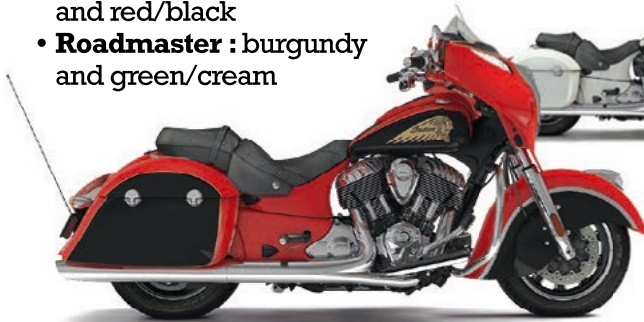
Eight different screen options are available with the following main features:

- Tyre pressure, engine components and battery
- Speedo, tachometer, hour meter, Trip 1, Trip 2, fuel level, consumption and gear position
- GPS mapping, navigation and altimeter...



NEW COLOURS FOR 2017 - THUNDERSTROKE 111 RANGE

- **Chief Classic** : burgundy/black
- **Chief Vintage** : red/cream and blue/cream
- **Springfield** : grey/burgundy with grey stripe and blue/grey
- **Chieftain** : matt white and red/black
- **Roadmaster** : burgundy and green/cream



SCOUT 2017

The 1200cc and 1000cc Scouts have been upgraded for added comfort with new shocks, redesigned exhausts for an improved riding position, a new steering lock and a handful of aesthetic touches.

The 1000cc is available in black, white or red, and the 1200cc comes in black, burgundy, grey, ivory, and two-tone blue/white with red trim or red/black.



SCOUT SIXTY NOW A2 LICENCE-COMPLIANT



In response to demand from the European market, the 2017 Scout Sixty now complies with the requirements of the A2 licence for young or new bikers.

RSD SCOUT



Roland Sands showed up in person at Europe's Wheels and Waves in June, bringing with him the magnificent RSD Scout to this festival held in Biarritz, France.

The custom-built RSD Scout is nothing less than a work of art. The bike bridges the gap between the current Scout (on the market for the last two years) and the racing legacy of the old board-track competitions, where



Indian bikes were a fixture between the 1920s and 1950s. The overall lines of the RSD Scout are very fluid and clearly point to a new-generation board-track identity. The bike has a tubular aviation chassis with suspension provided by a parallelogram fork together with an asymmetrical rear cantilever, both of which are equipped with an Öhlins TTX monoshock. The challenge was to build the frame around the engine, which is the tightest of fits and can only be mounted from one side. The entire unit is extremely compact. Two half-radiators are positioned in front of the backbone, with the oil tank slotted in-between. In fact, the tank is made up of two parts and has a visible external gauge. Great care has



been taken with the details to ensure that all cables, leads and casings are hidden from sight as far as possible.

The RSD Scout is powered by chain drive, with a minimalist suspension seat clad in stitched leather and a rear wheel wrapped in a half-fender with integrated number plate. The electronics for the injection and ignition are



concealed in the faux oil bag under the seat. The modern mechanical components (engine, brakes, controls and wheels) combine strikingly with the vintage styling and spirit. This stunning machine left by plane for the United States, where its proud new owner was eagerly awaiting it – having forked out \$100,000 for this one-off model!

PROJECT SCOUT



A number of Indian dealers worldwide took up the gauntlet for the custom Scout contest launched at the beginning of the year. Motos

Illimitées de Terrebonne, Quebec, scooped the top prize with their customised bike called the Boardtracker. Europe was represented by a French dealer from Bordeaux, V-Twin Garage, which did a great job in producing the Tomahawk. Dominique Mariaule, who heads up the garage, entrusted the project to his champion in-house mechanic, Charly Abraham. Charly is a competition bike engineer with unrivalled expertise in US V-twin engines. He had already been tinkering with some ideas for a personalised customisation... but seized the opportunity afforded by the Scout contest to get his skates on and turn them into reality. The aim was to express the same stripped-down, competition spirit as you get with drag racing (which Charly likes a lot!) built into a neo-retro Café Racer. Not the easiest thing to describe, it's true, but it all becomes clear – and pretty impressive – when you see the Scout Tomahawk's low, compact and sleek profile, the result of several weeks of hard work. It all started with a bare chassis, which was shortened at the rear, with the dual backbone frame converted to a single to make way for the tank, the aim being to refine and reduce the width of the bike. The entire unit was then polished and painted in satin black epoxy.

The tank was cut lengthwise so that it could be narrowed and then rebuilt – all in all, an impressive piece of work (there again, Charly is an ace boilermaker). In keeping with the historic nature of the Indian brand, the intake (with air filter) was positioned on the left. The seat and short rear fender were handcrafted, and in true drag spirit, the rear suspension was lowered in rigid mode and the shock absorbers replaced by struts. The same approach was used for the belt, which was swapped for a golden-link chain drive with a custom-made SBV sprocket. The engine was stage I mounted with mapping and an exhaust system based on a V-Rod, though many hours of hard work were needed before the final design and positioning were complete.

Throttle control is via a real twistgrip with cables replacing the electronics, while the brake system uses superb Beringers right up to the disks built onto beautiful Ness wheels. In addition, the wiring harness has been completely re-designed to make it almost invisible. Finally, the circular headlight extends forward as a reminder of the bike's classic character.



Once you're on the Tomahawk, you get an even better feel for the real spirit of the bike, with the retracted foot position, low clip-on bars circa 1970, and your backside braced against the backrest. After lingering a while in front of this motorcycle and chatting with Charly, Roland Sands awarded an honorary Project Scout first prize to this superb machine... a bike that one very fortunate and enthusiastic customer from Germany has just acquired.



ON THE ROAD...



VIKING RIDE in Norway

Congratulations to the Lyngdal-Norway Riders Group who organised the first Viking Ride from 11 to 14 August, setting off from Lyngdal in southern Norway and ending 400 km to the north in Skånevik, on the edge of the ocean in the land of fjords. This rally welcomed all makes and, despite the rain, the many participants joined forces to make this first event a success in a very good atmosphere. Well done to all!



76th STURGIS RALLY in 2016

Everyone dreams of taking part in the Sturgis Rally at least once in their biker life. This highlight of the summer is an absolute must, taking place in South Dakota in the US through the heart

of Native American country, with gorgeous scenery and superb roads throughout the region. With tens of thousands of motorcycle enthusiasts attending, the unique atmosphere is absolutely incomparable. And it was right here that Indian Motorcycle made a comeback with the whole world watching in 2013. During the second week of August, the brand was still very involved and offered a warm welcome to customers with an extensive programme of activities and demo rides on the 2017 range.



MARK WALBERG supports the Veterans Charity Ride

For the second time, and with the involvement of American filmstar and ambassador for Indian Motorcycle, Mark Walberg, the Veterans Charity Ride to Sturgis has been organised to honour and support US soldiers wounded in combat.

The aim was to provide therapeutic healing to wounded and amputee veterans by enabling them to ride as passengers, on motorbikes, on trikes or in sidecars, sharing the authentic pleasure of being on the open road with all the other riders.



WELCOME TO INDIAN HAMBURG

Since July, Indian Motorcycle has been flying its flag over what must be Europe's largest dealership. The dealership stands in the docks of the famous port city, housed in a huge old building that has been completely restored - and it is fantastic! Indian Motorcycles Vertragspartner Hamburg.

HAPPY BIRTHDAY

1901-2016, that makes 115 years since the birth of Indian Motorcycle - what better reason for us to celebrate the anniversary of your favourite make!



INDIAN DAYS IN VERBIER, SWITZERLAND

The Swiss Biker Syndicate Riders Group in Lausanne invites you to its Indian Days Meet from 2 to 4 September. The event is being held as part of the Verbier Bike Fest in the heart of the resort village perched at 1500 metres in the Alps. Biker Syndicate has planned a customised programme for everyone (including a ride, happy hour and DJ). Accommodation with Turkish baths and a spa, if desired - can be booked at www.hotelnevai.com at preferential rates. Contact Biker Syndicate on +41 21 624 15 27 or biker-syndicate@windowslive.com



FARO - PORTUGAL

The 35th Faro Motorcycle Rally in Portugal (14 to 17 July) was a spectacular success, with Indian Motorcycle as the sponsor. The weather was particularly hot this year, and the great atmosphere around the entertainment, trade fair, bike show, concerts, various contests and giant parade was well worthy of this anniversary edition, drawing a huge number of Indians.



THE PIONEERS

In recent months, the first Riders Groups have been formed in Germany, Sweden, Norway, the Czech Republic, Poland and Switzerland. They will go down in history as true pioneers, for setting up local groups of Indian Motorcycle enthusiasts.

Why not approach your dealer to join a Riders Group or even get involved in forming a group together?

It's a great way to meet and share information with other Indian owners, as well as going on joint rides.

ITALY BERGAMO

FRANCONIA CHIEFS

LYNGDAL - NORWAY

VIKING CYCLES LÜBECK

PISEK

FIRST

PARDOBICE

RHÖN RIDERS

LAUSANNE

INDIAN RHEINLAND

STOCKHOLM - SWEDEN



EUROPEAN BIKE WEEK, FAKKER SEE, 6-11 SEPTEMBER

Indian Motorcycle would love to see you at the famous Faaker See meet, and invites you to join a ride on 9 September: gather at the Indian stand, Area 1, at 2.30 pm. The ride will go as far as the summit of the fortified village of Burg Landskron - about two hours away and return to the stand around 7.30 in time to round off the outing with a drink.

INDIAN MOTORCYCLE RETURNS TO DIRT TRACK COMPETITION IN THE US

Indian Motorcycle's history was partly forged in competitive racing and now it's official: Indian is set to return to the highly-acclaimed AMA Pro Flat Track series – reserved for twin cylinders – in the US in 2017. Indian will confront its long-time flat-track rival together with many other manufacturers that are closing in. At the instigation of Indian president Steve Menneto, Indian product director Gary Grey is single-handedly leading this incredible challenge with only nine months to come up with a 750cc twin engine generating over 100 hp!



Christened the FTR 750 (for Flat Track Racing), the all-new machine is being designed in Switzerland at Polaris-Swiss Auto, the advanced state-of-the-art engineering division of Polaris Industries. Urs Wenger, a highly qualified chief engineer at Polaris-SwissAuto, is leading operations. Stringent AMA (American Motorcycle Association) regulations forbid the deployment of vast resources or high-grade materials as in Formula 1. Instead, expertise and technical skills come to the fore in attempts to build a high performance, durable engine, while competitors often insist on a fully refurbished engine for every race! Therefore, a liquid cooling system was chosen. Then the design of the FTR 750 top engine was initially based on the size and number of valves for the best airflow at the desired speed. A chamber with four small valves per

cylinder was adopted (33.5 mm intake and 30 mm exhaust). The 14.0:1 compression ratio gives a good indication of the level of performance required! The twin engine is extremely compact, helped by the 53-degree V-angle of the two cylinders, and it fits into the chassis with ease.

The engine reaches 11,400 rpm on the bench and delivers 109 hp at 10,000 rpm. Substantial work has been carried out on the crankshaft unit, connecting rod and balancer to minimise tiring vibrations when riding. While the mapped ignition was given to the British company MBE, the injectors are taken from the Scout, as are the sprockets for the gearbox, which has been reduced to four speeds and is controlled by a machined aluminium drum. The air filter housing was engineered with particular

care to ensure fresh air pressure stability at the injection.

The block is housed in a double-cradle tubular frame with cantilever rear suspension and a traditional Öhlins fork. Both the tank casing and seat/backrest unit are made from carbon fibre. The design of the bike as a whole is a great success and remains true to the Indian spirit. Jared Mees has been hired to develop and ride the FTR 750 in competition. At 30, Mees is a gifted dirt track rider with four US championship titles to his name (2009, 2012, 2014 and 2015) as well as a gold medal at the 2015 X Games.

