

VOLUME 4

# Indian<sup>®</sup> MOTORCYCLE RIDERS GROUP<sup>®</sup>



## WINNING COMEBACK

NEW ROADMASTER ELITE  
MILAN SHOW STUNNERS  
GREECE ON A CHIEFTAIN





# EDITORIAL



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RIDERS GROUP

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*Contribution : Charlie Lecach, contributions from current IMRG members are welcome. Submissions must be sent to [info@imrg-emea.com](mailto:info@imrg-emea.com).*

*Polaris Industries Inc., 2100 Hwy 55, Medina MN 55340 - USA*

In recent years, Indian Motorcycle has taken us by surprise with its creativity and innovation. It continually looks to improve style and performance and is on an unrelenting search to achieve high quality throughout its range of motorcycles.

Its commitment has endured and even grown with the arrival of the incredibly successful Scout Bobber and with the advent of more powerful heavyweight models, fitted with updated Thunder Stroke 111 engines. In 2018 we also have the launch of the Icon Series Paint Program, through which every customer will be able to pick their own Scout or Roadmaster in a wide range of colours.

Later this year we will be happy to show you our FTR1200 Custom bike and seek your opinion and impressions during one of the many shows it will be at. This prototype was inspired by the FTR750 that won the American Flat Track Championship in 2017. It embodies all of Indian Motorcycle's modern-day resources and historical achievements since 1901.

Indian Motorcycle's reputation is also growing with dealers throughout Europe who fly the flag of the Indian Motorcycle Riders Group, of which you are part of. Our Riders Groups bring us together and give us opportunities to discover, meet, share and travel while enjoying every minute at the handlebars of our motorcycles.

We value your trust as we continue to write the fabulous story of Indian Motorcycle together. We look forward to meeting you at one of the many events we have lined up in 2018.

**GRANT BESTER**  
INDIAN MOTORCYCLE  
GENERAL MANAGER - EMEA REGION



# THE SCOUT BOBBER GAINS GROUND

In Autumn, one of the stars at the Milan EICMA Motorcycle Show was the **Scout Bobber**. Thousands of bikers and visitors flooded the Indian booth throughout the week, commenting on our stunning display and our new member of the Scout family. Scout Bobber is a very compact and elegant bike sporting a dark, rebellious identity. It has a very striking stance with a low-slung seat and footrests much closer to the rider. The performance and marked character of the 1200cc Scout engine gives this machine all the power it needs and based on reactions so far, it is set to be a best-seller. Please try one at your local dealer and find out for yourself.





# ROADMASTER ELITE



## RIDE FIRST CLASS

The Roadmaster's reputation for excellence is already well understood in Europe, but the new ELITE version has propelled the model to the top of its category. Similar to flying long distance in business class, the level of equipment, elegance and comfort of the Roadmaster Elite really does elevate long-distance touring to a 'premium' level.

The lines and beauty of the ELITE are something to be marvelled at; the blue and black bodywork with those beautifully rich 23-carat gold leaf lines.

As you get closer, you immediately notice the gold on the engine covers too, as well as the Indian signature on the bottom of the saddlebags.

It sports a chrome headdress and front and rear bumpers, as well as chrome around the top case. The cockpit is equipped with the Ride Command infotainment system, with a second fuel gauge on the fuel tank (in addition to the Ride Command one), as well as a voltmeter providing an immediate visual gauge of the charge level. An LED headlight beam increases the power and the quality of the light out the front, making it perfect for riding long into the night.

Pinnacle mirrors come as standard and the rider and passenger's footrests are also

given the ELITE trim touch. Your passenger also enjoys special treatment with their own heated leather seat and height-adjustable pivoting armrests, giving them comfort that's just not available on any other motorcycle.

For extra acoustic power and comfort during long tours, Roadmaster Elite has a 300-watt front and rear audio system. Smartphones and other audio sources

can be connected via a USB cable in the saddlebag, or by Bluetooth.

Like all of the models with a Thunder Stroke 111, Euro 4 compliant engine, the Roadmaster Elite has a 15 hp increase in power and a 15N increase in torque for 2018. Fasten your helmet, slip on your gloves, rev up the engine and experience newfound pleasure on the open road.







#### KEY FEATURES:

V-twin electronic fuel-injected 1811 cc engine  
 Peak Torque of 119 ft-lbs (161.6 Nm) at 3000 rpm  
 Rear suspension with adjustment of air pressure depending on the load. Fuel capacity 5.5 gal (20.8-litres). ABS braking with dual disks at the front and single disk to the rear. Push-button power windshield. Heated real-leather rider and passenger seats. Heated grips. Remote locking hard saddle bags and remote locking trunk; in all 130-litres. Cruise control, keyless ignition, low tyre pressure warning light, 300-watt stereo with AM/FM, Bluetooth, USB, electronic fuel gauge Ride Command®: 7-inch (17.8 cm) touchscreen including clock, ambient air temperature, audio information display, speed, fuel range, RPM, gear position, dual trip meters, maps and navigation information, ride data, altitude, etc., and Bluetooth connectivity for phone and headsets. 5-year warranty\*

\* Promotional warranty valid on Indian Motorcycle 2017 and 2018 models sold in the geographical areas taking part. Special terms apply. Please contact your local dealer for details.



# THE PIONEERS

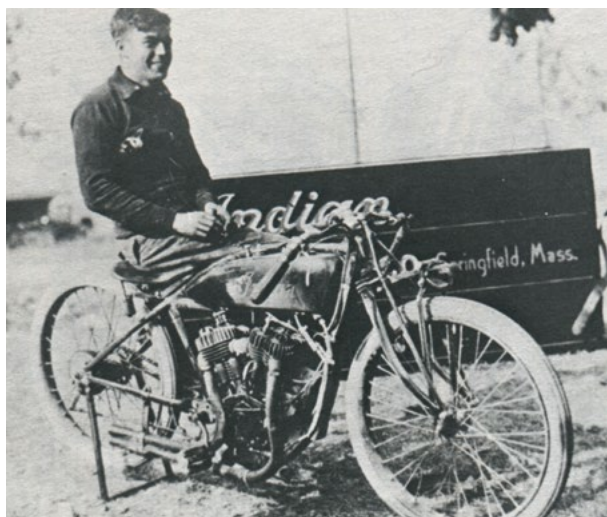
By Charlie Lecach  
Photos : C.L. Collection  
& Indian archives

Indian's big flat track comeback is no coincidence. From the early days to the early fifties, Indian left its opponents eating dust on American dirt tracks. We offer you a glimpse of half a century of furious racing.



ED KRETZ SR. WAS ONE OF THE GREATEST AMERICAN CHAMPIONS IN THE 1930S AND 1940S, AND THE WINNER OF THE VERY FIRST 200 MILES IN DAYTONA IN 1937. IT IS HARDLY SURPRISING THAT THIS DIEHARD AND LOYAL INDIAN RIDER EARNED THE NICKNAME OF IRON MAN!





PERCY COLEMAN, NEW ZEALAND PILOT ON A POWERPLUS RACER, AT THE MARION 200 MILES, INDIANA. 1919

However, barely a year earlier, still in L.A., Jack Prince inaugurated the first motodrome. These oval shaped, wooded boardtracks, like swollen velodromes, became so successful that the British promoter was soon building them all across America. Boardtrack events overtook dirt races, thought to be less spectacular.

The inherent danger of this new sport gradually proved fatal in the end. A succession of accidents culminated in 1912, with two Indian riders and six spectators killed in the Newark Motodrome, in New Jersey.

After this, the motodromes were referred to as "murderdromes", and the situation got worse with the arrival of new eight-valve twin-cylinder engine racers. These "eightvalve jobs" also entered some flat-track races. Charles 'Fearless' Balke won a few events in May 1914 in Chicago, at the handlebars of one of these very fast bikes. Another misconception was that dirt tracks were for 25-mile races and no

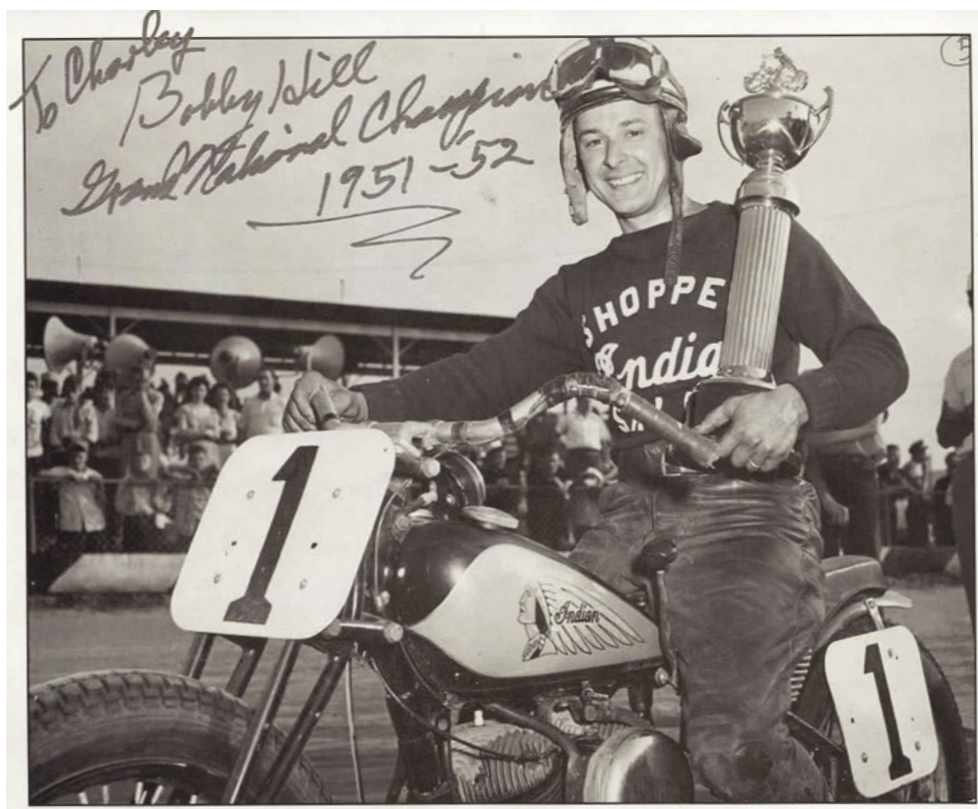
more, since the 'Dodge City 300 Miles' was raced on a two-mile-long dirt track. Glenn Boyd raced his Indian 150 times in succession on this track, winning the title in 1914. Two years later, people's enthusiasm for the boardtrack died down for good in favour of flat track racing. The First World War postponed all racing and it only recovered in 1919. This time, the racer Gene Walker made a clean sweep of four of the nine national dirt track championships. Unfortunately, the fatal accidents continued making this motorsport, and motorcycles in general, look dangerous. In 1922, the Motorcycle and

Initially, Indian's chief ambition as a pioneer of the motorcycle industry was to demonstrate how biking was greater than cycling or horse-riding. As a result, races in the early years focussed on demonstrations of reliability, endurance, fuel efficiency or the ability to climb hills.

Speed was almost relegated to second position, but not for long, because, in 1903, two years after Indian was founded, the first flat track circuit was inaugurated in New York. In 1908, two more tracks opened in Los Angeles. One was Agricultural Park and the other Ascot Park.



JACK SPANGLER



BOBBY HILL 1951 AND 1952 CHAMPION



# THE PIONEERS

WOODSIE CASTONGUAY  
N°95 IN 1939



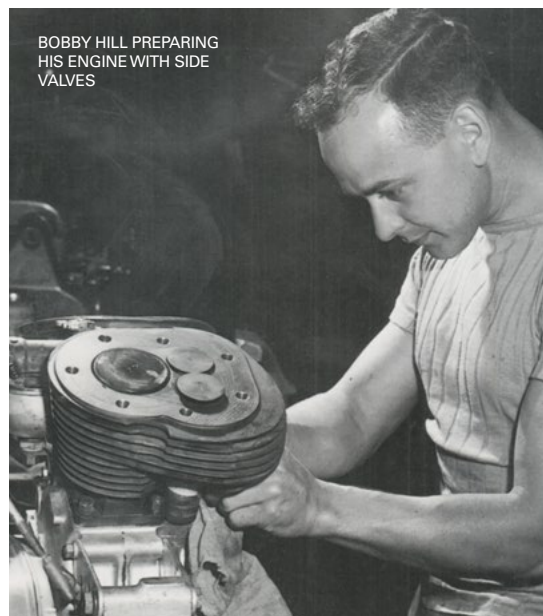
Allied Trades Association – precursor of the AMA – tried to impose a 500cc class of engines, instead of the standard 1,000cc. However, this did not prevent champions like Ray Weishaar and Gene Walker from killing themselves in 1924. The cubic capacity was then reduced even further to 350cc, but the race ended up losing its spectacular appeal and many of its spectators at the same time. What's more, these machines were now out-and-out factory racers that had absolutely nothing in common with Indian production bikes, so making a case for “Win on Sunday, sell

on Monday” was no longer possible. The Great Depression of the early 1930s that followed the stock market crash of 1929 did not make things easy for Indian. Fortunately, the American Motorcycle Association launched a new category in late 1933, initially for amateurs on their production motorcycles: the Class C. It prompted Indian to produce its new Sport Scout early in the season of 1934. Marketed to the general public, it could also race in this category and it turned out to be incredibly effective against its contenders. In addition to the hundreds of

small local races it won every Sunday, the Sport Scout beat a Class C record thanks to Rollie Free, who drove her at 179 km/h (111.55mph) in 1938. As for Ed Kretz, known as the ‘Iron Man’, he won the 200 mile road race in Savannah in 1936, and then in Daytona the following year. In 1937, 1938 and 1940, he was the overall winner of the 100 Mile Nationals on the one-mile oval dirt track of Langhorne. The Second World War stopped all competition again, which gradually started again in 1947. The Sport Scout started to be overtaken by the competition, so Indian launched the 648 Big Base Scout. Apart from a win in the 200 Miles in Daytona, in 1948, the brand's performance was not up to speed, because the manufacturer insisted on focusing on single cylinders and vertical twins, supposed to compare with British imports. Yet, with their weight to power ratio, the Scout models were still undeniably the best machines on the flat track, as the three members of the Indian ‘Wrecking Crew’ demonstrated. Bobby Hill, Ernie Beckman and Bill Tuman were professional riders, as well as excellent tu-



BUTCH BAER ESSENTIALLY GREW UP TO THE TUNE OF THE INDIAN ENGINE, SINCE HIS FATHER FRITZIE BAER WAS THE MANAGER OF AN INDIAN DEALER LOCATED ON THE GROUND FLOOR OF THE SPRINGFIELD PLANT!



BOBBY HILL PREPARING HIS ENGINE WITH SIDE VALVES





BILL TUMAN

as important as raw power, nothing surpassed the 750 Scouts. The results speak for themselves: Bobby Hill won the AMA's "Number One" plate in 1951 and 1952, while his teammate Bill Tuman made away with this coveted title in 1953, giving Indian its final national AMA win. But as we all now know, the manufacturer is back competing on the flat track since 2016 and the story is far from over.

ners: they knew that in road-racing events they had a better chance at the handlebars of their respective Nortons. However, on

dirt tracks, where gear changes and similarly brakes were not allowed once they had started and in which the torque is



ERNIE ROCCIO N°3 IN ACTION



JACK BEATTY

## BACK ON THE TRACK

Indian has left no stone unturned to ensure its success in the American flat track championship, both with regard to its motorcycles and the riders straddling them. After a stellar debut late in the 2016 season, the Indian Scout FTR750 really entered its own in 2017, beating all its contenders. Now that the season's 18 races are over, we can now review the results: with ten wins, the factory rider Jared Mees won the cherished "Number One" plate of the AMA, followed by his team-mate Bryan Smith, with four wins. This is a remarkable 14 out of 18 races, which is quite spectacular for this first full season and a racing comeback after 63 years away from the oval dirt tracks.





# EICMA

EICMA is unmistakably the leading motorcycle show in Europe. It is held in Milan every Autumn and is a huge international meeting place and showcase for every type of motorcycle under the sun.

## THE BIG SHOW



JARED MEES, BRAD BAKER AND BRYAN SMITH



STEVE MENNETO, PRESIDENT OF INDIAN MOTORCYCLE

A good number of the Indian Motorcycle team was there to show its 2018 range of motorcycles, but it was also there to celebrate winning the 2017 American Flat Track Championship. Steve Menneto, the big boss of Indian Motorcycle was there in person, alongside the winning 'Wrecking Crew', made up of the 2017 champion, Jared Mees, second place Bryan Smith

and the third place Brad Baker, all racing on the Indian Scout FTR 750. At EICM, Indian then surprised the crowds by unveiling a prototype machine inspired by the FTR750. This bike is the Scout FTR 1200 Custom and it will be on show at various events during 2018.



## CHIEFTAIN AND CO

Created in 2013, the Chieftain is a pillar of the Indian range and in 2018 there are four versions to choose from. Its design is timeless and inspired by the looks of the avant-garde locomotives of the 1950s. For 2018, the Chieftain line-up is now Euro 4 compliant and has greater power and torque.

There's plenty of choice now too with four versions; namely the Chieftain Classic, the Chieftain Dark Horse, Chieftain Limited and the limited-edition Chieftain Elite. These bikes are variations on the same frame and architecture, but have their own particular style.



One shared feature in all is the revolutionary Ride Command® system. This is a 7-inch (17.8 cm) touchscreen that is positioned right in front of the rider and shows a moving map, important vehicle information and controls for the audio system. (Details page 5 - Roadmaster Elite box.)





### LORETTO JACKET

Stretch cotton (60%) tight-fitting jacket. Snap-fastening crew neck. 4 outside pockets and one inside pocket. Hem adjustment by snap-fastening tab, front zip and self-grip flap. Inside 100% cotton. Colour : Black



# LORETTO





#### NAVY LACET-SHIRT

Tailored-waist cotton T-shirt, with ornamental lace on upper section to front and back. Colour: Navy blue.



#### TWO-COLOURED SWEATSHIRT

Two-coloured cotton (70%) sweatshirt, fitted cut, central zip. Big Indian motorcycle logo on back. Front zip pockets. Colour: Ecru - black



#### CHIFFON T-SHIRT

Viscose (96%) V-neck T-shirt, tailored-waist, contrasting light chiffon sleeves, raglan cut. Colour: grey.



#### INDIAN RETRO OPEN-FACE HELMET

Very comfortable, removable and washable inner lining. Bluetooth compatible. Colour: Indian red.



#### SPRINGFIELD MESH JACKET

Polyester (92%) mesh jacket, slim fit and preformed sleeves.

Leather protection on the shoulders and elbows, adjustment tabs on sleeves and self-grip tab on cuffs.

Polyester lining and removable armour pads inside the shoulders and elbows.



#### SCOUT OPEN-FACE HELMET

Very comfortable, removable and washable inner lining. Bluetooth compatible. Colour: Blue and white.





# GEAR



### 1901 GRAND NATIONAL T-SHIRT

Single colour, 100% cotton, straight cut, vintage wash printed with "Grand National". Colour : Red



### 1901 FACTORY TEAM T-SHIRT

Single colour, 100% cotton, straight cut, vintage wash printed with "Factory Team". Colour : Blue



### 1901 MOTOR OIL T-SHIRT

Single colour, 100% cotton, straight cut, vintage wash printed with "Super Premium Motor Oil". Colour : Light grey.



### 1901 WORLD'S FASTEST T-SHIRT

Single colour, 100% cotton, straight cut, vintage wash printed with "World's Fastest Motorcycle". Colour : Black.



### BOMBER JACKET

100% cotton model, slim fit, elasticated cuffs and hem, central zip, 3 exterior pockets including 1 flat zip pocket on sleeve, 2 inside pockets, big embroidered Indian Motorcycle Company logo on back. Nylon lining. Colour : Black.



### HEADRESS INDIAN CAP

Flat peaked cap. Mixed woven polyester and mesh model. Embroidered Indian Motorcycle logo – adjustable closure at back. Colour : Grey



### QUILTED HOODIE

Hoodie with fleece-backed sleeves and goose-down quilted body. 2 front zip pockets. Central zip. Elasticated cuffs. Colour : grey



### CONTRASTING ZIP-THRU SWEATSHIRT

70% cotton two-colour model with high collar - 30% polyester, straight cut, two front pockets, Indian Motorcycle Company embroidery applique on back. Colour : grey



### INDIAN ROKKER JEANS



Heavy-duty stone-washed denim jeans, straight cut, regular fit, triple-stitched button fly.



PROVA

**BENJAMIN LEATHER JACKET**

100% leather jacket, zipped ventilation on sleeves and back, zipped removable cotton plaid lining, 4 vertical front pockets and 2 horizontal zip pockets, removable armour inside, brown on brown Indian Motorcycle logo on bottom of back.



# RIDE IN GREECE WITH LEGENDARY RIDES

Indian Motorcycle's partner, **Legendary Rides**, offers you the chance to ride an Indian on the country's best roads under beautiful sunny skies.



You land in Athens, where an Indian awaits you. From here you set off at its handlebars to explore the island of Peloponnese in southern Greece - an unforgettable experience.

The island of Peloponnese covers an area of over 20,000 square kilometres and it is the southernmost part of mainland Greece.

Mythology is at the root of its cultural wealth, but it also has stunning scenery and landscapes with mountain peaks. The island's magnificent roads lead to beaches and viewpoints, as well as picturesque villages and century-old historical sites. You can choose a seven-day tour that is either guided by a rider or you can follow the route yourself.

Legendary Rides was created by experienced motorcyclist Pavlos Emmanuel, a real expert in providing everything a biker could dream of and he can give balanced itineraries and places to stay that appeal to all.







Dates 2018 :  
 From 19 to 27 May  
 From 9 to 17 June  
 From 8 to 16 September  
 From 22 to 30 September

IMRG members with a 2018 membership are given a 5% discount. Guided or custom tours, rental of Indian motorcycles. Further information and video on [www.legendaryrides.gr](http://www.legendaryrides.gr)





# TIME HEROES



Baume & Mercier is a luxury Maison d'Horlogerie founded in 1830 in Switzerland that cultivates excellence and refinement in all its watches. The brand has built its international reputation on the back of its chronographs, with the mantra of 'affordable luxury'. The connection between the Baume & Mercier watchmakers and Indian Motorcycle stems from their respective histories.

The meeting of the two exceptional manufacturers, Indian Motorcycle and Baume & Mercier, may seem incongruous because they are from very different worlds, but their values, passion and history have revealed much in common. It's this that has inspired an extraordinary collaboration.

Since 1901, Indian has continued to measure its performance against the movement of a chronograph hand. One great example of this is Burt Munro on his Indian Scout. His repeated speed record attempts are a legendary and the speed he achieved of 296.11 km/h (184.087 mph), in 1967, on the Salt Lake of Bonneville, in Utah, will be forever enshrined in history.

Baume & Mercier has created a magnificent chronograph called the Burt Munro Tribute Limited Edition in its Clifton Club line, to commemorate this incredible feat, on the 50th anniversary of the record.

This watch has subtle and elegant styling cues recalling Burt Munro's endeavour, including the lucky number 35 that was on the side of his motorcycle. The second hand is counterbalanced with the very iconic I of Indian and the strap is a loyal reproduction of the colour of Burt Munro's Indian Scout. The 184 mph record speed is also highlighted on the bezel. Only 1,967 of these watches will be produced, reflecting the historic year of this speed record and they will be sold through Baume & Mercier's international retailer network.



CLIFTON CLUB INDIAN  
BURT MUNRO TRIBUTE  
1967-PIECE LIMITED EDITION  
REF M0A10404





Two other chronographs have been created: the Clifton Club Chief and the Clifton Club Scout models. These two chronographs, inspired respectively by the Indian Scout and the Indian Chief, are limited editions with only 1901 of each being produced, the founding date of Indian Motorcycle.

The design manager at Baume & Mercier, Alexandre Peraldi, worked closely with the American Indian Motorcycle design office to create these watches.

The Clifton Club Scout has a distinctive open dial so you can see the inner workings. You can also see features of the Indian Scout's engine as well as the stitched

calfskin strap that is the same tan colour as the Scout's saddle.

The Clifton Club Chief is inspired by the mechanical look of the Indian Chief's famous Thunder Stroke engine. The stainless steel strap contrasts beautifully with the black dial, mimicking the look of the cooling fins of the Chief's engine. It's fair

to say the Clifton Club Chief is a strong and elegant timepiece and very loyal to the spirit of the motorcycle that inspired it. We hope you find time to see them on display in a Baume & Mercier retailer this year.

[www.baume-et-mercier.com](http://www.baume-et-mercier.com)



CLIFTON CLUB INDIAN LEGEND TRIBUTE, SCOUT LIMITED EDITION REF M0A10402



CLIFTON CLUB INDIAN LEGEND TRIBUTE, CHIEF LIMITED EDITION REF M0A10403







**Oscar Hedström, the co-founder of Indian Motorcycle was born in Sweden in 1871, before emigrating to the United States in 1880.**

# BACK TO THE FUTURE

This partly explains Indian Motorcycle's roots in Sweden, and the number of fans following the brand in Scandinavia.

Two of them, Anders Lundgren, from the Fullhouse Garage Shop, and Lasse Sundberg, decided to honour the memory of Oscar Hedström in their own way by creating a stunning reproduction of a turbocharged Indian Scout model.



Anders and Lasse built their own chassis similar to those used on boardtrack motorcycles in the 1920s, fitting a turbocharger on the Scout's V-twin engine. This seemingly inappropriate combination has perfectly the bridged the ingenious period of Oscar Hedström to the modern day.

The result is stunning, and calling it a work of art is no understatement. Much of the high quality work was carried out by Lasse (Roth Engineering), who truly is a magician. To unite the chassis with leaf spring forks and give the bike the board track look, is remarkable. Look closely and you'll see subtle modern additions, such as Beringer calipers.

While the chassis was the hardest part of the build, fitting the Garret 25 turbo, to deliver between 150 and 200 horse power required incredible ingenuity to keep the motorcycle compact. The boys had to come up with a special electronic control unit (ECU)



that would fuel and run the bike properly. Finally, there's the paintwork, carried out by Pobben's Colour & Custom shop. When Anders was questioned after the first ride at the handlebars of this 'Super Scout', he answered: "It's like being back on a 1920s motorbike propelled by a missile between your legs"



OSCAR HEDSTRÖM



# IMRG MEETINGS IN 2018

There were plenty of opportunities to meet up with the over 7,000 members of the IMRG last year at local, regional and national outings. We would like to thank all the Presidents of the Riders Groups and everyone who took part in these IMRG events for their commitment.

Some of the big IMRG meetings were the Viking ride in Norway, Faak Am See in Austria and others in Verbier, Switzerland, in Faro, Portugal and in Dax, France. Each of these gatherings brought together real Indian motorcycle enthusiasts.

An increasing number of you are asking to join the IMRG every day and we will be delighted to see you in 2018. Safe riding everyone and enjoy your passion to the full.



## JOIN OUR RIDERS GROUP.

Meet the people who own an INDIAN MOTORCYCLE in your region. Ask your dealer or your local Riders Group for how you can get involved. Enjoy discussions, days out, and riding with fellow members of your Riders Group. Find out more at [www.imrgmember.eu](http://www.imrgmember.eu)

COUNTRY	RIDERS GROUP	DEALER	TOWN	CONTACT
AUSTRIA	NORTH EAST AUSTRIA	SPOCKS MOTORCYCLES	TULLN	fr.trinkl@gmail.com
	SOUTH AUSTRIA	STYRIAN MOTOR CYCLE	ST. PETER IM SULMTAL	office@indianaustria.at
	VIENNA - AUSTRIA	BIKE HOUSEHABERL	WIEN	office@bike-house.at
	WEST AUSTRIA	GODFATHER CUSTOMBIKES	KIRCHBICHL	info@godfatherbikes.com
BELGIUM	DE KEMPEN	MOTORSHOP LIMBUR	PEER	info@motorshoplimburg.be
	EASTBELGIAN-INDIAN RIDERS	MOTO VISÉ	EUPEN	info@moto-vise.be
	INDIAN-WAYS	DYNAMIC WAYS	WAYS (GENAPPE)	info@dynamic-ways.be
	MENEN	MOTO'S MAES	MENEN	info@motosmaes.be
CZECH REPUBLIC	SCHDELDELAND	BIKES AND MORE	TEMSE	info@bikesandmore.be
	IMRG OSTRAVA	LR AUTO S.R.O.	FRÝDEK MÍSTEK	martin.rojicek@seznam.cz
	PARDOBICE	INDIAN 1901 PARDOBICE	PARDOBICE	indian1901pardubice@gmail.com
	PIZEK	VMP MOTORCYCLES	PISEK	jandekskovi@seznam.cz
FRANCE	INDIAN PRAGUE	INDIAN PRAHA	PRAGUE	imrg@indian-praha.cz
	ALÉRIONS NANCY	INDIAN NANCY	LAXOU	victorynancy@orange.fr
	BESANCON RIDERS GROUP	POWER MOTO	THISE	info@powerhypersport.com
	BIARRITZ	INDIAN BIARRITZ	BIDART	indianbiarritz@hotmail.fr
	BREIZH RIDERS	BREIZH RIDERS	MONTGERMONT	breizhriders@breizh-riders.com
	ETOILE RIDERS PARIS	INDIAN PARIS	PARIS	jean-paul.bonilauri@orange.fr
	HIGHWAY PONTAULT	HIGHWAY CUSTOM	PONTAULT COMBAULT	contact@victory77.fr
	INDIAN METZ RIDERS	INDIAN METZ	WOIPPY	rico.photographe.fr@gmail.com
	LEGEND BIKES MONTLHERY	LEGEND BIKES	LINAS	contact@legend-bikes.fr
	MONT BLANC RIDERS	SARL GMS	GRAN GEVIER	montblancriders@gmail.com
	OC RIDERS	GUICHARD MOTO	MONTPELLIER	president.oc.riders@gmail.com
	TOULON	INDIAN TOULON	TOULON	oneway@indian-victory.fr
	HAUTS DE FRANCE	INDIAN NORD	METEREN	ridersgroupnord@orange.fr
	TOULOUSE	CUSTOMS PLANET	GRENADE	fabricedeveze@orange.fr
GERMANY	BAVARIA CAPITAL	IWAN-BIKES	PPAFFENHOFEN	bernhard.peintner@iwan-bikes.de
	BLACK FOREST	HOLLISTER'S MOTORCYCLES	DAUCHING	volker.sichler@hollisters.de
	FRANCONIA CHIEFS	CCD CLASSIC CYCLES	HILPOLTSTEIN	rothsee-choppers@online.de
	IMRG RHEIN-MAIN	CRUISER CENTER	MÜHLHEIM	indian@cruiser-center.de
	INDIAN KÖLN BONN	AS MOTORRAD TECHNIK	BUCHHOLZ-MENDT	info@as-customs.de
	INDIAN OBERFRANKEN	REINHOLD DIPPOLD	UNTERSIEMAU	moritz@dippold-racing.de
	INDIAN RHEINLAND	CM MOTORCYCLES	BERGHEIM	info@cm-motorcycles.de
	LEGENDARY CYCLES HAMBURG	LCH LEGENDARY CYCLES HAMBURG	HAMBURG	info@indian-hh.de
	OLD CREEK	DIE BIKE SCHMIEDE SUD	ESSLINGEN-ALTBACH	info@indian-stuttgart.com
	PRIDE RIDERS	MOTORRAD REH	REISBACH	konrad.reh@googlemail.com
	RHEIN - NECKAR	ZRM ZWORAD	MANNHEIM	info@indian-mannheim.de





IMRG national meetings in 2018 :

- Magic Bike - Rüdeshiem - Germany 31 May - 3 June
- Dax Motors'n Blues - Dax - France 6 - 8 July
- Faro Rally - Faro - Portugal 20 - 22 July
- Viking Ride - Voss - Norway 10 - 12 August



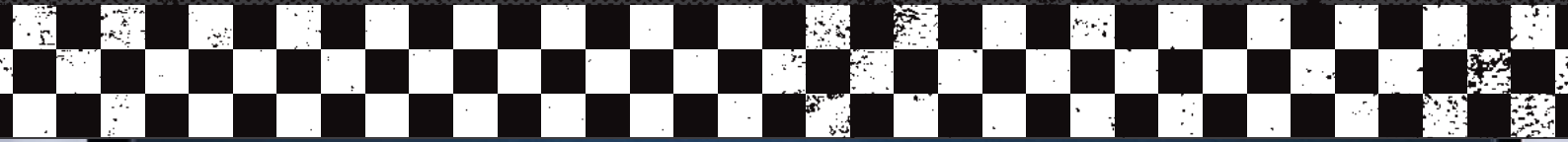
COUNTRY	RIDERS GROUP	DEALER	TOWN	CONTACT
GERMANY	RHÖN RIDERS	RHONMOTOR EK	FLIEDEN	info@indian-dealer-germany.de
	VICKING CYCLES LÜBECK	VICKING CYCLES	LÜBECK	info@vikingcycles.de
	WESER-EMS INDIANS	NATUSCHKE	DELMENHORST	indian@natuschke-lange.de
GREECE	INDIAN RIDERS BERLIN	LOBO BIKES	BERLIN	indian-motorcycles@lobobikes.de
	ATHENS CHAPTER GREECE	SPORTSWIND	ATHENS	kimonas.kostopoulos@fairgroup.gr
ITALY	ROMA ITALY	CUSTOM BROS	ROME	chapter@custombros.it
	BERGAMO	LEGEND BIKERS	MARTINENGO (BG)	paolino.indian@gmail.com
NETHERLANDS	DUKETOWN	V.D. HEYDEN MOTORS	AP 'S-HERTOGENBOSCH	info@vdheydenmotors.nl
	LIMBURG	H.D. SERVICE VENLO	VENLO	info@hdservice.nl
NORWAY	HOLLANDS MIDDEN	DE JONG ALPHEN	ALPHEN AAN DEN RIJN	rick@dejongalphen.nl
	FIRST NORWAY	TWIN THUNDER AS	LYNGDAL	salg@twinthunder.no
POLAND	RAIN CITY	MC MARINE	BERGEN	mail@mcmarine.no
	3 CITY	MOTOEXCLUSIVE	GDANSK	motoexclusive@gmail.com
	FIRST	MOTOEXCLUSIVE	LUBLIN	motoexclusive@gmail.com
	WARSAWA	V CRUISER	WARSAWA	rafal.kuczynski@gazeta.pl
PORTUGAL	WHITE EAGLE	CONCEPT	BIELSKO-BIALA	salon@victorybielsko.pl
	RED IRON WROCLAW	RED IRON	WROCLAW	imrg@rediron.pl
	ALGARVE	ROTAREBELDE LDA	BELMONTE DE BAIXO OLHAO	rotarebelde@gmail.com
SAUDI ARABIA	PORTO	MOTOSTRADA	PORTO	info@thunder-riders.pt
	LISBOA	INDIAN SPIRIT MOTORCYCLES	LISBOA	paulo.carvalho@indianliboa.pt
SLOVAKIA	IMRG DHAHRAN	NAHWASHARQ Co LTD	DHAHRAN	t.alrasheed@nawwasharq.com
	IMRG RIYADH	NAHWASHARQ Co LTD	RIYADH	t.alrasheed@look-east.com
	IMRG JEDDAH	NAHWASHARQ Co LTD	JEDDAH	
SPAIN	IMRG ZVIOLEN	KLASIK MOTO	ZVOLIEN	info@klasikmoto.sk
	IBER	BIKERLAND	ZARAGOZA	gary@bikerland.es
	MURCIA	INTRUDER	MURCIA	recambios@intruder.com
SWEDEN	MADRID	MILLA CUSTOM MADRID	SAN SEBASTIAN - REYES	info@millacustom.com
	WEST GOTHIA RIDERS	LUGNETS MC CENTER	BORAS	giggi.kronqvist@gmail.com
	IMRG FIRST SWEDEN	AVA MC	STOCKHOLM	patrik.hinrichs@auxmp.com
SWITZERLAND	A3 LAKESIDE	ARRIGONI SPORT	ADLISWIL	a3lakeside@arrigoni.ch
	LAUSANNE	BIKER SYNDICATE	LAUSANNE	indian.chapter.lausanne@gmail.com
	BÜTSCHWIL RIDERS	AMERICAN BIKES BÜTSCHWIL	BÜTSCHWIL	info@american-bikes.ch
	HABSBERG HAWKS	HAUPTLIN MOTORS	BUCHS	info@hauptlin.ch
	LUGANO	GARAGE GARDEL	PAMBIO-NORANCO (LUGANO)	info@garagegarden.ch
	MITELLAND	BRITAM-BIKES		imr-mitteland@britam-bikes.com
	MOUNT RIGI	SIMOTA-BIKES	ADLIGENSWIL	contact@simota-bikes.ch
PM BERN	PM AMERICAN CYCLES	ASPI B. SEEDORF	info@pm-americancycles.ch	



# WELL DONE

AMA Flat Track Championship 2017

- 1<sup>ST</sup> Jared Mees
- 2<sup>ND</sup> Bryan Smith
- 3<sup>RD</sup> Brad Baker



# WE'RE WITH YOU IN 2018