

*Indian*<sup>®</sup>  
MOTORCYCLE

# RIDERS GROUP<sup>®</sup>

VOLUME 5  
IMRCMEMBER.EU



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Always wear your helmet. Never drink and ride.

**BE LEGENDARY<sup>®</sup>**



# EDITORIAL

## A NEW CHAPTER

GRANT BESTER - INDIAN MOTORCYCLE  
GENERAL MANAGER - EMEA REGION

Ever since Indian Motorcycle made its comeback in 2013, every day has been an amazing experience for us as we devote our efforts to ensuring the exceptional heritage of this unique brand lives on. More than a century after its inception, we're also writing fresh chapters in its history.

Not only does our team harness the vital knowledge, research, discussions, experience, expertise, and passion to keep alive the spirit of Indian Motorcycle - we're also building a solid base for taking the brand forward.

Following the remarkable success of the Chief models - which resurrected Indian Motorcycle - and then the Scout range, we're keen to explore other aspects of the brand's wonderful legacy.

One rich seam to tap is the fabulous story of Indian's ace performance in flat track racing between the 1920s and 1950s. Having officially returned to the American Championships two years ago, Indian Motorcycle has been flying round the track once again and piling up the trophies.

All our team can do is try and keep up with the frenzied pace. Fuelled by the excitement, we've rallied our forces like never before to design a new model and hone it to perfection, step by step.

We're immensely honoured and proud to launch the new FTR 1200 range, adding another building block to the edifice that is Indian Motorcycle. As well as embodying the brand's past and present successes, it revives all the pleasure of riding a motorbike.

We can't wait to unveil this model and share the excitement with you this Fall.



This magazine is dedicated to the memory of Cyril Huze. 1949 - 2018 - Florida - USA

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# Indian<sup>®</sup>

## MOTORCYCLE RACING

### NO SHARING

The dream pairing of Jared Mees and the Indian FTR 750 first came about in Fall 2016, and it's been unbelievably successful. Jared crushed it in 2017, winning the American Flat Track Championship after 18 races where he scored 10 victories and visited the podium 17 times. He continues with an incredible series in 2018, having triumphed 9 times in 11 races.

No one has dominated the sport like this since the legendary Scott Parker in the '80s and '90s. The FTR is emerging as the winning weapon, with five Number 1 spots in the provisional standings, and a total of 10 of the machines ranking in the top 15 of 2018's Flat Track Championship after the mid-season point.

JARED MEES' 2018 DAYTONA TT



# FTR1200 WE'RE BUILDING IT

## BIARRITZ - FRANCE

SATURDAY 16 JUNE - 8.30 PM



An event that was in the diaries, but kept firmly under wraps: at the 7th Wheels and Waves, leading figures from Indian Motorcycle stepped onto the podium with Grant Bester and several brand ambassadors to officially announce the birth and imminent production of the FTR1200.

The first stirrings of this project date back to August 8, 2016, in Sturgis, when Indian Motorcycle unveiled the bike that was to herald its comeback in the American Flat Track Championship. The machine's superlative performance caused a sensation, and the seed of an idea was sown in the R&D department...

One year later, on November 7, 2017, a prototype with the 1200cc twin-cylinder engine was unveiled in Milan. It met with such enthusiasm then - and at each subsequent appearance, including in videos with Brad Baker, Carey Hart and Dimitri Coste - that its makers took on the challenge of designing a tamer version of this beast that would be suitable for the wider public.



*Indian*  
MOTORCYCLE



FTR 1200  
CHECKERBOARD

It's no fluke that Wheels and Waves was chosen as the venue for this major announcement - quite the contrary: the event is a crucible for new trends, and the FTR1200 epitomises all the aspirations of the people who converge there.

Keep watching this space...

# THE SHRIMP

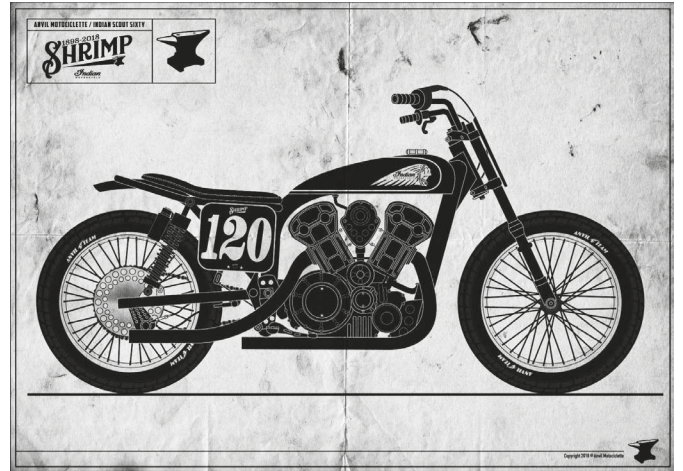


## BY ANVIL MOTOCICLETTE

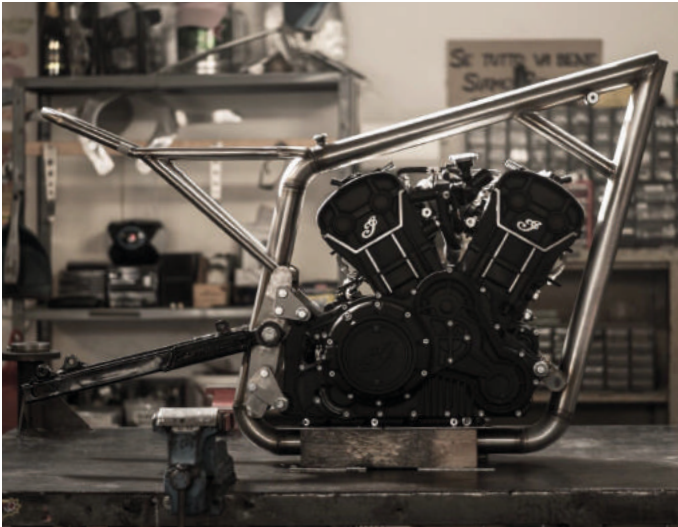
A TRIBUTE TO ALBERT BURNS

Anvil Motociclette is an Italian custom bike studio run by the duo San Marco and Phonz, brought together by their shared passion for building and customising sensational motorbikes.

Last February they caught the attention of Indian Motorcycle with their plan to build a flat tracker out of a Scout



SINGLE CRADLE FRAME HOME MADE



GAS TANK HOME MADE



Sixty, inspired by the memory of Albert "Shrimp" Burns. A talented young American racer, "Shrimp" died tragically in an accident on the track in 1921, aged just 23.

San Marco and Phonz translated the spirit they wanted to achieve with this machine into a design, and set down the lines on paper. Having stripped out the engine, they then built up something completely new around it, starting with the chassis: a tubular frame with a central beam and single cradle, holding a traditional swingarm pivot.

The fuel tank - a key element in their overall design concept - was hand-made by a boilermaker to give it the same finesse and curve that brings to mind certain English motorbikes. Its contours are beautifully extended by the flat saddle that ends in a handcrafted mudguard. The obvious choice for the suspension was Öhlins, and the flat tracker's single rear brake is by Brembo. Spoked wheels give an authentic period feel, and to add a perfect finishing touch, the era's square number plates have been recreated by hand.

After the black drape was removed in a solemn unveiling at the Wheels and Waves Artride exhibition in Pasaia, Spain, the "Shrimp" was raring to prove that it's not just for show. The very next day it set about racking up the laps a few miles away in the El Rollo race, where talented Italian flat track rider Emanuele Marzotto demonstrated what the machine is capable of.

On July 8th - pitted against 32 other bikes - Emanuele raced the "Shrimp" to victory in the Over the Top championship on the Lonigo track in Italy, in a magnificent tribute to the memory of Albert Burns.





# RICHARD CHRISTOPH

## INTERVIEW

### THE CREATOR OF THE SCOUT BOBBER

**The Scout has been on sale in Europe for three years now and is proving very popular, selling over 5,000 units. Did you expect this model to do so well ?**

Of course we expected it to do well. We know the chassis is great, the engine is smooth and powerful, and it is a simple and clean motorcycle. Not too complicated, and the chassis is modular, which makes it extremely easy to customise. The introduction of the Bobber has gone really well, and that only adds to growth. You get a lot of motorcycle for your money, and it is a premium offering. A good bike will catch on, just give it time. They both have the right look, and tell the right story.

**You started out working at Polaris from 2001 to 2003, before heading off to another brand for seven years. What made you want to return in 2011 ?**

There are a few once in a lifetime moments that come and go. Some of these moments are about history, and greatness, and an opportunity to change the face of the motorcycling world. For some of them, it feels like fate and your path in life, have prepared you for a specific moment. I did all I could do in Milwaukee, and it was fun, but with Indian, there were no bikes. That meant, no matter what, they were going to build brand new, ground up motorcycles. And to be a part of two of the most iconic American motorcycle brands in my one lifetime, it was something I needed to look at. I liked the energy at Indian, the scale of it all as well. Small teams, quick decisions, passionate people, and an opportunity to help reshape a new chapter in Indian's great history. It was too good to pass up.

**How did you go about soaking up the classic spirit and vibe of the Scout to design this 21st-century version, without breaking away from its historic roots ?**

I've always felt like I was born with an old soul. Like I should have been born in 1901, and been there with Charles Franklin. It's easy for me to see and feel the classic lines of Indian's historical bikes in new sheet metal. To feel the simplicity of the shapes, and silhouette. I've ridden almost as many old bikes as I have new, and I respect all the details of the pattern makers hands, and understand why they look and feel like historical machines.

At the same time, I was born in 79', so I got the chance to grow up and ride newer machines, sport bikes, super bikes, dirt bikes, etc. So I feel like I am connected with modern technology in the way I understand how that needs to be involved in a layout. So for me, it is easy to get a blend of classic - modern visually. The bike very much feels classic, grand, graceful, and flowing like an Indian. But with liquid cooled pieces, and a "clean" engine, you lose the details of fin packs, and mechanical details. So to be successful, I need to tell the story of the engineering visually through form.

**How do you balance a model's design, engine specs, and chassis in the concept so you end up with a realistic product that can be manufactured ?**

This is where the heavy lifting comes in. Its a team effort, and it takes balance. You can't have too much influence of one or the other. Engineering, Design, Marketing and Product Management. Greg Brew, the VP of design, said it is like the three legged stool. Too much or little of one or the other takes away that balance, and that is very true. For a lot of motorcycles, it comes down to emotion. 90 percent of the purchase is usually emotional for one reason or another. Sure, it rides great, it starts, stops, functions. But if theres no emotional connection, you don't buy it. And that for me is the visual love affair you tell upon that first look. Love at first sight.

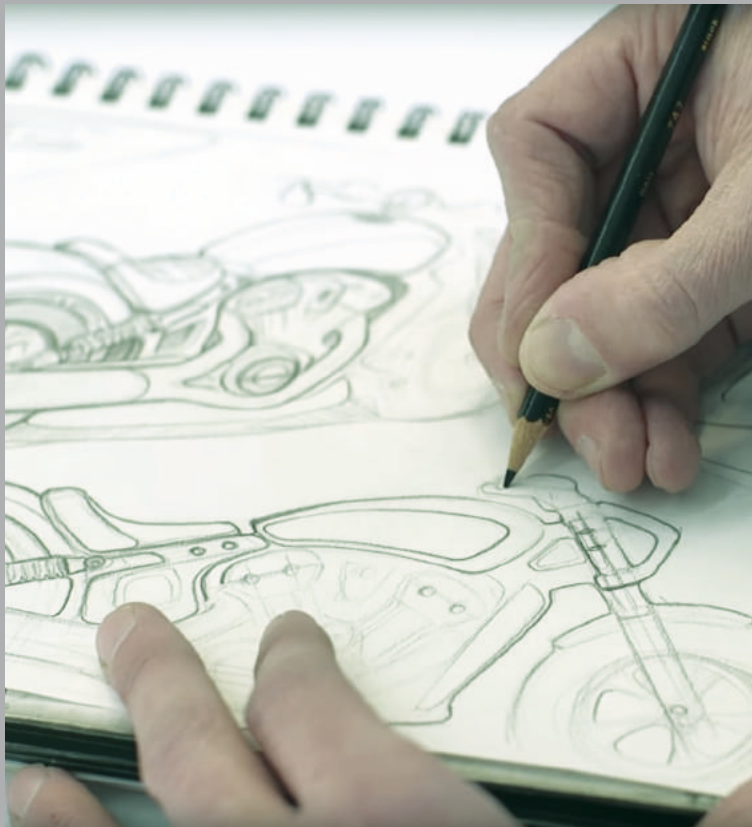
**Do you have any good stories to tell us from when the Scout was designed ?**

Yes, great story. The place in Milwaukee when I left, took 5 years to do new bodywork, other misc. updates, etc. Rushmore basically. Then I got here, and they said you have 27 months to do an entire motorcycle, clean sheet, engine too... and I was like...F@%K!!! Taking crazy pills. There is another story of great team members, great CAD guys, and a close team that could make decisions quickly without layers. I can remember all the critical decisions, one room, one outcome, move forward. That is probably the best story of SCOUT. A company can get focused on layers, adding people, etc. But in the end, a small, tight, focused team that can make decisions, will always kick ass. Period, over any other setup.

**We instantly associate the name Richard Christoph with the Scout - will we also see your stamp on another kind of Indian model ?**

Well, I would have to say I've been blessed with so much. And it's a result of hard work, being relentless, promoting those around you, and building relationships. The next one for me that will change my life at least and make me proud to be in this game, is the FTR1200. The FTR1200 Custom was a pure expression of creativity, and I'm also proud to be attached to that. The production version captures that bike perfectly. Its a game changer, and its a legit motorcycle all the way around. The way it looks, the way it makes you feel, the way it rides, engine, chassis, etc. A properly fun motorcycle in a new segment for an American Company that combines the right look, the right performance, and the right price. So if I could get another chance to stamp, that would be the one. I've been waiting my whole life to design this bike, the stars have aligned beautifully.





# INDIAN N' BLUES

## IMRG FRANCE MEETING, DAX 2018

THE 2<sup>ND</sup> NATIONAL IMRG FRANCE MEETING TOOK PLACE UNDER THE SUNNY SKY OF DAX, SOUTHWESTERN FRANCE, WITH OVER 300 BIKERS ATTENDING FROM ALL OVER THE COUNTRY, RIDING SOLO OR PILLION ON THEIR ROADMASTER, CHIEF OR SCOUT.





The beauty of this meeting in Dax is its unique combination of passion for the brand, rides in the mountains or along the ocean, and great Blues and other concerts by the many artists that sign up for the Motors'n'Blues Festival.

Riders first got together on the Friday night, forming a huge parade and touring round the city's streets. Then they headed over to the Arènes park to enjoy a massive paella for dinner – a reminder of Dax's cultural proximity to Spain, just an hour and a half's drive away.

On Saturday there was a big ride through the Basque Country, stopping for lunch at the Osquich Pass around tables laden with local specialties. Riders were treated to some breathtaking vistas along the route, which took them into the Pyrenées up to the Iraty pass and then re-descended on a winding road to the village of Larau.

Back in the valley, the groups returned to Dax for a night of partying. Festivities included the presentation of numerous awards to the presidents of Riders' Groups as well as for the most deserving attendees, some of whom had traveled over 1,000 km to take part in this 2<sup>nd</sup> meeting.

See you in 2019 !



**Lifestyle Sunglasses**  
Lightweight polycarbonate frame and with a shatter resistant UVA/UVB lens. CE certified. Lens Filter Category 3.

**Hedstrom Jacket**  
A classic black leather riding jacket. Simple flattering female cut with a dull subtle black leather. Logos are a subtle black on black emboss and embroidered. Fixed lining - airmesh. Removable liner-quilted plaid vest. Zippered vents in sleeves & back 2 exterior & 2 interior pockets. Zip & snap cuff wrist, side adjustment zips. Women's V-Twin Fit.

**Women's Racer Tank Antique White/Red.**  
A lightweight cotton jersey tank in Antique white, with contrast back in Indian red. The large front print celebrates the history of Indian Motorcycle® and Board track racing. White/Red - 100% Cotton.

**Glossy Black Retro Open Face Helmet.**  
Outer shell : 100% Glossy fibreglass. Inner shell : 100% EPS Glossy, UV lacquer Finish 100% fiberglass. Outer shell : EPS inner shell, Fixed lining, ECE certified, Detachable sunpeak & cheek pads, D ring closure, goggle fastener at back, Bluetooth® compatible.

**Connelly Boot**  
This boot is based on Red Wing Shoes' Engineer boot and has been updated for Indian Motorcycle® riders. Heeled Oil Resistant Cushion Crepe sole to provide grip and lighter weight and an instep strap to adjust the fit. Original Indian Motorcycle® buckles. And embossed logo.



# SHOPPING

## FEMME

The Indian Motorcycle® icon is printed on the front in a white waterbased print. 65% polyester, 35% rayon rib.



Perforated Route Glove.  
Punched leather glove with vintage stripes  
Full leather construction. Padded palm  
Velcro® wrist closure  
Touchscreen finger & thumb tip.

Indian headdress round pendant.  
.925 sterling silver.  
Handmade in USA.

# SHOPPING

## HOMME

### Entry Sunglasses

Lightweight polycarbonate frame and with a shatter resistant UVA/UVB lens. CE certified. Lens Filter Category 3.

### Perforated Route Jacket

Leather riding jacket in washed grey. Perforated leather allows great air flow for warm days and a removable plaid liner offers insulation for cool temperatures. Stripes on the arms and snap collar. Logos are bold with large red back applique and colorful sleeve logo.



Indian ornament Ring. .925 sterling silver.  
Handmade in USA.

**183MPH LS Tee**

A long sleeved tee in red slub fabric. Large distressed print on front, small distressed logo on back, printed contrast stripes on sleeve, embroidered "Since 1901" at back hem, woven patch on right sleeve. 100% cotton slub jersey.





Photos Eric Malherbe



# WHEELS AND WAVES

## THROUGH THE EYES OF DIMITRI COSTE

**OVER THE PAST FEW YEARS, WHEELS AND WAVES IN BIARRITZ, FRANCE, HAS ESTABLISHED ITSELF AS A CALENDAR HIGHLIGHT FOR THE GROWING NUMBERS OF MOTORBIKE ENTHUSIASTS. IT'S A MASHUP OF THE HEDONISTIC BIKER SPIRIT IN ALL ITS VARIOUS GUISES, AND THE SURFING CULTURE OF THE SEVENTIES. INDIAN MOTORCYCLE HAS BEEN PART OF IT EVERY YEAR, ACCOMPANIED BY ITS AMBASSADOR OF CHOICE, DIMITRI COSTE.**

Dimitri Coste is a talented photographer, artist, amateur motorcyclist and globetrotter who grew up immersed in the world of cycling and motorbikes. His artistic output spans shoots for fashion magazines, images for big brands, star profiles – and occasionally a working relationship turns into friendship, as it did when he immortalised Johnny Hallyday's last road trip across the USA in 2016 behind the handlebar of an Indian Springfield.

Coste grew up riding BMXs and had reached the top of his game when he came across Bruce Brown's cult film "On any Sunday" – and his life was changed forever. This remarkable and visionary 1972 documentary tackles all the philosophical and cultural equations involving motorbikes, and also features Steve McQueen hanging with his friends under his occasional pseudonym Harvey Mushman, along with American champion and six-time Baja 1000 winner Malcolm Smith, who was inducted into the AMA Hall of Fame.

*"It was the first time I'd seen flat track racing," recalls Dimitri. "I fell in love with the beauty of the discipline in all its aspects – the riding, the curves of the bikes, and the style of clothes. The fact that it was unknown and totally non-existent in Europe made it seem even more glamorous to me."*

So he got hold of a BSA, removed the front brake as required by the rules of flat track racing, and skipped over to England every time he had the chance to take part in local dirt track races. In France he found the same spirit at the Norman Scramble and other trials in Normandy. As an amateur racer without borders he signed up to the legendary Catalina Grand Prix in California, a race that was first set up in 1950 on Santa Catalina and runs for 100 miles around the island. To everyone's surprise, he triumphed in the race. He gets around all the major events where fans of motor racing gather, including the famous Pikes Peak in Colorado.

When Wheels and Waves was born in Biarritz in 2012, Dimitri was there from day one. It was just the kind of event he'd been dreaming of for over a decade.

*"This meetup is the only one of its kind in Europe, it never disappoints. I always have a fantastic time – I don't care if it rains, I don't care if I get to ride or not. The W&W is an unmissable highlight of the year as far as today's European scene is concerned. It's a great mix of racing, partying, and good vibes. There's no sectarianism – we're all just there to enjoy the pleasure of racing. It's a very broad church, and I find the variety of motorbikes quite interesting. It's also an opportunity to meet cool people from all over the world."*



# 100.000<sup>TH</sup> THUNDER STROKE

INDIAN MOTORCYCLE'S COMEBACK IN 2013 WAS MATERIALIZED BY THE LAUNCH OF THE CHIEF RANGE, WHICH IS POWERED BY THE STUNNING THUNDER STROKE 111. RECENTLY, THE 100.000TH MODEL OF THIS ENGINE LEFT THE ASSEMBLY LINE. FLASHBACK ON THIS UNPRECEDENTED ADVENTURE.



*"We are excited to be part of the revitalisation of a quintessentially American brand. Indian built America's first motorcycle. With our technology and vision, we are confident we will deliver the classic Indian motorcycle, enhanced by the quality and performance for which Polaris and Victory are known",* said Scott Wine, CEO of Polaris Industries Inc. on April 19th 2011, the day Indian Motorcycle's buyback was announced. These few words were giving a clue to the product roadmap Steve Menneto - CEO of Indian Motorcycle - was going to give Gary Gray, who was nominated Project Manager of Indian Motorcycle's rebirth after twenty years of service at the Polaris motorcycle department.

*"That was an honour. And terrifying at the same time"* Gary recalls. With his entire crew, he immersed himself into the brand's history in what he calls "the Indian heritage tour". During this venture, the team visited a few collectors, including one from Iowa where they had a chance to test ride all models from 1920 to 1940. Then they went to the National Motorcycle Museum in Anamosa (Iowa), to educate themselves about the brand's history. *"It was very important to restart from where the brand had stopped in its authenticity and thus progress in our work. Had we not established this connection with the past, we would have lost."* Gary Gray avidly read piles of books to learn all details about Indian's distinctive features and to understand the different mechanical architectures of its engines. In the meantime, his crew was collecting all possible information about historical Indian owners. After having compiled a great amount of work, a list was set up to define what the first Chief model should look like.

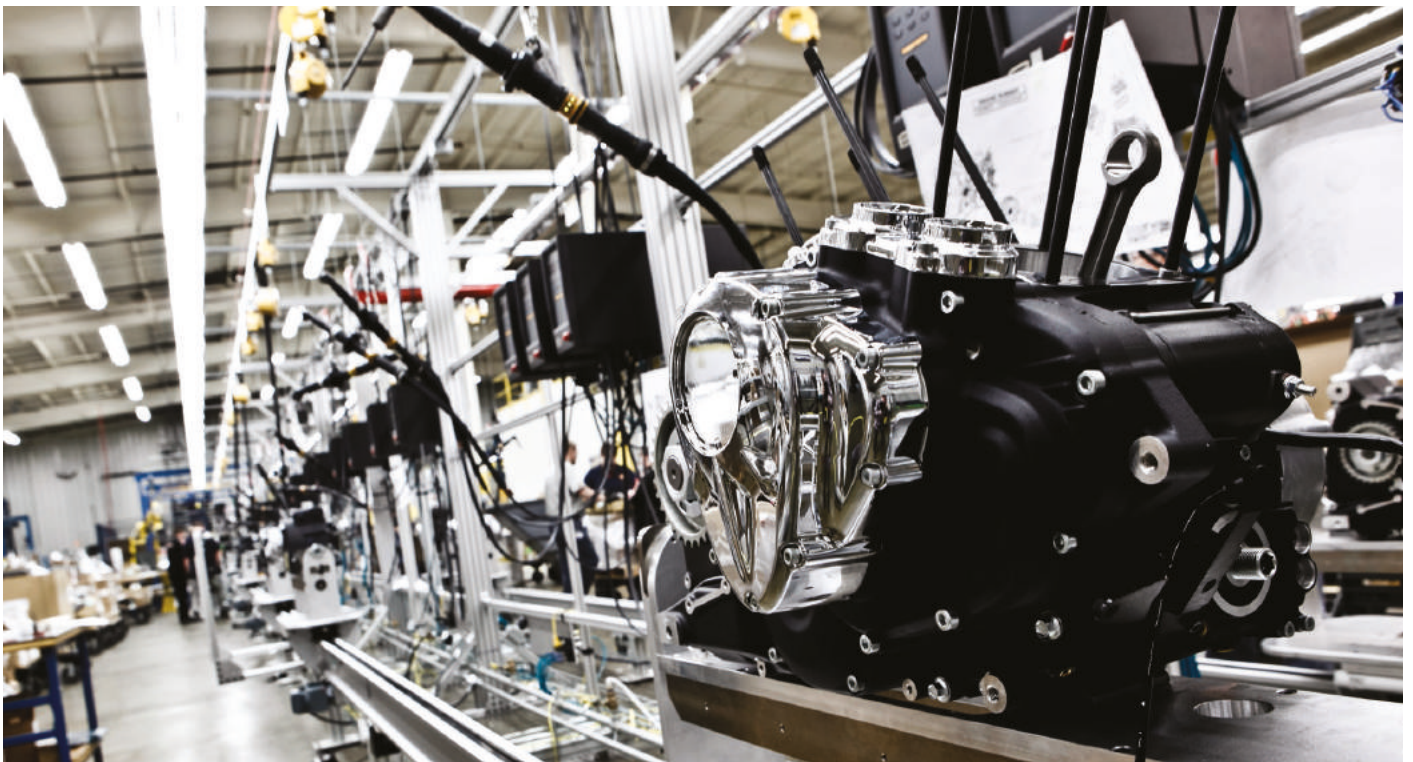
*"We started with the motor and when I asked the engineers we need to design an engine with a downward-firing exhaust and some visible pushrod covers on the sides, they just shook their heads. I told them that those are two of the most important elements that connect this engine to our past. For any other product, they would have said "no way" but they understood it for Indian. From that standpoint, everything was much easier."*

GARY GRAY



Promise kept: in Daytona on March 9th 2013 and after 27 months of an enormous amount of work by several teams joining their efforts and highly qualified competences, Indian Motorcycle was unveiling the great new twin cylinder Thunder Stroke 111 which would motorise the new Chief range, unveiled in Sturgis on the 4th of August 2013. At this date, Steve Menneto proudly announced that close to 2 million kilometers had been successfully run by this splendid motor on a test bench. Five years later in May 2018, the Indian engine assembly plant in Osceola, Wisconsin, celebrated the production of the 100.000th Thunder Stroke 111 motor!

Today, the Thunder Stroke 111 engine is the heart of the heavyweight range for tens of thousands of motorcycles around the world. This means millions and millions of miles for this fine engineering with its exceptional reliability. The demonstration of ruggedness and performance has been largely proved internationally.



**STEVE MARTY**  
Production Supervisor engine  
in Osceola - Wisconsin



# SCANDINAVIAN VIKING RIDE 2018

**AFTER SEVERAL YEARS, THE SCANDINAVIAN VIKING RIDE HELD IN MID-MAY IS BECOMING A TRADITION.**

Magne of First Norway Riders Group, and organiser of this magnificent road trip, reported back to us after he and his group had arrived at this year's starting point, Lübeck in northern Germany. First they'd crossed the North Sea by ferry, and then they rode through Denmark for two days before reaching Lübeck.



The itinerary changes every year, and in 2018 it took this dozen or so Indians across 2,500 km from Lübeck in northern Germany to Lyngdal in southern Norway.

They spent nine days riding through Denmark, Sweden and Norway. At each stage, it was arranged for the group to stop in and meet the local Indian dealers, who were thrilled to welcome them for such an occasion. The starting point in Lübeck was fixed at the most aptly-named place you could imagine – an Indian dealership called Viking Cycle! The first 350 km of scenic routes led the riders to Jensens MC in Denmark, the brand's new dealership in Horsens.

After spending a whole day there, the group hit the road again for a stunning crossing of the Danish islands by way of the famous Great Belt, two linked bridges measuring 6.6 and 8 km that brought them towards Copenhagen. One last channel crossing took the group out of Denmark and over to Malmö in Sweden.

The ride then followed the Swedish coast up to Gothenburg, ending at Gothias Mothers Cycleshop. It had been a long day, covering 570 km of road, and everyone enjoyed a well-earned rest at the very comfortable Liseberg Heden Hotel.

The fourth day saw the group riding up along the Swedish coastal road to Norway through some extraordinarily beau-

tiful landscapes. After a break at Spinnin Wheel in Mysen to the southeast of Oslo, they continued along a forest road for about an hour to their next halt at the Rømskog Spa on the banks of a lake, where they spent a wonderful evening. The toughest stretch of the 450-km trip was on the fifth day, when the group rode across Norway's mountain range from east to west along superb roads with breath-taking scenery on all sides. Spring was only just getting underway with temperatures sometimes hovering around 0°C, and they had to take quite a few detours due to road closures. Eventually they arrived at their destination, Stalheim, in the heart of the mountains. Next day, the riders continued their journey along equally spectacular roads that followed the northern bank of Sognefjord and eventually brought them to MC Marine, the Indian dealership in Bergen.

With May 17 being Independence Day in Norway, everyone took a break to enjoy Bergen's famed celebrations, with marching bands and parading children and schools. The group got off to a late start for the next leg, a gloriously scenic tourist route taking in the famous Hardanger Fjord. They rode across it on the country's longest suspension bridge (1.3 km), eventually arriving at Norway's most impressive waterfall, Vøringsfossen.

The penultimate day brought a memorable ride through a



MAGNE



succession of stunning landscapes. There were fjords, mountain ranges, the beautiful Låtefoss waterfall, and the magnificent road over Saudafjellet, which takes you through a very rugged, wild, almost hostile environment - nature at its most raw - that's only accessible via this road.

The last day saw the riders complete the remaining 300 km of this Viking Ride, after a detour to see the Lista lighthouse. Finally Magne and the First Norway riders' group returned safely to Lyngdal and their journey's end, Twin Thunder. It was time for the group to celebrate, in a fitting fashion, the end of this glorious 2018 edition.

# DIRECTORY OF RIDERS GROUPS

EUROPE - MIDDLE EAST - AFRICA



The Indian Motorcycle Riders Group in Europe now counts over 10,000 members, with more than a hundred clubs in 21 countries. Why not join them, and enjoy local meetups, socialising, rides and excursions with other Indian owners in your area.

Contact your dealer and find out who your regional Indian Riders Group representatives are.

Visit [www.lmrgmember.eu](http://www.lmrgmember.eu)

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	SOUTHERN AUSTRIA	STYRIAN MOTOR CYCLES	ST. PETER I.S.	markus@smc-design.at
	VIENNA AUSTRIA	BIKE HOUSE HABERL	WIEN	h.haberl@indian-vienna.at
	WEST-AUSTRIA	GODFATHER CUSTOMBIKES	ITTER	info@godfatherbikes.com
BELGIUM	DE KEMPEN	MOTORSHOP LIMBURG	PEER	info@motorshoplimburg.be
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