

FALL 2020

Indian[®]

MOTORCYCLE



INSIDE

THE GREAT STORY
OF THE CHIEF

CORNERING
LESSONS FROM
A STUNT RIDER

YOU WROTE YOUR
PASSION FOR INDIAN

NEW GEAR

PLUS:
EUROPEAN
ROAD TRIP

LUIS THE
AMERICANO

YOUR CHOICE / YOUR RIDE / YOUR MAGAZINE



A Dog Named Scout

First, from all of us at Indian Motorcycle, I hope that you and your families are safe and healthy. The last six months have been a true challenge, and that burden has fallen more heavily on some than it has on others. Things were scary here for a bit. No one knew if another customer would walk through a dealership door. But in mid-April, we saw a small bounceback. Then, suddenly, the outdoor recreation market went wild. There were lines outside of dealerships. May and June were record months for us. In fact, we sold more bikes than we ever have in the first half of any year. Why? People were tired of being at home and wanted to be outside—at a safe, social distance. Well, lo and behold, riding a motorcycle and having fun outside go hand in hand.

Personally, this period has been very different for me, too. After traveling at least one week a month for 30 years, I'm at home full time. My 25-year-old daughter and 22-year-old son are back, too. Having the family together led to a big moment for us: We got a puppy, a mini bernedoodle we named Scout. (That's him with me, above. He already has an Indian Motorcycle collar and chew toy.) At the end of June, we all went up to a cabin on the north shore of Minnesota, near where my parents had a place when I was growing up. It was nice to be able to share some of those memories with my family, and there is truly beautiful motorcycle riding along Highway 61. What I miss the most in these strange times is the chance to interact with you. The last owners event I

was able to attend before the world shut down was the first I attended as president of Indian Motorcycle, Daytona Bike Week. Everyone was so passionate, sharing stories about their bikes and their experiences with our company. I loved hearing the stories then, and I want to hear more of them now, even if it has to be from a distance. Please keep them coming—on Instagram, Facebook, or even an old-fashioned letter. We'll include some of your posts and messages in upcoming issues. Because this magazine—and, on a larger scale, this company—are all about two things: you and the passion we share as Indian Motorcycle riders.

Stay safe, and keep on riding.

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INDIAN MOTORCYCLE ON INSTAGRAM

Our bikes have been popping up all over social media. Be sure to share your favorite Indian Motorcycle moments with us @IndianMotorcycle.



@nico_ladons_team



@chazsterhd



@darkhorserider2019



@leahtokelove37



@qnami



@brittanyorrow



@just_the_letter_v



Left: Even the police escorts joined in on this group shot in Richmond, Virginia, during 2017's International Female Ride Day®. Below: Founder Vicki Gray. Opposite: Women from all over the world post pictures of their IFRD experiences.

INTERNATIONAL FEMALE RIDE DAY®



Every year since 2007, International Female Ride Day® has brought together women from all over the world. They don't share the same background, and they usually don't share the same asphalt. But they do all share the same love of riding—and the same goal of encouraging even more women to join them.

► **What It Is**

A globally synchronized ride day that recognizes and celebrates female riders from any country and from any club, no matter what they ride. This year's was in partnership with Indian Motorcycle.

► **When It Happens**

Because of the pandemic, this year's IFRD was August 22. But next year it'll be back on its regular date, the first Saturday in May. Check motoress.com for details.

► **How It Started**

Although Vicki Gray's father didn't ride, he did fly planes. He loved the speed, the turns, the rush. And so did Vicki (above). Instead of in the air, though, Gray found those thrills on a motorcycle. She rode her first bike at age 16, and she never looked back. Soon she was racing bikes, and then, teaching others as an instructor.

She knew there were other female riders out there. There had to be. But it was hard to see them. They were rarely featured in

dealership brochures, and there were few communities for female riders to interact.

In 1998, she decided to fix that problem by starting a website—the first was called Race Girl, then she created Motoress—as a resource and a way to provide support for female riders. On the site, you'll find riding news, tips and techniques, and bike and gear reviews. But Gray still wanted to do more. As she saw it, women's opportunities to ride were limited, and that meant that the opportunities for other women to see

women riding were limited. “It’s not easy,” she says. “If you take a woman who has a career, a partner, children, a house, things to do, it’s very hard for motorcycling to become a priority.” So, she created a day that would make it one.

The first International Female Ride Day® took place in the summer of 2007. “I wanted to stop the cycle of positioning women as if we were just starting to ride. Women always have ridden,” she says. The problem was, there weren’t often seen riding. Gray saw an easy solution: “I asked women to just get out there—to show everyone how many of us there are.” The first year was limited to riders in Canada and the U.S., but in the second year other countries joined in. The U.K. Australia. Kenya. Each year after that, female riders in other countries got word of the day and joined in, too. Thirteen years later, the movement is worldwide. “Women are doing the very same thing I am, at the very same time, all over the world. It almost gives you goose bumps. It’s a thrilling connection,” she says.



“International Female Ride Day® has propelled a lot of women forward into motorcycling. They see an example. That was the whole purpose. I tell women that they are role models. And their message, as it’s always been, is inclusion and diversity. It’s strong, it’s powerful, and it just keeps going,” Gray says. “It’s unbelievable.”

► **How to Get Involved**

To look for a ride in your area next year, contact your local dealership or check Facebook. If you don’t see one, no problem. Just start your own. It doesn’t matter where you ride, for how long, or with whom. Grab a friend or go solo. And be sure to post a pic from your ride on social media and tag it either #IFRD or #InternationalFemaleRideDay.



INDIAN CHIEF HISTORY

by Charlie Lecach

Photos : Archives Indian & C. Lecach

1948 Indian Chief
dashboard

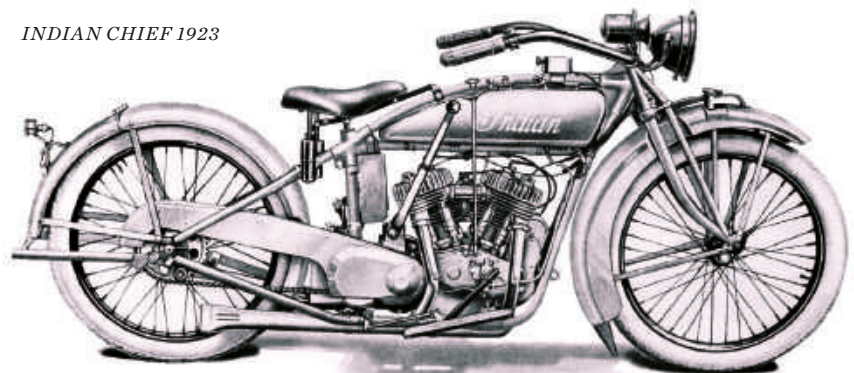


A RIDE FOR CHIEFS!

Between 1922 and 1953, the first generation of Chief models were to become one of the greatest chapters in Indian's history. Here's a look back at three decades' worth of the legendary Big Twins, brought to life once more by the present-day Indian Motorcycle Company in 2014

Many of the models produced during the first 52 years of Indian's existence achieved iconic status, but two machines in particular really deserved that description, as they have made a lasting impact on the collective imagination: the Scout and the Chief. It's much the same story today. The Scout was introduced to modernise the range in 1920, although the Powerplus, launched in 1916 and produced in vast numbers during the First World War, continued to be made for some time. Despite its

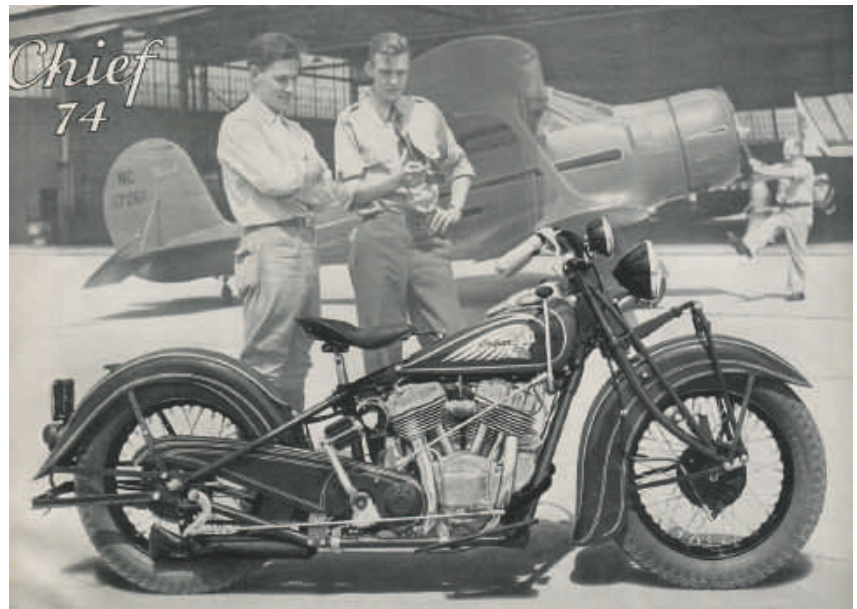
INDIAN CHIEF 1923





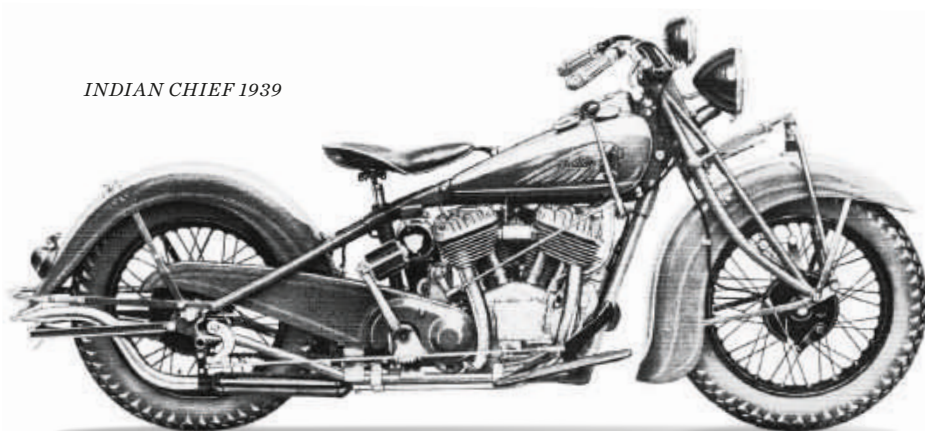
Indian Chief 1925

relatively modest 600cc capacity, the Scout proved to be an excellent motorcycle, so much so that a 1000cc Chief version was also made available from 1922 onwards. The new Chief was officially unveiled on 5 September 1921, and was an immediate success. Once again, Irish engineer Charles B. Franklin achieved the miraculous with his sidevalve engine and its timing cover housing twin camshafts. The primary drive, featuring a helical transmission and oil bath, linked the 42-degree twin-cylinder engine to the three-speed gearbox, the latter being firmly bolted to the engine. The powertrain was itself screwed into the double lower cradle of the generously-proportioned rigid frame. The leaf spring suspended chassis used on the Powerplus was undoubtedly ahead of its time, but was not very stylish and had a tendency to cause chain breakages. In returning to a rigid rear suspension, Indian adopted a more harmonious design, relying instead on the saddle springs and leaf sprung trailing arm forks to provide ride comfort. Up until 1926, the cylinders on the Chief were 'blind':



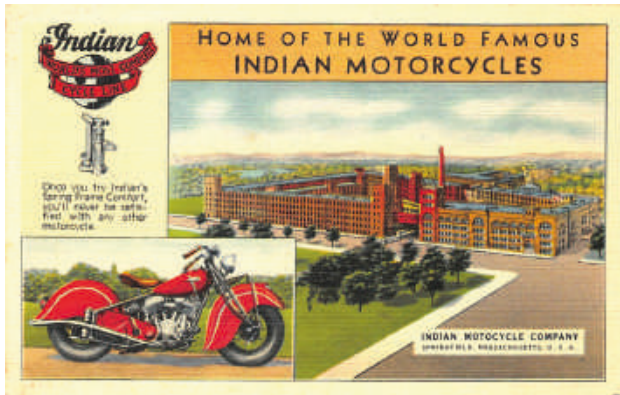
Advertisement Indian Chief 1939

the cylinder heads could not be removed. Instead, access to the valves was via shafts with removable threaded caps, two of which also accommodated the threaded end of the spark plugs. For a time, the Powerplus lived on alongside the 1922 Chief – albeit under the new name of 'Standard', so as not to give the misleading impression that it was more powerful than the Springfield manufacturer's newer offering. After an 1189cc version, launched in 1921, the Standard was finally discontinued in 1924, while the Chief range was expanded to include a 1206cc version alongside the original 1000cc model. The Scout remained as popular as ever, thanks to intensive promotion by the brand. The goal was for the 600cc bike to attract younger clients who would later upgrade to the Big Twins



INDIAN CHIEF 1939

INDIAN CHIEF HISTORY



Indian commercial card 1941

– a commercial strategy that was further reinforced by the arrival of the single-cylinder 350cc Prince in 1925. Nevertheless, it was the larger Chiefs, especially the Big Chief, that forged the brand's reputation: these bikes were real workhorses, able to carry any load – and indeed, they generally had a sidecar attached. In addition, the factory, known as the Wigwam, had a special department dedicated to making the manufacturer's engines even more powerful at the request of customers. These 'B-Motors', as they were known, were assembled by dedicated technicians, and gave rise to highly limited-edition superbikes based on both the Chief and the Scout. On these Daytonas, Savannahs, and Bonnevilles, everything that could be tweaked was, with larger carburetors, aluminium pistons, high-performance camshafts, and greater play in moving parts to avoid them seizing up. However, the Chief's engineers then rested on their laurels somewhat for four years, until the next substantial mechanical changes were made to production models in 1926. These related mostly to the connecting rod assembly, with the outward appearance of the bikes remaining unchanged. After these internal improvements, the design office once again turned its attention away from the Indian Big Twin to concentrate on the Scout and another new model, the superb four-cylinder machine recently acquired in the buyout of the Ace brand. The V-Twin was further refined somewhat in 1928, the year which saw every US manufacturer simultaneously adopt front brakes for the first time. In March 1930, under the chairmanship of E. Paul duPont, Indian was set to scale even greater heights, all the more so in that the new

1940 Indian Chief CAV (Continental Army Vehicle) with side car.



Advertisement Indian Chief 1946

boss was not only chief executive, but also an ardent motorcycle enthusiast himself. It was at this time that the appearance of the Chief began to change, with a new, gracefully curved fuel tank in place of the former tank, housed within the tube frame, that had

Indian Chief 1948.





Indian Chief Nightlight 1948



Indian Chief Meter 1952

been used for over twenty years. The next year's model used up the remaining stock of thick-walled, cast aluminium tanks, after which these were replaced by a more traditional pressed steel version. Chiefs were becoming sturdier thanks to technical refinements – and also more attractive to look at. The 'Chief Indian head' horn cover is one of the most beautiful components ever produced by the manufacturer, and the two-tone paintwork features outstanding graphics. In the absence of any major technical advances, 1940 saw the appearance of large, curvaceous fenders, imitating the style of the automobiles of the era. Some bikers deemed this facelift a waste of time, but most embraced it enthusiastically. The superb bodywork was accompanied by a suspended sliding frame, as well as cylinder heads sporting elegant, profiled fins. Sadly, war was raging in Europe; the French army's order for five thousand military Chief Continental Army Vehicles (known as CAVs) left US dealers bereft of bikes. To add insult to injury, half of the precious cargo was lost at sea after a torpedo attack in the Atlantic, and many of those CAVs that did reach France were requisitioned by the enemy. 1944 and 1945 were financially disastrous years for the Springfield-based manufacturer, but in 1946 Indian bounced back with its new generation of civilian Chief 1200s. With them came the return of skirted fenders and of the girder fork borrowed from the 841 model, a small production run featuring a transverse V-twin engine and shaft drive. The Chiefs produced between 1946 and 1948 are undoubtedly the brand's most emblematic models, but the sad fact is that their superb styling concealed a lack of technical development compared to the competition. Flathead engines and three-speed gearboxes



Indian Chief 1952 with its telescopic fork

may have been indestructible, but they were already technologically obsolete. CEO Ralph B. Rogers preferred to focus on the new Indian Arrow and Scout models, designed to rival British bikes, and the Chiefs were dropped from the 1949 catalogue. They made a brief comeback in 1950, fitted with a hydraulic telescopic front fork and a more powerful 1300cc engine. But output was plummeting, and these last-ditch efforts failed to save Indian from bankruptcy in 1953. It would be another 60 years before the elegant lines of the Chief were to return; now, with the Thunder Stroke III engine, its success is here to stay.

Indian Chief Classic 2014 and Indian Chief 1948.



You didn't choose just any old bike; you chose an Indian. Perhaps you found the legacy that comes with this brand irresistible; or maybe you were just looking for a ride you could really make your own. Either way, you chose to stand out from the crowd. We've collected your stories - complete with all their spontaneity, sincerity, enthusiasm, and heartfelt feelings. We received far more than we've got room for; here's a choice selection.



◀ **LEVI - SCOTLAND, ROADMASTER**

“Hi Folks, Levi Tusoon here, I am the main man for all things Indian motorcycle related for Scotland and the north of England. My greatest joy is being able to rock the Indian brand at every event we go to! This allows me to build peoples aspiration to own one of these legendary machines.”

WHY



◀ **PAUL - UNITED KINGDOM, CHIEF VINTAGE**

“Recently returned from living and working in china for 10 years and always wanted an Indian motorcycle I saw this one for sale and fell in love with it, just added some of my own touches gold headstock emblem, airbrush feathers on the front fender, reduced reach handle bars, upgrated air filter, also made capped nut bolt for the filter cover easy to remove for checking. Planning a solo rack when they are available. I had to cancel my trip to the states this year planning to ride the 66 california end”



◀ **ROBIN - ENGLAND,
CHIEF DARK HORSE**

“Enjoying a quick catnap in the Spanish winter sunshine after crossing the Col du Pourtalet in the Pyrenees....Robin Janes and his 2016 Indian Chief Dark Horse”

ERIDE



▲ **DANNY - SPAIN,
1200 SCOUT**

“I’ve been riding a motorcycle for 40 years, but this year I bought an Indian Scout at the Indian dealer Intruder in Alicante just after the lockdown in Spain. My first Indian. Beautiful motorcycle, fantastic handling, in short a dream to ride and I have already ridden many kilometers in the meantime. Ride with pride”
Danny



◀ **PANOS - GREECE,
SCOUT BOBBER**

“I’m in love with two things , late night rides and cherishing every sunrise/sunset on my Indian Scout Bobber ! Safe travels see you down the road !”

▼ **ALISON & BARRY - ENGLAND, ROADMASTER**

“Here are a couple of photos of us on our Indian Roadmaster riding over the Ponte della Liberta bridge into Venice. We were attending European Bike Week in Austria and

decided to have a ride down to Venice. Once we got back to our home in Braintree Essex we had ridden through 7 different countries on our fantastic trip.
Kind regards”
Alison and Barry Hayes



► **FRED - FRANCE, SCOUT BOBBER**

“Hi. You can’t explain love at first sight. I spotted a bike one day that piqued my curiosity. What brand was that? What model? Reason soon took a back seat to passion. It had been years since I’d experienced all the fun of the road riding a motorcycle. I’d been looking for something that would really inspire me.
And this was it – I’d found something with that quintessential difference. I was sure of my decision; I was keen to start riding again, on a machine that really stood out; this magical, magnificent motorcycle revived all

the thrill of the road for me. I rode 3,000 km in two weeks - a long dreamed-of road trip. It’s a demanding bike, and not necessarily designed for long hauls, but who cares? That’s easily forgiven! For everyday use, it’s perfect.
It turns heads everywhere, and I get no end of compliments. I love showing it off to inquisitive bystanders and lovers of fine engineering. It’s so good-looking that a photographer friend asked me to pose alongside it. He didn’t need to ask twice!
I’m really proud of this ride. That’s my story – and it’s only the start of my journey with this machine. All the best,”



▲ **FLORA - ITALY, 1200 SCOUT**

“I met the Scout thanks to Pink who has one. I bought it less than a year ago and I am in love with it.”

WHY W



► **MANEL - SPAIN,
SCOUT BOBBER**

“Hello friends! I am happy to enter the history of a brand that has become a legend. My experience so far with my Indian is being very satisfying and full of emotions. I hope to see myself in the next magazine, thanks for being there!”



ERIDE



▼ **FRANZ - DEUTSCHLAND,
SCOUT & VINTAGE**

My story is almost ordinary, but still quite interesting. I was with my girlfriend at a biker reunion with the Road Eagles near Roth, and the local Indian dealer had some bikes on display. My girlfriend immediately fell in love with the Scout. She didn't even have a driver's license at the time. Later, after taking her test and gaining some riding experience, she was still raving about the Scout. For our second anniversary I surprised her by taking her to Indian in Holledau to try out a Scout.

I accompanied her on a Chief-tain Darkhorse so she didn't drive alone.

During the test drive the Thunderstroke engine made quite an impression on me.

Back at the dealership I looked around again and saw the Chief Vintage in blue and white.

I really liked it, except for the brown leather seat. A few months later my girlfriend bought the Scout, so I ended up stopping several times at Iwan Bikes. Again and again the Chief Vintage caught my attention. This year, I thought it was time to change frames, so I went back to Iwan Bikes. Suddenly, the Vintage was there, with black leather, and I was really confused. Soon after, I signed the order form. It was at the beginning of June this year. Since then I have ridden 12000km and I still love every kilometer of this beauty. In the meantime, Berni (Bernhard Peintner) invited me to the Bavarian capital of the IMRG, so I got to know a great group of people who make every journey and every encounter a real pleasure.



► **TOR - NORWAY,
ROADMASTER,
IMRG RAIN CITY**

“Hi; Well I’m 58 Years old, and the 2016 Roadmaster is my second Indian motorcycle. I traded in my previous Scout For the Roadmaster, as I wanted a bigger bike. I absolutely love Indian motorcycle as a brand through the unrivaled quality and performance. And my local Indian dealer is superb. I’ve been a biker for just about 5 years, so sure, you can say I started

kinda late. But hey, this is my new lifestyle now, and I’m gonna stick to Indian. Guess what my next future bike’s gonna be? Isdahl, western Norway”



WHY WE RIDE

► **MATHEWS - UAE,
1200 SCOUT**

“Destination Dubai. Name the place and I’ll be there, It felt good to be out of the rain!”



▲ **JACEK KAPICA - POLAND,
CHIEF DARK HORSE**

“Break on Indian with Indian. During my trip around Bieszczady Mountains, where are of most popular and attractive motorcycle roads in Poland I took a break on my Indian Chief. Jacek Kapica”

How to Corner Better

By Joe Dryden, professional stunt rider

Feeling the bike move as you lean into a turn, hearing the pegs scrape just a bit—for many of us, it's the best part of riding. And the more confident and experienced you get, the better it becomes. That's why we asked Joe Dryden, a professional stunt rider (who, in his free time, rides an Indian Chieftain) for some tips. You may not ever be chased by Keanu Reeves like Dryden was in *John Wick 2* (or have to fight Reeves while he's on horseback and you're on a motorcycle, like Dryden did in *John Wick 3*), but at least you'll have even more fun the next time you find yourself on a twisty road this fall.



Look where you want the bike to go, not where it is

“Focus on the farthest point through the corner that you can see. Look there and your bike will follow. And don't be afraid to use the whole lane, especially as you link turns.”

Keep your speed

“You never want to throttle into a corner, but you also don't want to be totally off the throttle. Speed should be consistent. That means being aware of engine braking, too.

If you're hard off the gas at high rpms, the bike will engine brake and you won't get a smooth entry into the turn.”

Push your bars for turns

“You've got to understand counter steering, which is when you push the inside bar and pull on the outside bar. It makes cornering much easier, especially with big bikes. You don't have to fight the bike. Instead, you can relax. A relaxed rider is a good rider.”

Get the right tires

“There is a reason some tires are more expensive than others. It makes an unbelievable difference. And make sure they're at the correct pressure.”

Learn before you turn

“You have to practice. Don't try to learn as you go. I recommend finding an open space, like a parking lot, where you can push your bike around and learn what it can do. Start a big-radius circle at five to ten miles an hour. Tighten up until you feel the floorboard touch and then back off of it. You need to know what that feels like.”

BONUS LESSON FROM A STUNT RIDER: WHAT TO DO IN A CRASH, FROM A MAN WHO CRASHES ON PURPOSE

Even the safest drivers can be in accidents. If you find yourself in a situation where you're going down, Dryden's biggest piece of advice is to let go of the bike. “People hold onto the bike for way too long,” he says. “Once you get close to making contact with the pavement, you need to let go. The pavement will do the work and pull you off. When I crash for a scene, my main priority is making sure I don't get tangled up in the bike.”

ESSENTIALS

THIS FALL, REP YOUR FAVORITE MOTORCYCLE COMPANY WITH ALL-NEW T-SHIRTS, JACKETS, AND HATS. TO SHOP THIS GEAR AND MORE, GO TO [INDIANMOTORCYCLE.COM](https://www.IndianMotorcycle.com) OR YOUR LOCAL DEALERSHIP.



ABOVE: Arizona Mesh Jacket in blue.



FAR LEFT: Bryant Sneaker in black.
LEFT: Performance Tee in navy.
BELOW: Retro Open Face Helmet. Bubble Visor. Zoe Jacket in black. Deerskin Strap Glove in black.





BIKE SHED

MOTORCYCLE CLUB

MEET GO TAKAMINE

◀ **Go Takamine** is a renowned Japanese custom bike builder, rider, and racer. He's also the originator of brat-style bikes, minimalist motorcycles with a low stance, big tires, and a long, flat bench seat.

This year, Indian Motorcycle partnered with London's Bike Shed Motorcycle Club® to bring you an exclusive new line of men's and women's shirts and hats, along with a BSMC x Indian Motorcycle sweat-shirt and riding jersey. Originally launched as a blog in 2011, BSMC grew into something so much more: Along with making apparel, the company now has an inclusive community space, retail shop, bar, and restaurant for riders and non-riders alike. BSMC is an original. It's confident and goes its own way, just like Indian Motorcycle—and just like Indian Motorcycle riders.



TOP: BSMC x Indian Motorcycle Race Jersey.
RIGHT: Women's BSMC x Indian Motorcycle Tank.



CLOCKWISE FROM TOP LEFT: BSMC x Indian Motorcycle Foam Hat in white, port, and tan. BSMC x Indian Motorcycle Patch Hat in tan. BSMC x Indian Motorcycle Custom Tee in gray. Women's BSMC x Indian Motorcycle Tank in black. BSMC x Indian Motorcycle Long Sleeve Baseball Tee in port and cream. Women's BSMC x Indian Motorcycle Long Sleeve Slim Fit Baseball Tee in gray and cream.



TWO WOMEN TAKE A ROAD TRIP ACROSS EUROPE.

Sinje Gottwald and Kinga Tanajewska

first met on the Silk Road in Tajikistan. Three years later, they embarked on their first adventure together, Discover Europe – an unforgettable trip that saw Sinje and Kinga explore Europe’s winding roads and breathtaking landscapes on an FTR Rally and an FTR 1200.

From Leipzig to Zagreb.

Kinga and Sinje began their journey at our Indian Motorcycle dealership in Leipzig. They spent the first three days riding through the Czech Republic and Austria, bound for Zagreb. There they met up with a local biker group for a ride into the mountains near Zagreb, which turned out to be ideal terrain for the FTRs. Sinje and Kinga particularly enjoyed the endless series of bends on the winding roads.

From Zagreb to Trogir.

Their next destination was the Plitvice Lakes, Croatia’s largest and oldest national park. It’s an area that will be familiar to all hardcore Winnetou fans, since the legendary films were shot there. The route also included unpaved roads, which both FTRs coped with admirably.

The next day, Sinje and Kinga rode on to Trogir – where sadly they had to part ways again. Coronavirus restrictions prevented Sinje from travelling any further east, so Kinga pressed on alone to Montenegro, while Sinje continued her tour through Europe via Italy.

Bella Italia!

Sinje’s trip to Italy began in Bari, a port city on the Adriatic Sea. From there, she followed the coast before heading further inland to Matera, where she spent the night in a spectacular cave apartment in the Sassi district.

Unfortunately, she had to endure unrelenting rain until Salerno – but the following day’s ride along the Amalfi Coast, with its picturesque scenery and winding roads, offered ample compensation.



After a short detour to Naples and Capri, by the next day she was already en route to Angiona to see its ancient church bells. The high temperatures there made her appreciate her Indian jacket, which helped to keep her relatively cool.

The absolute highlight for Sinje turned out to be Villamagna, a small town fifteen minutes east of Florence. She felt at home at the Affittacamere Podere Di Belforte guesthouse from the moment she arrived.

The wild Balkans

While Sinje enjoyed Italy, Kinga explored the mountains of the Balkans: Durmitor Park in Montenegro, the Albanian Alps, and the lonely mountains of Macedonia. The FTR proved a loyal companion, taking her to the highest mountain peaks and handling any road surface – asphalt or gravel. Back in civilization, she met up with friends old and new. Kinga, who normally rides a fully loaded Adventure Bike, especially appreciated how easy the FTR was to ride. “Despite being a 1200 cc bike, it remains really agile and easy to handle. It’s so much fun cruising through the city, even with luggage.” On her way home, Kinga stopped off at the spectacular Lisine Waterfalls in Serbia before finally bringing her FTR back to Germany, having completed a journey of some 6,000 km.

Sinje’s final leg.

Sinje returned home from Italy via the Maloja Pass in Switzerland, where she ended her tour exhausted but euphoric.

The trip was the best thing that had happened to her since her return from Africa. After three years of traveling the globe, she was afraid she would go crazy in the relative normality of Germany – but this experience in her European ‘back yard’ made her realise that relatively minor adventures can still offer her the freedom she craves.

Her affection for the Rally is obvious in her photos and videos. Whether the ride is through the mountains, on narrow roads, or spanning longer distances, the FTR is pure fun, as well as ensuring excellent comfort and safety, even in the rain, both on-road and off-road. As Sinje sums it up, “I don’t know of any other bike that’s as versatile as the Rally. She mastered every route I asked her to take. Not just because she had to, but because she could.”

For more adventures, check out the Discover Europe Blog on indianmotorcycle.de or indianmotorcycle.at, or search for “Sinje. Gottwald” on Instagram and “onherbike” on Instagram, Facebook, and YouTube.



LUIS THE AMERICANO



Luis Fernandes in New York in 1932 in front of Central Park.



Sometimes, the history of a motorcycle mirrors a life story. That of Luis Fernandes and his ride is a case in point – as told by his grandson of the same name.

The Fernandes family first arrived in Portugal from Brazil.

In the 1920s, young winegrower Luis Fernandes was living in the centre of Portugal, near Coimbra. But when crisis befell the country, he boarded a ship bound for the brighter prospects on offer in the USA. His keen interest in machinery secured him a job as a mechanic on a ship working a route between New York, Cuba, and Colombia.

Luis then settled in New York, purchasing

and started a family, fathering four children. He acquired the nickname 'o Americano de Rabaçal' (Rabaçal being the name of his village), becoming something of a local legend as he rode around the region, the roar of his Chief audible from some way off.

Once again, however, Portugal was plunged into crisis, and with funds low, he reluctantly traded in his Chief for a tractor to work the land. His children grew up and went their separate ways. The family grew, too;

motorcycle goggles, and a scarf – a real treasure trove. The invoices, original paperwork, insurance certificates, letters of recommendation, photos, and other documentation made it possible to piece together the history of the mythical Chief 74.

In 1999, Luis set out in earnest to find the Chief, travelling round Portugal armed with the documents. The quest led from village to farm, from phone call to appointment, and eventually, Luis tracked down the bike: it had ended up in the hands of a collector, a hotel owner who was also a poker player; but before dying, he had sold off his motorcycles for a song in an attempt to pay off gambling debts. It took Luis another twenty years to pick up the trail again: the motorcycle had been acquired by a millionaire in the north of Portugal with a collection of 250 outstanding bikes. Among them, Luis discovered his grandfather's Chief 74, fully restored and in magnificent condition.

Luis now lives in Luxembourg and is still a hardcore motorcycle enthusiast. And in 2017, he started a new chapter in the story begun by his grandfather, buying a Scout from Kaiser Motos in Belgium and riding it with fully justified pride.



Luis Fernandes' original Chief 74 recently found by his grandson.

a diner in the port area. He later bought an Indian Chief 74 from S. Bellite, a motorcycle store in Jamaica, Queens, that is still there today. He and a group of friends would ride around Central Park and the surrounding districts. In 1936, he returned by boat to Portugal, laden down with luggage – including his fully-dismantled Chief.

Back in Portugal, he resumed winegrowing

grandchildren came along. At family reunions, grandfather Luis would regale three generations of Fernandes with tales of his adventures on his Chief 74.

The years went by, and Luis finally passed away at the ripe old age of 86. It was then that his 16-year-old grandson, also named Luis, found a suitcase left behind by his grandfather containing photos, documents,



Chief 74 in 1932, Scout 1200 in 2017 the name of Indian continues in the Fernandes family.

Luis has never forgotten the Chief 74 his forbear bought for \$450 in New York in 1932, though, now sitting in a millionaire's collection and worth a fortune – and dreams of buying it back one day as a fitting tribute to his grandfather's memory.



Since the start of November, owners of all Indian Motorcycle models worldwide have been united by a new set of Indian Motorcycle Riders colours.

A NEW MOMENTUM!

All new owners of new or preowned Indian motorcycles from an increasingly wide range of backgrounds – will be joining over 30,000 existing owners in Europe, and receiving a Welcome Kit complete with membership card, patch, and IMR pin.

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This new phase is also an opportunity to expand the scope of Riders Groups in each region. Almost 120 IMRGs are located in Indian Motorcycle dealerships throughout Europe, and their numbers are constantly on the rise.

With meetings and excursions organised all year round, these vibrant chapters offer plenty of scope for you to go along and meet other dedicated Indian Motorcycle enthusiasts in a friendly atmosphere – and enjoy all the fun of hanging out and riding together.

Indian Motorcycle Riders colours are available at www.imrgoodies.com

Indian Motorcycle Riders Group colours are available at www.imrgmaterial.com ▶
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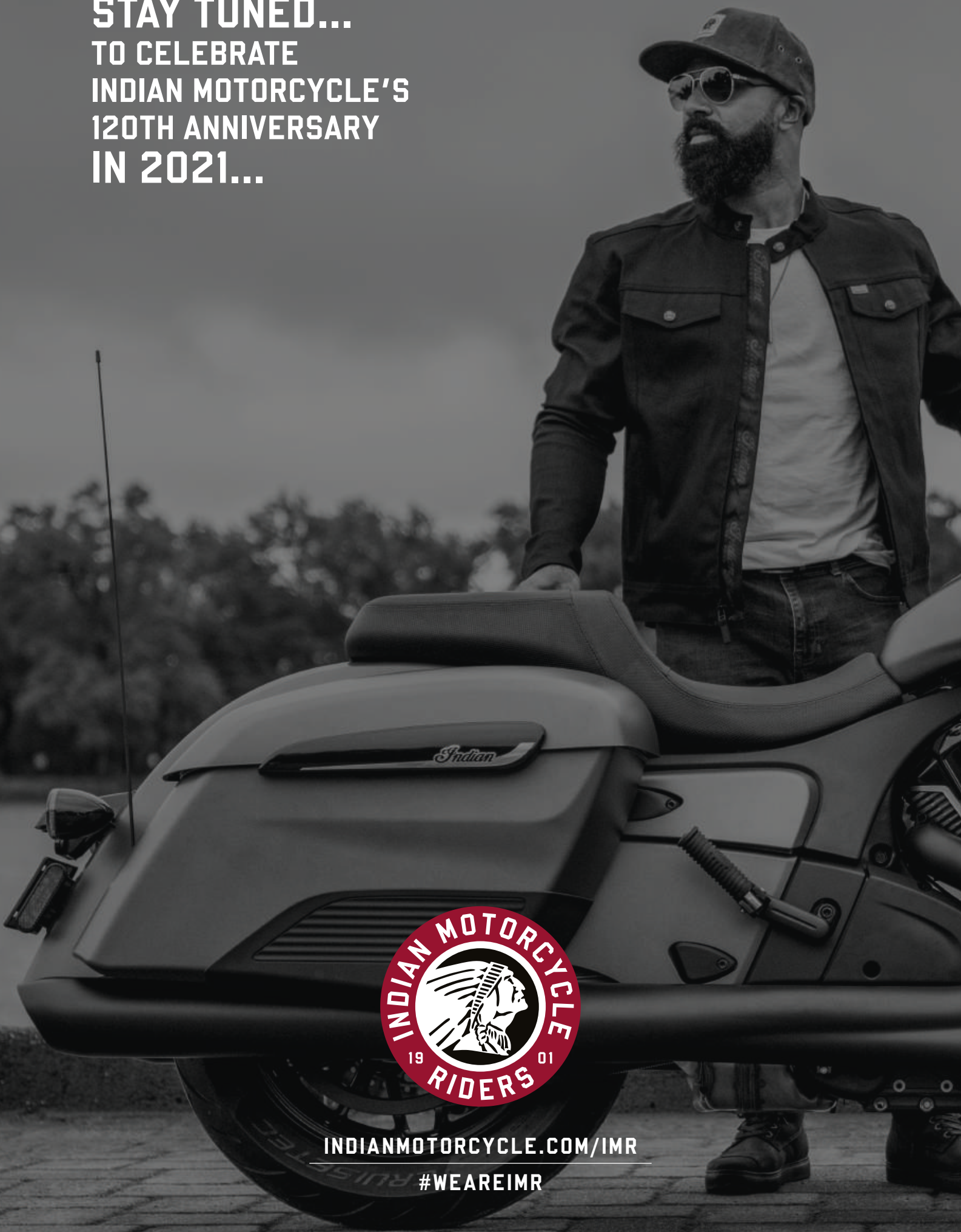
You can view the full list of IMRGs at www.imrgmember.eu or ask your dealer for more details.

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