

SUMMER 2021

# Indian<sup>®</sup>

## MOTORCYCLE

YOUR CHOICE / YOUR RIDE / YOUR MAGAZINE



PURSUIT  
IN THE ALPS  
SÉBASTIEN LOEB  
AMBASSADOR  
WHY WE RIDE ?

A FTR IN THE HIMALAYAS  
SHOPPING  
SCOUT ROGUE  
LONDON CALLING





Indian Scout Rogue Thunder Black Smoke

**2021 was another record-breaking year for Indian Motorcycle, with demand so high that we couldn't keep up.**

This momentum has carried over into 2022, largely thanks to the release of two amazing new models, the Scout Rogue and the Indian Pursuit.

The recent wave of crises has caused massive disruption to the global supply chain for all types of goods and led to problems in sourcing certain electronic components. There have also been major issues with transportation. The two-wheeler market in general, and the motorcycle sector in particular, have been heavily impacted and circumstances still remain challenging. But rest assured that we at Indian Motorcycle are

taking every measure we can to minimize the disruption and make sure your bike is delivered within the best timeframe possible.

Patience is a virtue, and in the same way as your Indian Motorcycle is timeless, the feelings that come with owning one will be no less exceptional. And that's a guarantee.

We thank you for your understanding.

**Grant Bester**  
Vice-President  
Indian Motorcycle International

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# INDIAN MOTORCYCLE ON INSTAGRAM

Our bikes and our riders are all over social media. Be sure to share your favorite Indian Motorcycle moments with us @IndianMotorcycleUK.



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@swizzlybiker



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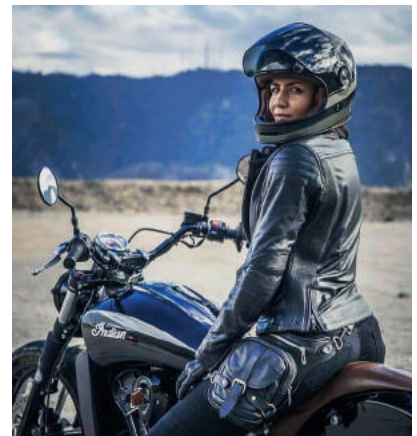
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You didn't choose just any old bike; you chose an Indian Motorcycle. Perhaps you found the legacy that comes with this brand irresistible; or maybe you were just looking for a ride you could really make your own. Either way, you chose to stand out 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.

# WHY WE RIDE



◀ **CLARE - NORTH UK, ROADMASTER**

My name is Clare Smith 44yrs, 5ft 3 and I have had my bike license for about 6 years. My first bike after passing my test was a Victory Gunner which I road for 1yr then I went onto an Indian Roadmaster. The Tigger on the back of my bike has been with me since I passed my test. I still have both bikes and love to ride. I also do all maintenance on my bike with the help of family I mostly ride in a group of friends/family who have had many different bikes but now ride Indians. In all sorts of weather. We are unusual as we live in the north UK and you don't see many around.



▶ **HORIA & MIHAELA - HUNGARY, SCOUT BOBBER & CHIEFTAIN LIMITED**

Our names are Horia Iacob and Mihaela Birescu. Both motorcycle riders, both in love because this passion, and the kind of couple that ride together and stay together! We are kind of nomads born in Romania living in Hungary... yeah i know ... So since we got together we rode all-over Europe and now we ride Indians. My wife has a 2018 Scout bobber and I ride a 2019 Chieftain limited. This bikes are somehow our viagra ...lol...yes because we go 50's golden era... So...we adjust our happy days around this two ponys... We enjoy them and ride them....like stolen property....lol. In conclusion i dont think we will ride any other brand anymore cause Indian is our guilty pleasure.... Ride with pride ...Ride with the tribe !!!!





◀ **CONOR - IRELAND, SCOUT SIXTY**

Hi there. I am a new rider my first ever bike was a 2019 Indian scout sixty. My best friend and I were born a day apart and had never known each others dream bike was an Indian Scout. When we turned 30 we discussed buying a motorcycle and found out we both wanted to buy a Scout. We went to the Indian dealership Franklin's in Dublin and each purchased a bike. Unfortunately due to covid I did not get my licence until last year but we have made many treasured memories on our bikes in Ireland and I would love to meet more Indian Motorcycle owners here. In the pictures added are the day I was lucky enough to hit the famous 1901 on the odometer in recognition of the companies history. It would be an honour to be included in the magazine and and to meet more Indian owners in Ireland.



▶ **MARTIN - GRIMSBY, SPRINGFIELD**

Hi there. My name's Martin, I live in Grimsby which is in the north-east of England and I've been riding Indians since 2018. I've been a biker since 1980 and switched to Indian from Triumph. Here's a few shots of my bike. My Springfield On Grimsby Dock.



▼ **PATRICK - THE NETHERLANDS, CHALLENGER LIMITED**

As a kid I already knew that I wanted to ride a motorcycle and told everyone that when I'm old enough, I would buy a Harley Davidson with flames on the tank. And so I did. 25 years later I bought my first motorcycle. A 2012 Stage 3 Harley Davidson Dyna Wide Glide with flames on the tank. After less then a year I knew that this motorcycle didn't suit me and my riding style. I needed something more comfortable and reliable for long

distance rides, but it also had to be fun to quickly rip around on. I visited my local Indian Dealer. I test rode a new 2020 Indian Springfield Dark Horse and I was amazed by how good this big motorcycle handled and the comfort that the suspension gave me. After the test ride I bought it and I couldn't be happier. After breaking the Springfield DH in. I wanted to feel it's full potential. I was amazed by the torque, but sometimes I missed a bit of power in the higher rev range. After bringing it to the dealer to

look at a small electrical issue. I took a 2020 Chieftain limited home with me. I rode around on it for 500km. I started to notice the benefits from a fairing and the electrical windshield. That thought didn't leave me. Until my dealer had a Challenger Dark Horse demo bike. I took it for a long test ride. As of that moment I knew, this is the motorcycle for me. It has the benefits of a fairing, the electrical windshield, the same comfort as the Springfield and Chieftain. But this one also has the power that I was looking for. Loads of torque but also the power in the higher rev range. When I brought the Challenger back to the dealer. We spoke about it, made a deal and I ordered one. August 2021 I got the call from my dealer that the crate with my 2021 Ruby Red Indian Challenger Limited arrived. When I uncrated her. It was love at first sight. As of that time I never looked at getting another motorcycle again. The Challenger gives me the thrill when I need it, the comfort and reliability to go out with confidence on long distance rides with other motorcycle enthusiasts. This motorcycle changed the whole riding experience for me and opened a whole new world of possibilities. For me there is nothing else I want or need. I love my Indian Challenger.





▲ **JACKO - FRANCE, ROADMASTER LIMITED & VICTORY FOR EVER**

I started riding a 125cc motorcycle a long time ago. The cubic capacity does not make the biker, as the tens of thousands of km that I rode at its handlebars show. It forges the spirit and the experience. My dream was to ride American. In 2007, at the Paris Motorcycle Show, on the Polaris stand, I discovered three Victory machines and I asked for information. In early 2011 I ordered my Vision, a little crazy, knowing that there were very few dealerships in France. In 2014 my wife offers me a High-Ball for my departure in retirement. At the beginning of 2017, everything collapses, Polaris announces the stop of Victory. What a shame, but the bikes are very reliable, so I'm not worried. Last year, my wife and I, try a German bike, a Japanese, an American. For unexplainable reasons I stay faithful to the Polaris Group and chose a Roadmaster limited. We are going on vacation for at least 2 weeks with all the stuff that goes with it, 2/3 of which for the lady! That's why I need a comfortable bike, with volume and reliability and a great look. Take care and fair winds from my home place in Saint Gilles Croix de Vie.

▶ **ARNAUD, LUXEMBOURG, SCOUT BOBBER**

Hello, what are three Indian fanatics doing on vacation in Thailand? Well, Julie, Jack and Arnaud turn their driver away when they come across the only Thai Indian dealership in Bangkok.

Obliged visit, purchases souvenirs and discussion with the Thai person in charge very happy of our visit. A beautiful break!



▲ **PETRA & ATILA - SLOVAKIA, SCOUT & CHIEFTAIN**

In 2015, I was walking with my family in a shopping center when we saw a Vintage Indian in willow green over ivory cream colour. It was beautiful but never thought a machine like this would be in our hands one day. We looked at it from every angle and left. A few months later, we discovered on the Internet that it was possible to book a test ride even in our country. We ju-

mped at the chance. We drove more than 800 km to take a ride on it. After this test ride, the excitement was so great that we switched bikes. That's how our Indian Motorcycle era began. Today, we are totally in love with Indian. We even started an IMRG with our friends and our dealer. Indian Motorcycle has become our lifestyle.

# WHY WE RIDE



## ▲ IVÁN - SPAIN, SCOUT BOBBER

During my life I have owned many bikes and therefore many brands. But I have always had an eye for Indian. I read a lot about its history and I was sure that one day the brand would come back stronger than ever to take its place in the motorcycle world. History has proven me right. Just one year ago, I saw one of my biggest dreams come true, to own an Indian. This year I have ridden my Scout Bobber over 10,000 km, crossed the Pyrenees and even left the country. I managed to bring together my passion for photography and Indian here in a photo.



## ▲ JEELAN KHAN - DUBAI, SUPER CHIEF LIMITED

Four wheels move the body,  
Two wheels move the soul.



## ◀ PEDRO - PORTUGAL, CHALLENGER

Greetings from Portugal. Riding a motorcycle is more than a passion, it's a choice that comes from the heart, we stop seeing the landscape and start being part of it. Endless roads and curves, feeling the sun and wind on our face, going on an adventure to the unknown, celebrating the peace, adventure and freedom that the moment offers us.



# SÉBASTIEN LOEB

Driven by talent  
and passion

**Born in Alsace, France, in 1974, Sébastien Loeb was a gymnast and athlete from the get-go. Twelve years of competing in that discipline took him to the very top of French gymnastics. But he soon got hooked on another passion, two-wheelers, and his competitive spirit really came to the fore. Speeding along the roads of his native Haguenau on a moped with a bunch of friends, it was a point of pride with him to always be in the lead.**

At 21 and now a working man, Sébastien put every penny he had into a Renault Super5 GT Turbo, burning rubber up and down the local roads to practice his maneuvers, and driving the highway patrol to exasperation.

Two years later the budding racing driver was ready for a new adventure, and, with a couple of friends, he embarked on his first competitive car rally. Financially things were very tight and a lot of sacrifices had to be made, but Sébastien achieved some mean feats as a rally driver. The wins kept coming, and it was evident that here was a star in the making.

After an astonishing season in 2000, he was signed up by Citroën as a professional rally driver. Nine consecutive World Rally Championship (WRC) titles followed, from 2003 to 2012, etching Sébastien Loeb's name forever in the annals of motor racing across the five continents where he has triumphed.

What's more he racks up regular victories on asphalt too, finishing second at Le Mans 24 Hours and shattering the record at America's illustrious Pikes Peak hillclimb, followed by two second-place finishes at the Dakar rally-raid, in 2017 and 2022.



His comeback to the WRC rally in 2022 at the glorious Rallye Monte Carlo was masterful. To everyone's surprise he snatched a dramatic victory, scoring his 80th win in the discipline at the age of 47.

### His other passion

Despite his busy calendar of competitive sports, the hyperactive Frenchman finds time to take a break now and then and get behind the handlebars of a motorbike, his first love.

In summer 2021 Loeb discovered the Indian FTR, a muscular roadster that he took out road touring around the south of France.

It was pure pleasure. Then in early 2022 he got back together with this bike that had shown him such a good time – only this time it





was even better: he signed a deal with Indian Motorcycle that saw him take possession of the keys to a FTR R Carbon. At last, a machine that measures up to the man.

In a tangible expression of Sébastien's bond with Indian Motorcycle, he agreed to honour the brand by becoming its official ambassador.

Giving this handsome FTR R Carbon its baptism of fire is also a chance for Sébastien to get his juices flowing again. Always the consummate professional, the nine-times champ thoroughly explores the FTR R Carbon's different riding modes and electronic aids before taking off on the mountain roads around Annecy in the French Alps, in the company of two other FTRs.

It is February and there's still snow on the shoulders of the road, but it doesn't put him off his stride – he takes the road at a blistering pace! Being such a seasoned biker, he's at ease in no time at all, and to get the full experience he disconnects the machine's rider aid package that includes traction control, ABS and wheelie control. The winding road is a succession of sudden lefts, rights, and hairpin bends, which he takes fast and clean, leaning into them, braking powerfully with total control, carrying through the speed to the next corner – this man really understands riding and the road. Even in these winter conditions, he's impressive. It may be freezing cold on the outside, but it's warming up under the helmet and every time we stop, we can sense his big grin. After this first collective outing that ends on the banks of Lake Annecy, our little group heads for a cozy indoor setting.

#### On a personal note

Sébastien readily admits that he isn't a long-distance rider, but he acknowledges that motorbikes have always been a part of his life, long before he started racing cars. As a kid Alsace was his playground, where he and his friends did enduro racing. He also tells us about his garage and the machines he owns these days; tomorrow he'll have to find space for his FTR R Carbon among a variety of track, off-road and American custom bikes. "There have always been motorbikes in my life. I don't ride as much as I'd like to, but I'll get together with good friends whenever I can and spend some time on the track or out in nature. It's also a way for me to keep in shape and it gives me a different feel for the road than what I get in a car." So how come he ended up as a rally driver? The answer is surprising, to say the least: "It was just a question of circumstance. Peugeot was organizing a national competition for up-and-coming young racing drivers, so I grabbed the opportunity, that's all there is to it." What if it had been a motorcycle brand? "I would have done just the same, I wouldn't have thought twice about it." Sometimes one's life path and entire career can come down to such random things! Indian Motorcycle welcomes an exceptional ambassador in Sébastien Loeb, and we look forward to writing some historic fresh chapters together.

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**Sébastien Loeb's track record:**  
**9 WRC World Championship titles**  
**80 rally wins in the WRC World Championship**  
**120 podiums in the WRC World Championship**  
**Winner and recordbreaker at Pikes Peak in 2013**  
**2nd in the 24 Hours of Le Mans in 2006**  
**2nd in the Dakar Rally in 2017 and 2022**

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# SCOUT ROGUE

## THE NEW SCOUT GOES CLUB STYLE.

Indian Motorcycle's design team built the Rogue on the same platform as the brand's bestseller, the iconic Scout, but with more muscle. They've given the Scout Rogue stronger, more pronounced features, especially at the front, placing it firmly within the aesthetic of the current trend for club-style bikes. It is instantly elevated by a sporty fairing in the classic club style, beautifully extended by mini-ape hanger handlebars. The handlebars really bend back towards the rider's arms, so you can sit up straight in a more assertive stance on the machine.

*Scout Rogue  
Thunder black Smoke*



A 19-inch spoked wheel further accentuates the club-style vibe and helps give more heft to the front of the bike.

The seat with its extended backrest portion ensures comfort while also emphasizing the spirit of the Scout Rogue. A series of neat aesthetic touches darken the bike's sleek blacked-out valve covers, fenders, and exhaust pipes, accentuating its rebellious rogue character. Club-style also means performance. In this arena, the Scout Rogue aces it with a 1,200cc, V-twin, liquid-cooled engine that churns out 94hp of maximum power. This muscular character makes it suitable for all kinds of riding, including even the longest journeys.

The Scout Rogue is available in 3 colors: Black Smoke Midnight, Sagebrush Smoke, Stealth Gray.

The latest to join the Scout family line-up is its most rebellious member yet, Rogue, a bike in the popular club-style movement that's all about community spirit and group riding.



*See all  
Scout range*



*The sport-style seat with extended backrest gives this model a distinctive signature, while also providing perfect back support so it's comfortable even on long journeys.*



*Among the many accessories available, there's a secondary rev counter with a gear change indicator that fits next to the original speedometer.*

# A PLACE IN THE SUN

Last February, it seemed the rainy winter would never end.



**I was sick of glumly staring at my Chief Vintage, sitting unused in the garage, and decided to search online for a motorcycle rental company somewhere sunny. I came across a place in Spain, 25C°, with almost the entire Indian range available! A hundred and fifty euros later, I had a ticket for a direct return flight to Malaga.**

The guy from the Indian rental company very kindly offered to pick me up at the airport, since his business ZM-Moto was only 10 minutes away. Bernard introduced me to his team and explained that he has a permanent roster of 26 models available for hire, but some of them were already rented out at that time. My Chieftain Limited was ready for me. I only had a few days, so I hopped in the saddle right away and after a quick pitstop at my hotel, I headed out to the back country. What a joy it was to ride in that temperature! The Chieftain easily handled the winding roads, which sometimes got very steep and narrow, without a murmur of complaint. I marveled at the natural beauty of the landscapes. With no particular itinerary in mind, I found myself riding through a biker's paradise. After 140 km it was time to return to the hotel, and 50 km later the GPS had brought me there safely. The following day I set out for another ride along the coast, with the Mediterranean Sea on my left, before turning inland towards the



mountains and the picturesque little villages. The people I came across were welcoming, gathering around the Chieftain outside the roadside cafes every time I took a break. Bernard and his partner organization, Biker-Tours Andalusia, suggested I join their guide for the next two days along with a group of seven other Indians. It was more than I could have hoped for!

The guide led us through protected natural reserves and along routes that I never would have discovered on my own. The views as we rode along among the Sierra's high passes were absolutely breathtaking. In between the panoramic vistas, we'd stop off now and then to enjoy sampling some local foods and other products. For two days I was living a dream, without having to worry about finding

my way, just following the guide as we rode through forests to upland lakes, traversing plantations of olive and almond trees. The scenery was incredibly beautiful, and I especially enjoyed the mild climate.

Those happy days came to an end and I had to hand back my Chieftain, with 937 kilometers on the clock, before returning home to the gray skies. I already knew for sure that I'll be back as soon as I can.

Thanks to everyone at ZM-Moto (zm-moto.com) – Bernard, Heiko and Janine – who were all super-attentive and helpful, and thanks to our guide DJ from Bikertours Andalusia (bikertours-andalusien.de) for those fantastic routes and for sharing their knowledge of the Andalusia region.

Daniel - Potsdam



Andalusia covers 87,268 sq. kms. and includes the great cities of Granada, Malaga, Marbella, Cadiz, Seville and Cordoba. The region enjoys over 300 days a year of sunshine. 50% of Andalusia is made up of mountains – a third of which reach above 600 meters in altitude, with 46 peaks higher than 1,000 meters – but it also has a coastline that stretches for 864 km along the Mediterranean Sea and the Atlantic Ocean.

Bikertours Andalusia offers six 1,350-km tours lasting several days and starting out from Malaga.

[www.zm-moto.com](http://www.zm-moto.com)





# MORE THAN 120 IMRG IN EUROPE



The Indian Motorcycle Riders Group program is an association run via your dealership so you can meet other Indian owners, go on rides together, and enjoy the company of like minds during meets and other social events.

There are over 120 Indian Motorcycle Riders Groups listed in more than 30 European countries and their combined membership is in the thousands. So there's plenty of opportunity to meet up and share good times!

- Each IMRG is attached to a local dealership and officially represents Indian Motorcycle.
- The purpose of these groups is to meet up and socialize with other members in your region, your country or even internationally.
- Your local IMRG gives you opportunities to take part in official meets and events with other IMRGs in your own country and abroad.



See the list of IMRGs in Europe



**SAVE THE DATE**  
**INDIAN RIDERS FEST - 9 to 11 July 2023**  
**Budweis - Czech Republic**

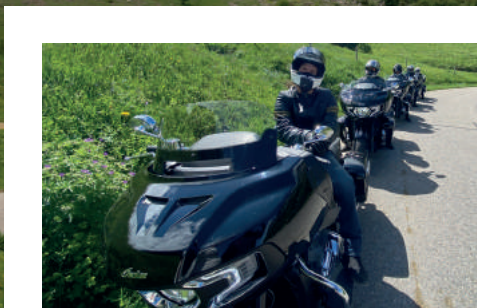
## INDIAN RALLY

Sign up free to Indian Rally 2022 and when you're out on the road, stop in at Indian Motorcycle dealerships along the way. Collect stamps on your Indian Rally passport from the cities you visit.



# PURSUIT IN THE ALPS

When Indian Motorcycle announced the imminent arrival of the Pursuit in February, it caught everyone by surprise.



**This great touring bike was designed on the Challenger platform with a 1,768cc liquid-cooled PowerPlus twin-cylinder engine to deliver supreme comfort, premium features, and impressive performance.**

The Pursuit's chassis is built around a cast aluminum frame with inverted front forks (UPSD) and a new Fox® single shock rear suspension that can be adjusted electronically from the dash. These features guarantee that the bike holds the road and handles remarkably well, giving a smooth and very safe ride, backed up by powerful radial Brembo caliper brakes with ABS and Metzeler® Cruisetec® tires.

The Pursuit is powered by Indian Motorcycle's PowerPlus engine that delivers 90 kW (121 hp) and 178 Nm (131 ft-lbs) of torque, elevating it to the top tier of its class. What's more, it has low-maintenance hydraulic clutch assist, valve lash adjustment and belt tensioning.

The calibration of the V-twin engine enables very good handling even at low speeds. Engine mapping can be customized to suit individual riding styles or conditions, with three modes to choose from: Standard, Rain and Sport. Within each mode there's a very wide range of parameters, including traction control, which enhances rider safety thanks to Bosch's intuitive Smart Lean technology using IMU® (Inertial Measurement Unit sensors).

Both versions – the Pursuit Dark Horse and the Pursuit Limited – feature a frame-mounted fairing that gives a lightness to the steering, alongside ample protection. The windshield is electrically adjustable, the lower fairings are ventilated with flaps, a powerful LED headlight dominates the front end, and a heated seat and grips are fitted as standard. Side saddlebags and a very roomy remote-lockable rear trunk provide over 133 liters of storage space. The instrument



panel features an ultra-comprehensive and fully customizable seven-inch Ride Command touchscreen with all the real-time data, settings, indicators to monitor the bike's systems, a GPS, an Apple CarPlay® interface, Bluetooth for smartphones and a headset intercom.

## Climb aboard.

Indian Motorcycle held a press launch in the French Alps in May, inviting several dozen journalists from specialist magazines across 17 European countries to Chamonix to see this new beast and try it out for themselves.

This mountain region is very popular for motorbike touring, and Indian Motorcycle wanted to demonstrate how the Pursuit more than ticks the boxes in the Grand Touring category.

A route had been planned to take the journalists down 180 km of extremely varied roads. There were urban streets, highways, secondary roads, expressways, motorways, winding roads, switchbacks, mountain passes – the works. From Chamonix the route led them down to Saint Gervais, on to Megève, then Val d'Arly, before branching off to start climbing again towards the La Clusaz resort and on up to the Aravis pass. Throughout this epic ride through glorious alpine scenery, the majestic Mont Blanc was always there in the background of the panorama. At lunchtime the riders headed back down the mountains to



See all  
Touring  
range



Anney for a break. Their homeward journey took them around the beautiful southern banks of Lake Anney and then back up into the mountains via Ugine, Flumet and the Val d'Arly again, through Mègeve and finally back to Chamonix.

Over this varied circuit, the assembled reporters were able to give the Pursuit a comprehensive once-over from their specialist perspective, measuring and analyzing every aspect of it: how it behaved on the road, how comfortable it was, riding position, road handling and ease of control, responsiveness, acceleration and braking, torque, suspension, speed... nothing escaped their eagle eyes.

At the end of the day they all sat down to compare notes over a beer, and the consensus was that there's a strong European influence in the Pursuit's design, given the ease, performance, and positive qualities it displayed during their outing.

British journalist Michel Neeves of Motorcycle News sums up his experience behind the handlebars of the Pursuit very well:

*"Indian held the press launch of this 416kg tourer in the French Alps, where it's all switchback after switchback and not a motorway in sight. That may seem a daft thing to do on a bike made to trample big distances in supreme comfort – something we know it does brilliantly after we rode its Challenger sister in California a few years ago. But Indian wanted to prove it also has a surprising appetite for corners. That might not be a concern for riders who'd traditionally buy an American V-twin tourer like this, but if you're coming from something sporty, you're in for a treat."*



# THE ESSENTIALS

WHETHER YOU'RE ON OR OFF YOUR BIKE, REP YOUR FAVORITE BRAND WITH THESE JACKETS, HELMETS, SWEATSHIRTS, AND MORE. TO SHOP THE ENTIRE COLLECTION, GO TO [INDIANMOTORCYCLE.COM/OUTPOST](http://INDIANMOTORCYCLE.COM/OUTPOST).







1. Women's Freeway Jacket 2 in Black, Item # 2862635; 2. Owner's Collection Roadmaster Bandana, Item # 2862872; 3. Men's IMC Tee in Khaki, Item # 2862768; 4. Men's EST. 1901 Tee in Black, Item # 2862758; 5. Women's Sleeve Print Tee in White, Item # 2862785; 6. Men's Freeway Jacket 2 in Black, Item # 2862634; 7. Men's No.1 Racing Jersey in Blue, Item # 2862790; 8. Women's Off-Shoulder Tee in Charcoal, Item # 2862781; 9. Men's Herringbone Shirt in Navy, Item # 2862755.

# THE ESSENTIALS



1

2



1. Women's Lindy Vest in Black, Item # 2862739; 2. Men's Casual Bomber Jacket in Black, Item # 2862740; 3. Shield Logo Key Ring, Item # 2862801; 4. IMC Brown Leather Tray, Item # 2862799; 5. Women's Script Shop Shirt in Black, Item # 2862777; 6. Women's Icon Hoodie in Red, Item # 2862779; 7. Women's Open Back Tee in Gray, Item # 2862783; 8. IMC Leather Chain Wallet in Black, Item # 2862796; 9. Women's Casual Bomber Jacket in Black, Item # 2862816.



# LONDON CALLING

## Bike Shed Motorcycle Club

The Bike Shed Motorcycle Club was born in 2011 out of a blog by Anthony “Dutch” van Someren, a modern sportbike rider with a taste for cafe racers, brats and scramblers. Within just two years, the blog became a must-read and was reaching a worldwide audience.



In 2013 the blog transformed from a virtual community into an IRL biker event, centered on creativity and custom motorcycle culture. The first Bike Shed fair showcased a line-up of 55 customized bikes from various countries, both near and very far away, drawing 3,000 visitors to see them in Shoreditch. More than just an exhibition, the fair presented a whole biker lifestyle expressed through art, photography, specialized vendors and purveyors of good food coming together in one spirit.

Ten shows later, the Bike Shed London Show at Tobacco Docks attracted 18,000 people to admire more than 270 custom bikes, with 500 exhibitors, live music, a cinema and tattoo artists adding to the lively atmosphere of this now renowned world class event.

Pressure began mounting to find a permanent location for the Bike Shed – a unique destination for bikers in a club-like space with good eats, great hospitality and a comfortable ambiance where like-minded people could come together around their love of bikes. The aim



was to break away from the biker stereotypes, without being too fancy, but simply offering a welcoming place to share motorcycle passions and culture.

Today the Bike Shed Motorcycle Club is housed in premises of almost 1,200 m<sup>2</sup> at 384 Old Street in Shoreditch, the area of central London where it originated. The club boasts a café and a restaurant that seats 100 people, parking for 60 motorbikes on a private road,

a sales zone, bike and art galleries, a barbers and a space for events, as well as the BSMC's offices.

The Bike Shed is open to anyone and plays host to 2,500 visitors a week. It also runs a BSMC membership system, with regular events, outings and get-togethers organized for members to enjoy. In 2021 the Bike Shed also set up shop in the Los Angeles Arts District, USA, in a space covering nearly 3,000 m2 with a club that replicates the London Bike Shed experience, only on a larger scale.

Indian Motorcycle forged a very special relationship with the Bike Shed by creating a joint clothing line in 2020 and organizing various meetups there. The brand also recently took part in the annual and very high-profile Bike Shed Show at Tobacco Docks, where 300 motorbikes with fascinating backstories were on public display. To create a world that was faithful to the values and philosophy of Anthony "Dutch" van Someren, the event brought together a wide array of live music, art, photography, handcrafted accessories and gear alongside brand stalls, small retailers and exhibitors, several themed bars, restaurants, chill-out areas, and tattoo artists.

The Bike Shed focuses on quality in every aspect of this must-visit event, guaranteeing a warm welcome and friendly atmosphere for over 10,000 visitors.

[www.bikeshedmoto.co.uk](http://www.bikeshedmoto.co.uk)  
[www.bikeshedlondonshow.com](http://www.bikeshedlondonshow.com)



# FTR RALLY

The editorial team at India's popular motorcycle magazine XBHP doesn't shy away from a challenge when they're asked to put a bike through its paces, no matter how testing the conditions.

## TAKING ON LADAKH



**After so many plans were disrupted by two years of Covid, the guys at XBHP got back into the groove with a long journey through the high mountain region of Ladakh in the Himalayas of northern India.**

The average altitude in Ladakh is over 3,000 meters and to reach the remote valleys of Zaskar in the south, and Nubra in the north, you have to ride along one of the world's highest passable roads and tracks through the Kardung Pass at 5,359 meters.

In the face of such extreme and highly unusual conditions – the stuff of dreams for every adventurous globetrotter – XBHP's editorial team decided to go with the FTR Rally. Here they tell us the tale...

*“We'd ridden the Indian FTR a lot and we know how well it performs. But Ladakh is a region that can bring even the best of machines to its knees. Whatever bike you pick, Ladakh is a real gamble. But after nearly 2,600 km of riding it through every kind of weather condition you can imagine, we can confidently report that the FTR wasn't a gamble – far from it!”*

*The FTR has everything you could ever want when it comes to highway riding: lots of power, great stability, appealing and comfortable ergonomics, and most importantly, cruise control! No matter how much you love riding a motorbike, highways can be exhausting. The FTR's cruise control is perfectly tailored and very easy to use.*

*The engine is nice and placid, with minimal vibrations and a soft rumble from the exhaust that not only keeps you alert, but also gives a good indication of the power you have control of in your right hand.*



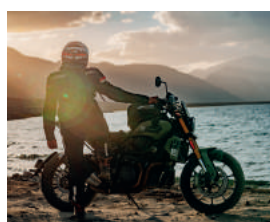


*On winding roads the FTR's suspension stays nicely supple, but it's on the corners that it really comes into its own and allows you to let rip. Road handling feels very good and the brakes are simply excellent to contend with all eventualities. We've never been short on praise for the way the geometry and design of the chassis come together on this bike to make it one of the best handling models on the market.*

*After the smooth tarmac, what we were about to encounter was perhaps one of the hardest tests ever, both for man and machine. As we got closer to Ladakh, there were no roads for stretches of several kilometers. All there was, was a treacherous track of dust and gravel, scattered with lots of water crossings. Even the best of these roads was narrow and very winding, lined with rocky hillsides on one side and canyons on the other.*

*The Indian FTR isn't a full-fledged adventure bike, but once again, it surprised us. It did very well on those precarious roads and tracks, with the option of deactivating the ABS when conditions permitted so you could just go hell for leather!*

*The power of the engine is colossal and once you get the hang of staying out of skids, riding becomes a*



*real pleasure and is manageable whatever driving mode you've chosen, Rain or Standard. Imagine what the Sport mode could do! Rest assured, that can also be deactivated – and that's when the Indian FTR really comes into its own, freed from its electronic shackles.*

*Overall, the Indian FTR is a capable bike. But the more time we spend with it and the further we push it, our love for it just grows stronger and stronger. It's not an all-around machine, but in the right hands the FTR Rally comes out a winner in almost every domain."*

XBHP Editorial Team – India

FTR STEALTH GRAY  
SPECIAL EDITION



[WWW.IMRGMEMBER.EU](http://WWW.IMRGMEMBER.EU)

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