



SUMMER 2021

Indian®

MOTORCYCLE

YOUR CHOICE / YOUR RIDE / YOUR MAGAZINE

WHY WE RIDE ?
THE FLOOR
IS YOURS

NEW CHIEF
AN ICON
REDEFINED

FTR 2022
EVEN MORE...

MEET WITH
GRANT BESTER

DISCOVER
VICTOR'S DREAM



Mike Dougherty, left, and vice president Reid Wilson at the 2022 Chief press ride.

What a Year

I don't know about you all, but after working from home and being cooped up for more than a year, I am ready for the warm weather—and the ability to get outside that comes with it. I did manage to get some big rides in over the past six months, heading to Yellowstone on the Challenger and down the Pacific Coast Highway. And in March, I joined the press rides in Arizona for our two big launches: the refined FTR and the new Chief. Now that the weather is nice, I don't plan on passing too many more days without spending at least a little time in the saddle of one of my bikes.

Doing a socially distant press launch was different, to be sure, but we did it in a safe way that was still a lot of fun. For the FTR, we ran about 150 miles out from Phoenix, through the mountains to Tortilla Flats. The

Chief ride was incredible, too, with some very nice glamping and a ghost town in the Arizona desert. We hit some cold days in those mountain passes, with temperatures down in the 40s, but as a Minnesotan, that wasn't a problem for me.

I am excited for both of these bikes. Having come from the International side of the company, I was part of developing the original FTR. It was designed with a global mindset, and its sporty style resonates with European customers. So seeing it get even better in response to customer feedback is special. As for the Chief, that's a product we needed to have. With its big motor and small chassis, it fits right in that sweet spot between the Chieftain and the Scout.

Last spring, we weren't sure how badly our business would be affected, but now

it's thriving. Riding was an escape for a lot of people, and as a result, we had a record retail year, both in North America and internationally. That momentum continues into this year, and it's building. In fact, our biggest challenge right now is not demand, but in battling through production shortages due to supply constraints. As quickly as we can get parts in, we're shipping bikes out.

Thanks for riding through these times with us. We like to think that our bikes make us the best motorcycle company out there, and we know for a fact that we have the best riders. You all are the reason we love coming to work every day—even if the commute has been virtual for a while. Here's to a happy and healthy summer, and a safe return to normalcy for all of us.

A handwritten signature in black ink that reads "Mike Dougherty".

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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 @IndianMotorcycle.



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THE FIRST OWNER TO SEE THE NEW 2022 FTR

By Seth Bowman

Before the 2022 FTR was revealed to the world, we asked Seth Bowman, who runs @ftr1200owners on Instagram®, to come to Indian Motorcycle headquarters, where we surprised him by showing him the new bikes.

My jaw is still on the floor. I was expecting to film some videos chatting about the FTR 1200 and the owners' group. Nothing like this.

I was met by Rich Christoph, the lead designer of the FTR 1200. They started filming right when I got there, which should have tipped me off. We are walking down the hallway, chatting about bikes, then Rich goes to me, "I'm sorry to have to spring this on you. We are not here to talk about the group or the bike. We are going to show you what's been going on here."

He opened up the door and the bike was just there. The new FTR. It was even better than if they'd had a sheet over it. I was shocked. For the next forty minutes, I just stared at it, going over every detail. Rich talked me through all of the new elements, seeing what I thought of each.

The more time you spend with the bike, the more you can actually appreciate all the effort the design team put in. This thing is absolutely stunning. People are going to love it. I am so amped for the owners and future owners out there who get to see this.

For more on the 2022 FTR models, turn to pages 18/19.



A RIDER'S GUIDE TO SWEDEN

Friendly bikers, beautiful landscapes, and obscenely long summer days make Sweden a motorcycle rider's paradise. (Plus, it's where Indian Motorcycle co-founder Oscar Hedstrom was born.) To learn about Swedish riding culture and where to ride, we spoke with **Patrik Hinrichs**, who founded the country's first IMRG chapter—and then started two more.

INDIAN MOTORCYCLE SIGHTINGS ARE NO LONGER RARE.

"When I used to ride my Indian Motorcycle around, people would always stop me to ask about it. 'I didn't know they were still

manufacturing,' they'd say. But not anymore. Indian Motorcycle has a great reputation in Scandinavia."

RIDER EVENTS ARE EPIC.

"The Custom Bike Show is June 5 in Norrtälje, 70 miles outside of Stockholm. It's thousands of bikers showcasing custom bikes. At the end of June is the Sweden Rock Festival in Sölvesborg—the biggest event in Northern Europe, with bands like Metallica® and Judas Priest®. And in August, if you're a motorcycle rider in Sweden, you're going to Mälaren Runt. Around 10,000 riders start outside Stockholm and ride around Mälaren Lake. It all

ends in the nearby town of Enköping with a party."

AND THE RIDES ARE EPIC TOO.

"Just like in the U.S., the best rides are on smaller roads, which typically have a maximum speed limit of 90 kph (55 mph). The islands of Åland or Gotland, which are off the coast near Stockholm and reachable only by ferry, are perfect for exploring on a bike. Otherwise, the scenery up north is beautiful. If you need help picking a spot, just reach out on social media. We're @imcs.se on Instagram®."



133 Indian Motorcycle Riders Group have been created in **Europe** to date, there is certainly an IMRG near you at your local dealer. It's a great opportunity to meet other Indian Motorcycle owners, to go out, to share your passion for motorcycling and your favourite brand. Then you can wear these great IMRG patches. Get closer and join an IMRG to wear these colors here <https://imrgmember.eu/riders-group/#/> or ask your dealer for more details.

ENJOY YOURSELF



Looking for an official Indian Motorcycle Rider pack or pin? Visit www.imrgoodies.com where you can also grab some limited edition items.

SAVE THE DATE INDIAN RIDERS FEST BUDWEIS 10-12 JUNE 2022



After a new postponement due to the health crisis, the Indian Riders Fest in the Czech Republic in Budweis is waiting for you with all its team in June 2022. The event has received support from all over the world. It will be even stronger next year with a lot of surprises in the entertainment programme, a larger accommodation capacity including the possibility to sleep on site in superb spacious tents fully equipped. Stay tuned. All information on www.indianridersfest.eu/



200 000 KM ! WHO CAN BEAT THAT?

Alain, originally from the south of France, has owned his Chieftain for just over 6 years. A tireless driver, he travels all the roads from Morocco to the North Cape! He has just passed the 200,000 km mark by regularly maintaining his bike at his dealer and without having experienced the slightest problem. Respect!

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



◀ **TONY - CORNWALL, CHIEFTAIN**

Surrounded by stunning coastline here in Cornwall UK I am spoilt for choice when it comes to riding my Chieftain Limited, this is my second Indian and for touring it's absolutely perfect. Happy on narrow lanes and twisting coast roads, and I love the power when it's needed. Everywhere I go people comment about what a beautiful bike it is. Picture taken in Marazion Cornwall with St Michaels Mount in the background.



◀ **THIERRY - BELGIUM, ROADMASTER**

My Indian experience. When I was 16, I started riding a Zündapp KS50, which I could ride at 110 km/h, it was a bit of a rebel period. When I was 18, I bought a second-hand Yam XS1100, which was soon replaced by a Sportster 1000. After a few years without a motorbike, here I am riding a GS 1100. Three years ago, while I was visiting the Brussels Auto/Moto show, I discovered the Indian stand (a brand I didn't know at all) and I sat on a magnificent Scout. I decided to go and try this bike at a dealers and there... love at first sight! So much so that I bought the test bike. I met the president of the local IMRG who asked me to join the committee as a photographer and webmaster, which I accepted. After riding the Scout for 20,000 km and trying out a few other models in the range, I was given the opportunity to take over one of our President's bikes, a beautiful 2016 Roadmaster Blue Diamond, full of options. Even though it wasn't my first choice, he managed to convince me by making me an offer I couldn't refuse and by showing me that with a Roadmaster you can have several bikes in one. I did indeed remove the imposing touring pack and opted for a solo saddle because I ride alone most of the time. The day I have to go on a longer trip or ride with two people, it takes only 15 minutes to get the bike back to its original configuration. The only thing wrong with the Roadmaster is that when I'm on the road, I never want to go home! Riding again and again... this bike is pure happiness!



▲ **CRAIG - UNITED KINGDOM, SCOUT BOBBER**

During the first lockdown, unable to ride my beautiful Scout Bobber, I decided to start building junk robots and get creative. I've just finished my latest creation which is a tribute to Indian Motorcycles! Thought you'd like to see it. CC Robot Foundry No:25 - Big Chief Bobber.

◀ **FRANK - UNITED KINGDOM, ROADMASTER, CHALLENGER**

Why Indian!!!! 2016 and on holiday in San Diego and decided to hire a motorcycle for a tour of the area. We had lived there and thought it was a cool way to see the sights. I hired a Chieftain and never ridden an Indian before and was blown away by the power and features. While still in San Diego I contacted Moore Speed Racing to see what was available and within a month I was the owner of a beautiful new 2016 Roadmaster and toured the UK. Within a year I decided I needed the Ride Command benefits and decided on a 2017 Roadmaster and added Stage 2 cams. That bike was well travelled with amazing trips to the Alps, the Picos, southern Italy, Cote d Azur, Normandy and WW1 battlefields and Ireland. I also decided a Scout would be a good short ride addition. Fast forward to 2019 and miles of smiles with the RM and on holiday again in San Diego and get to demo ride the Challenger. Just blown away and decided the Scout was gonna make way for a Challenger!!! So 2020 sees me with a 116 Roadmaster and a Challenger and just love them both. They each have unique characteristics, their own personalities and live riding them both. 5 years on and I am a delighted Indian fanatic, can't wait to pile more miles on each bike. I thank my lucky stars for that chance hire in San Diego and the way the guys at Moore Speed Racing have helped making the experience easy and trouble free. Who knows, maybe 2021 is the year for a Chief too!!!!



▲ **KRZYSZTOF - POLAND, SCOUT**

My first motorcycle. My story of buying my first ever motorcycle is very short. One brand into consideration. One visit in as dealership. One ruby-red beauty. One week of thinking. One possible decision. Done. One month of ownership, but a lot of joy. And I hope there will be a very long story... Regards.



▲ **ERWIN - THE NETHERLANDS, CHIEFTAIN**

My best one. I am Erwin from the Netherlands. This is my beautiful bike; Indian Chieftan Dark Horse. I had about 6 bikes in my life but this one is by far the best. Every ride is a glorious moment en brings an big smile on my face. My Chieftain is my pride and joy. I am proudly member of the Blue Knights, a international law enforcement motorcycle club with a beautiful slogan: there are no strangers, only friends you haven't met... See ya!



▲ **RENZO - ITALY, CHIEF**

My best ride... Start to Peschiera del Garda 8,30 AM Lago D'Iseo.. Passo Aprica...Tirano...Passo Del Bernina...Saint Moritz...Tirano... Passo Stelvio Merano..Bolzano...Peschiera del Garda ...630 km Arrivo a Peschiera) 9;90 Pm.

WHY WE RIDE

◀ **JOSÉ - PORTUGAL, CHIEF DARK HORSE**

Hi, good fellows! Since I have joined this fabulous Indian universe, in 2017 (and I have been professionally related with BMW cars and motorcycles for 21 years!...), I have made the best long distance trips ever! Ok, I also have more time available now... But it just great experiences until now! From those moments, these picture have for me a stronger meaning: At Moto Club de Faro/ Algarve/ Portugal headquarters (which is the "cathedral" of motorcycling in Portugal, if not in all Europe!!!). Also, I keep in mind my way to Stelvio Pass (Italy)... a 6.000 km trip (2018, September) and my road trip to Budweiss (Czech Republic), for the Annual Indian European Meeting!... a 7.500 km trip (2019, June)! Nothing that big since then... due to Covid-19 restrictions!... Time will come!!! My best personal regards to you and all the IMRG friends all over the world, Hit the road!!!



◀ **NIELS NORWAY, FTR**
No comment !



◀ **ROLI - SWITZERLAND, CHIEFTAIN**

Dear Rider Magazine. Enclosed I send you a picture of my first ride in 2019, after buying my Indian Chieftain Classic. See the beautiful Lunger Lake in the background.

I am so proud to ride an Indian Chieftain Classic, because this brand is cult and beautiful to handle.

There are also always nice encounters with outsiders who want to know more about this Indian Chieftain Classic, as it is still unknown to many.

I wish you all a great motorbike summer with many good rides. Best regards from the canton of Schwytz.

▼ **GUY-PHILIPPE - SWITZERLAND, ROADMASTER**

A nice ride from Geneva on the Alpine road in 2020, towards Italy, at the Saisies pass. What a pleasure to ride our Roadmaster! Sincerely

RIDE



▲ **KEVIN - SWEDEN, CHIEFTAIN**

Celebration. From the beginning I couldn't imagine owning an Indian Motorcycle could be this fun. I found new ideas after the other, my latest project was this memorable helmet for Oscar & George and to celebrate Indian Motorcycle 120th anniversary.



◀ **ZDENEK - CZ, SCOUT BOBBER**

I always thought and wished, when my hair start's to grow a little grey, I want an American motorcycle. Suddenly two years ago I've been sent with my colleague to Medina, Minnessota to do maintenance on a special clay milling machine. During our stay there was been so much care of us especially by Jorge, Nate and others. Meeting the whole design team was just a completely unforgettable experience. And then...there it was...standing right in the middle of the main hall on the rotary table...Indian Scout Bobber in bronze. Love at the first sight. After I came back home I found the best dealership I could...the Liška family in Pardubice/CZ for three generations creating something more about this legendary brand in my country... It was the right choice...In two months I had my dream American motorcycle with such a history and such a potential...



So my first test ride? yeah...on my own bike between garages waiting for a driving licence. My best ride out? well...everyone of course :) But there is one I can point up, about 50 riders from our "Pardubice tribe" was on the road to meet a lot of senior houses in our region and bring a disinfection in a following van. It took us about 300 km. Keep the brand alive... Ride free...

INTERVIEW



GRANT BESTER

Grant Bester has been with the Polaris Group for over 8 years now and holds the position of Vice President International for Indian Motorcycle.

The athleticism of his character reminds us of his passion for sport and rugby, which he played in South Africa, where he is originally from. Motorcycles have always been a part of his passion, but he never expected to be running the motorcycle business for the International, after having spent most of his previous career in Medical for a Fortune 50 company.

Friendly, smiling, the handshake is firm and the conversation starts easily because of Grant Bester's natural curiosity and wide range of interests. Grant is appreciated for being very committed and involved on a daily basis. He is a hard worker, an active person, with a directness of speech, but always listening and open to discussion, as his team members acknowledge.

Grant Bester, how did your passion for motorbikes come about?

I was always inspired by anything with 2 wheels – road bikes, mountain bikes, then one day a friend let me try his KX250 (with a small crash course). 2 Weeks later I bought his bike and I was hooked ever since. I spent years after exploring all ends of South Africa on all sorts of motorcycles, one of my most inspiring trips covering a number of countries in the Southern African Region on a KTM 690. I have subsequently owned many different motorcycles and explored many countries on two wheels – Love the

sense of adventure, the solitude but also the friendships established with the riders in our community.

Your initial professional career was in fields other than motorcycling, how do you end up managing Indian Motorcycle on an entire continent and beyond?

I got lucky and am very happy to be working in Polaris with Indian Motorcycle. I have had a diverse career, leaving university and starting my own business in professional Imaging. I later invested into a medical engineering startup and later transitioned

into a global medical company as Vice President & CMO for the international region. I moved around the world with the company but my base was Switzerland. When the company decided to relocate from Switzerland, so some colleagues who had joined Polaris in the region put me on the trail. A job came up for which I was selected. I never looked back.

Your responsibilities involve you on several fronts, what are they and how is your mission organized?

My remit is for Europe, Middle East, Asia and Australia, New Zealand regions for Indian Motorcycle. We are focused on the operational aspects of the business (Sales, Marketing & Manufacturing) but we also work very closely with our colleagues across the globe on product needs and partnerships. We have a very experienced multi-lingual team in Switzerland who support the International region and of course a very passionate team in all regions. We are really

"FTR has been an amazing project. Essentially we were going out of our comfort zone..."



focused on delivering quality product, real authentic messaging and are very proud of our riding community.

The International region has been a growth engine for Indian Motorcycle. This region now accounts for more than 1/3 of the global volume and our ambitions would be to grow fast and sustainably – but to keep the values that got us to where we are today. Europe is one of the biggest regions overall and almost every country is growing and expanding the dealer networks of which there are currently 300, over half of which are exclusive to Indian Motorcycle.

The brand was relaunched in 2013 with 3 superb models, today the range offers around 30 models including the 3 latest Chief models! What is your secret to moving forward so quickly against your competitors?

The global team are just amazing. There is a very entrepreneurial mindset in our company, we are all encouraged to plan well, move fast, solve problems and work as a team. Indian Motorcycle has been more than a passion to most people on the team. If you ride, love the brand, have a global mindset and are encouraged to “create” – only good things can come from this!

You were very involved in the launch of the FTR which took the brand into a new segment. In less than 3 years you have attracted a growing number of Roadster customers. What are the assets of this model?

FTR has been an amazing project. Essentially we were going out of our comfort zone and in a very short timeframe, developed a concept, created a new segment (or stretched existing ones), engineered one of the most exciting motorcycles on the market, went racing (and won almost everything) and then refined the platform to really appeal to European riders with a more street inspired FTR tracker. We have seen customers converting from almost all segments, Sport, Cruiser, Retro.... In my opinion, the geometry provides for comfort and control, the V-twin, torque and incredible character, the styling, unique and customizable – I don't think there is anything else on the market as exciting as the FTR!

In spite of the complicated period that the planet has been going through for the last year, how do you explain that Indian Motorcycle are so successful?

The last year has been complicated, for families, businesses, logistics and supply. It has been really hard to estimate the impact of Covid & consumer buying patterns, and during this period we also had to upgrade our platforms to EU5, and deal with many other challenges brought about by the health crisis. The great thing about Motorcycling is when you put on your helmet and start that engine, all the other problems, challenges and issues seem to disappear (at least for a while!). We prepared as well as we could have, we had very committed partners and dealers, our rider community really shared their passion with friends and families and many of us decided to enjoy our motorcycle more, with close friends in the past year. The last year has been challenging but our Motorcycling family had grown even stronger.

Tomorrow, you will have the choice to go away for a week, what is the road trip of

your dreams and which machine would you choose to ride?

One of the reasons I love this job, I have managed to ride all over the world, USA, Middle East, ASIA, Europe, and always loved the diversity. I have to say that I still love the riding in Switzerland! We have some incredible mountain passes in the Valais (Furka, Grimsel) and not far off from there, Stelvio. I do have a weakness for good Italian food and wine, so often find myself riding over the Col du Grand St-Bernard for the windy roads and friendly restaurants. I can highly recommend a week in the Bernese Oberland, you will fall in love with the landscapes around Emmental, Thun, Wilderswil and surrounding areas

Any last words to add?

Great thing about my job is I always have friends coming to Switzerland to ride with me – I think my conversion rate is about 70% from other brands to Indian Motorcycle – any dealers need a sales guy?!!



**On the 100th anniversary of the original Chief,
Indian Motorcycle reinvented a legend.**

ANTICON REDEFINED

The chopped fenders and exposed rear shocks inspire you to make your own modifications.

Every Chief comes with full LED lighting, keyless ignition, cruise control, ride modes, and super-sticky Pirelli® Night Dragon tires.

2022 CHIEF

ENGINE THUNDER STROKE 116 V-TWIN
TORQUE 120 FT-LBS

Although the Chief is centered on heritage, to make more history, we embraced the future. Modern conveniences, such as exceptional power and handling, and three ride modes make riding easier and safer. The Chief Dark Horse gives you the same ride and handling, more power from the Thunderstroke 116, and a touchscreen display.

The 19-inch front wheel, 16-inch rear wheel, 29-degree rake, and drag bars create a sporty stance that begs you to roll the throttle.

Designed by the legendary Charles Franklin, the dirt track racer and engineer who also dreamed up the Scout, the Indian Chief debuted in 1922 with a 61-cubic-inch V-twin, dual cams, a low seat, and graceful lines. Riders loved its reliable power, formidable torque, and agile frame. And now, for its 100th anniversary, the Chief has been completely reimagined—a timeless design supplemented with modern technology and performance, and zero compromises. It retains its classic compact stance, simple steel frame, and 64-inch wheelbase, and it has a 26-inch seat height that puts riders in total control. The 116-cubic-inch Thunderstroke engine provides plenty of accelerating power, for a jolt you'll feel coming out of every turn. The only people this bike will disappoint are the ones who hoped to keep it in their rear view.



2022 CHIEF BOBBER DARK HORSE

ENGINE	THUNDER STROKE 116 V-TWIN
TORQUE	120 FT-LBS

The Chief Bobber powered by the Thunderstroke 116 engine is a bulldog in bike form: stout and solid, with more muscle than you'd expect in a ride this size. You can also experience the Chief Bobber Dark Horse by taking a step up with its premium equipment features.



2022 SUPER CHIEF

ENGINE	THUNDER STROKE 116 V-TWIN
TORQUE	120 FT-LBS

The Super Chief Limited is a touring bike with outlaw attitude and iconic style, including a large headlight bucket with nacelle and covered forks. If you want to go even bolder, the Super Chief Limited comes with a Thunderstroke 116, premium chrome finishes, and a four-inch touchscreen powered by RIDE COMMAND.



VÍCTOR'S DREAM

Ushuaia to Anchorage with a Roadmaster



PAN AMERICANA

I love adventure, and I love to head off on a motorcycle and get lost on endless roads, so that's why I decided to ride the Pan American highway. I wanted to do it alone so I'd get to experience the adventure I'd always dreamed of – my motorcycle, me, and never-ending roads.



Although it's usual to do the route from North to South – and in a better season of the year – I decided to travel from South to North to take advantage of the fact that it was summer in the southern hemisphere, and also considering that the southern routes were going to be the hardest. Once in the States, the roads would be much easier. My first challenge was to cross South America, and perhaps Central America would be tricky too. Originally the idea was to do it on a good off-road machine without a lot of electronics, but during the Daytona Bike Week I fell in love with the

Indian Roadmaster, and I bought one. I put almost 6,000 miles on it and loved every single mile. I had full confidence in it, even though it was a touring bike. Against all advice, I decided to embark on the Pan Am trip with my Indian Roadmaster. My adventure began when I took delivery of the bike in Punta Arenas, Chile. My good friend Peter Wurmer had taken care of shipping it over to me from Los Angeles. I started my journey from Ushuaia, and all the fellow bikers I met along the way admired my Indian – this legendary brand had no representation in those countries at

that time. A lot of them stayed in touch with me and followed my adventures through social media. And when I met Mario Arturo Montoro of the great Chilean biker club La Hermandad del Sur at a toll, my number of followers increased significantly and some even came up to greet me along the road. So much so, that in some gas stations all the employees would come out and take their photo with the “gringo with the Indian”. I was traveling alone, but biker friends can be found everywhere, and I felt very supported. At a police checkpoint in Panama, very close to the border with Costa Rica, I was



stopped because an immigration officer had forgotten to stamp my driver's license. The police confiscated my bike and put me up in a hotel until the trial. I called Franco Santalucia, a biker friend I'd met the night before in Panama City. Half an hour later, Eros, the President of the 507 Extreme Club, informed me that someone would pick me up the next day and accompany me to court. The next morning Meibis Zamudio showed up, a lovely Panamanian woman who spent the day with me in court helping to ensure my problem got resolved. In the late afternoon I was tried and acquitted,

then escorted out of Panama. Isn't the brotherhood of bikers around the world great? I'm so grateful for this. Although I carried a small tent and sleeping bag, I always got a room where I could rest and keep the bike covered – oftentimes in original ways. I received more and more messages of support, which helped keep me going. Despite the difficulties with the dirt tracks and very low octane gasoline, I was delighted with my bike. The passage through Central America was a bit more complicated and my GPS wasn't working, but I just had to keep heading north. Going

through three countries in the same day is a very curious experience. In some areas, it was really scary to see the caliber of weapons carried by some of the guards...

When I'd racked up almost 10,000 miles on my bike – many of them off-road – I went to a motorcycle dealer in San Luis Potosi, Mexico. I met the owner, Ricardo José, and asked for an oil change, but they also changed the filter, cleaned the air filter, and washed the bike. When I went to pay, he simply told me: "Enjoy it, it was an honor to do this for you". He wouldn't let me pay for anything. Once again, I would like to thank them for their kindness.

In Los Angeles I changed the tires. I could tell they'd suffered from the dirt roads and potholes in the pavement. I caught up with my friend Peter Wurmer, a great former biker and founder of EagleRider. He congratulated me on making it that far and asked if I would wait for better weather conditions in May before continuing my trip to Alaska. No way! My intention was to go right ahead and carry on riding north, despite the season of bad weather that awaited me in that direction. I started to see snow along the side of the road when I got onto the Trans-Canada Highway 1, approaching Kamloops, in Canada.

From there the road began to get more complicated, and I had to be very careful as I navigated the increasingly frequent ice and snow. Temperatures dropped a lot, and I had to change my sneakers for a pair of boots I'd bought along the way. I could already see signs pointing to Alaska,



VÍCTOR'S DREAM



which subconsciously cheered me up as I knew I was getting closer and closer to the far north. One of the signs said that from October 1 to April 30, cars and campers must have winter tires and trucks must have chains. But it didn't specify anything for motorbikes! So I continued on my way.

The road was now covered in patches of white in many areas, but I could still ride well, and eventually I got to Bell Lodge where The Last Frontier Heliskiing is located, one of the best-known and biggest Heliskiing centers.

While I was refueling, a lumberjack arrived in his old truck and we got talking. He advised me not to continue northwards because he'd just come from there, it was snowing, and he said the bike wouldn't make it through. Yet again, I told myself that if I'd made it this far, it wasn't to stop here.

In winter, the gas stations in the North are unattended. While I was in one of them, there was too much snow and my bike fell over. There was no way I could stand it up again on my own. After a while I noticed some smoke coming out of a chimney between the trees, so I walked closer and found a house there. I knocked on the door and the kind inhabitant immediately returned with me to my bike to help me lift it upright again.

From there on, the road was snowy, with hardly a bare stretch to be seen. When I reached the Alaskan border, one of the patrollers was a biker and told me, very kindly, that he'd been doing the job for 14 years and had never seen a motorcycle there at this time of year. He tried to talk me out of continuing on to Anchorage by telling me that the National Park was closed because snowstorms had been forecast. He was obviously very worried about me riding under such dangerous conditions. To reassure him, I pretended to





go to the nearest hotel to stay the night.

That day I covered 1,093 km in 15 and a half hours. I knew this would be my chance, so I took it – and I made it. At long last I arrived in Tok, Alaska, only 530 km from Anchorage. I knew that I'd reached the northernmost point of my trip, and that after Anchorage there was only one pass left.

The next morning, road conditions began to improve, and I was traveling faster. When I stopped at a gas station, I met a local couple with a pickup carrying firewood. They were very interested in my whole ride and told me yet again that I wouldn't make it, because there was a snowy mountain pass further on.

The landscape was immense, and the sky became increasingly dark and threatening as I climbed. I think my Roadmaster was as eager as I was to overcome this final test... And then, finally, we reached the top! But it still wasn't over – I hadn't imagined that the descent on the other side would be so slippery and tricky. The turns in the road eventually lessened so it became much easier. The rain kept coming down on me all the way to Anchorage, and when I finally rode into the city I was screaming with joy.

Against all the odds, I had made it. Physically alone, yes, but always accompanied by all the friends and bikers that had followed me during my trip and who were calling and writing me all the way through!

I had ridden solo from South to North America across 14 countries on an Indian Roadmaster. Many people ask me how I was able to ride so many miles over snow. I was very, very lucky because I knew that if I fell, I wouldn't be able to stand the bike back up on my own.



The lowest temperature registered on the bike's thermometer was -23°C, and the proof of that was there were icicles on the front fender. I hadn't brought the right clothes to prepare for such temperatures, but the heated seat and handlebar grips were a great help.

I wrote a book about this journey based on my daily notes and the compilation of data like miles travelled, hours on the bike, averages, problems I encountered, and multiple anecdotes from my extraordinary adventure.

I'm still happy with my 2016 Indian Roadmaster, which I continue to ride, traveling thousands of miles across the United States.

Víctor Muntané



EVEN MORE EVERYTHING

When Indian Motorcycle launched the FTR 750 in 2016, it was a return to the company's flat track roots—to the post-WWII era when the U.S. was consumed by the sport and the legendary Wrecking Crew dominated the podium. In 2019, the FTR 1200 debuted. It was a machine born on the dirt but built for the street. This year, the legacy continues with the new FTR, FTR S, and FTR R Carbon, taking street performance, approachability, and control to a whole new level.



Professional rider on a closed course



WE LISTENED. THEN WE IMPROVED.

Every Indian Motorcycle has a product manager. Someone who takes control of each step, from “Do you think we could...” to the first dealership delivery. For the 2022 FTR, that person was Ben Lindaman.

Lindaman started with a challenge: the success of the original FTR. “The style and performance of the bike resonated well,” he says. But thanks to customer feedback, he knew it could be more. “We monitor all social networks, and when someone buys a bike from us, we reach out and ask questions. We get so many comments about loving the bike, but we want to hear the bad stuff too.” What he discovered was that owners loved the track pedigree of the FTR, but they wanted the bike to be even more street ready.

The first thing Lindaman and his team of engineers and designers addressed was the tires. The original FTR had 19-inch wheels and knobby tires that are great for mixed use, “but not the best option if you want to carve canyons,” Lindaman says. They swapped in 17-inch wheels and Metzeler® Sportec® tires instead. At 150mm, the suspension travel was similarly optimized for off-road riding, so “we went to 120mm.” Then there was

the seat, which many riders said was higher than they expected.

Changing the height of a motorcycle seat isn’t as simple as grabbing a wrench and lowering it. To reduce seat height, the rake had to be steeped and the trail lessened. There was computer modeling, followed by physical prototypes, tweaking at every step before testing, and tweaking again until they got it right: a seat that is 1.4 inches lower than its predecessor, providing improved control and confidence.

With the design complete, it was time for the components. “Going into this new world of neo-retro-type bikes, we wanted to partner with people who were known and respected in the industry,” Lindaman says. The team added Akrapovič exhaust to maximize power and substantially reduce the overall bike weight. They used Brembo® brakes to provide optimized braking ability, and fully adjustable Öhlins® forks and piggyback shocks for a smooth (and customizable) ride.

The result, Lindaman says, “is much more agile, much more nimble, with much quicker response. Going through corners, you just feel so precise. It puts you in the position where you are in optimum control.”

It’s a whole new FTR.

2022 FTR

ENGINE	1203CC
HORSEPOWER	120
TORQUE	87 FT-LBS

Calling the FTR the base model is like calling base camp at Mount Everest the lowlands. This bike is as much about capability as it is about authenticity. Every twist of the throttle is a thrill.





WING of the BAGGERS

After a successful event in 2020 when Tyler O'Hara claimed top place riding that same bike, the series is returning with a 3-round format.

"There was a lot of skepticism when this category came up last year but pitting these big V-Twins against each other on a racetrack threw up some real surprises. The riders' grit and determination made for a thrilling show, and the Indian Motorcycle pilots proved how the Challenger is capable of incredible speed and performance

Indian Motorcycle has three teams racing in the 2021 King of the Baggers, each fielding the formidable Indian Challenger and with Tyler O'Hara, Frankie Garcia and Patricia Fernandez in the saddle.

in the face of their competitors on the Road Glide. We're excited to be a part of it again in 2021," said Gary Gray, Vice President – Racing, Technology and Service.

The Challenger holds a major advantage over the Road Glide, thanks to its best-in-class 122 horsepower PowerPlus engine. It grips the road superbly with its well-balanced chassis and great suspension, smoothed by inverted front fork tubes and a rear monoshock courtesy of Fox®.

Opening win in Atlanta

The King of the Baggers series kicked off in April with reigning champion Tyler O'Hara pulling off another triumphant win for his S&S Cycle team, ahead of Kyle Wyman and another Challenger ridden by Frankie Garcia of Roland Sands Design team.



2021 CALENDAR

- Atlanta April 30-May 2
- Utah Motorsports Campus June 25-27
- Monterey - Laguna Seca July 9-11



Tyler qualified to start from pole position. After a lacklustre start he drew himself up to third position, before overtaking Frankie Garcia in second place, and then edging into the lead in the final seconds to set the fastest time in the race.

Follow the King of the Baggers
at MotoAmerica.com
and BaggerRacingLeague.com



Professional riders on a closed course



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Wall of Death Tee in black.



*Arlington Mesh Jacket in black.
Arlington Mesh Glove in black.*



*Women's Script Logo Cap in black.
Women's Script Logo Tank in black.*



TOP LEFT CORNER : *The Unrivalled Tee - White 100% cotton - Women's cut model and men's cut model*
ABOVE: *Wheels and Waves Tee - Black - Men - 100% Cotton*
BELOW: *Wheels and Waves Tee - grey - Long Sleeve - Women - 100% Cotton*



TOP : *Wheels and Waves Jersey - Red & White - Long Sleeve - Men - 100% Polyester*

LEFT : *HEDON helmet - Limited edition - The Unrivalled - Wheels and Waves customization*





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